

## RESPONSE TO COMMENTS

### 2.1 Distribution of the Draft EIS/EIR

The draft EIS/EIR prepared for LAHD and the USACE was distributed to the public and regulatory agencies on September 22, 2008, for a 77-day review period. Approximately 2,000 hard copies and CDs of the draft EIS/EIR were distributed to various government agencies, organizations, individuals, and Port tenants. In addition, postcards in English and Spanish were mailed to all addresses in the communities of Wilmington and San Pedro. LAHD, in cooperation with the USACE, conducted a public hearing regarding the draft EIS/EIR on October 27, 2008, to provide an overview of the proposed San Pedro Waterfront Project and alternatives and to accept public comments on the proposed Project, alternatives, and environmental document.

The draft EIS/EIR was available for review at the following locations:

- Los Angeles Harbor Department, Environmental Management Division, 425 S. Palos Verdes Street, San Pedro, CA 90731
- Los Angeles Public Library – Central Branch, 630 West 5th Street, Los Angeles, CA 90071
- Los Angeles Public Library – San Pedro Branch, 921 South Gaffey Street, San Pedro, CA 90731
- Los Angeles Public Library – Wilmington Branch, 1300 North Avalon Boulevard, Wilmington, CA 90744

In addition to printed copies of the draft EIS/EIR, electronic versions were made available. Due to the size of the document, the electronic versions have been prepared as a series of PDF files to facilitate downloading and printing. Members of the public can request a CD containing the EIS/EIR. The draft EIS/EIR was available in its entirety on the Port web site at <<http://www.portoflosangeles.org/environmental/publicnotice.htm>>, with the public notice available online at <<http://www.spl.usace.army.mil/regulatory/POLA.htm>>. Electronic copies of the draft EIS/EIR on a CD were available free of charge to interested parties.

1 **2.2 Comments on the Draft EIS/EIR**

2 The public comment and response component of the NEPA/CEQA process serves an  
3 essential role. It allows the respective lead agencies to assess the impacts of a project  
4 based on the analysis of other responsible, concerned, or adjacent agencies and  
5 interested parties, and it provides the opportunity to amplify and better explain the  
6 analyses that the lead agencies have undertaken to determine the potential  
7 environmental impacts of a project. To that extent, responses to comments are  
8 intended to provide complete and thorough explanations to commenting agencies and  
9 individuals, and to improve the overall understanding of the project for the decision-  
10 making bodies.

11 The USACE and LAHD received 383 comment letters and comments through the  
12 public meeting transcript on the draft EIS/EIR during the public review period.  
13 Table 2-1 presents a list of those agencies, organizations, and individuals who  
14 commented on the draft EIS/EIR.

1 **Table 2-1.** Public Comments Received on the Draft EIS/EIR

Letter Code	Date	Individual/Organization	Follows Page
<b>Federal Government</b>			
FEMA	09/29/08	U.S. Department of Homeland Security FEMA Region IX	2-54
USCG	12/03/08	U.S. Department of Homeland Security	2-55
NMFS	12/08/08	U.S. Department of Commerce	2-56
USDOJ	12/10/08	U.S. Department of the Interior	2-65
EPA	12/15/08	Environmental Protection Agency, Region IX	2-66
<b>State Government</b>			
CSLC	12/08/08	California State Lands Commission	2-91
<b>Regional Government</b>			
METRO	12/04/08	Metropolitan Transportation Authority	2-93
SCAQMD	12/05/08	South Coast Air Quality Management District	2-94
<b>Local Government</b>			
CLAPH	09/18/08	County of Los Angeles Public Health	2-110
RPV	12/03/08	City of Rancho Palos Verdes	2-111
LADOT1	12/08/08	Los Angeles Department of Transportation	2-113
LADOT2	08/18/09	Los Angeles Department of Transportation	2-114
LADCP	12/09/08	City of Los Angeles Department of City Planning	2-117
CRA	12/10/08	City of Los Angeles Community Redevelopment Agency	2-127
<b>Organizations</b>			
SCHVTF1	09/23/08	Sierra Club Harbor Vision Task Force	2-138
LAEDC	11/24/08	Los Angeles County Economic Development Corporation	2-139
FTA	11/24/08	Foreign Trade Association of Southern California	2-140
LACVB	11/27/08	Los Angeles Convention and Visitors Bureau	2-141
SCI	12/03/08	Seamen's Church Institute	2-142
TACC	12/03/08	Torrance Area Chamber of Commerce	2-143
FCCA	12/04/08	Florida-Caribbean Cruise Association	2-144
LAMMF	12/04/08	Los Angeles Maritime Museum Foundation	2-146
MMVWWII	12/05/08	U.S. Merchant Marine Veterans World War II	2-148
SBACC	12/05/08	South Bay Association of Chambers of Commerce	2-149
SCIC1	12/05/08	South Coast Interfaith Council	2-150
LBCOC1	12/08/08	Long Beach Area Chamber of Commerce	2-152
LBCOC2	12/08/08	Long Beach Area Chamber of Commerce	2-153

CFASE	12/08/08	Coalition for a Safe Environment	2-154
VISION	12/08/08	Grand Vision Foundation	2-175
SCHVTF2	12/08/08	Sierra Club Harbor Vision Task Force	2-190
LAMI	12/09/08	Los Angeles Maritime Institute, Topsail Youth Program	2-208
MCAL63	12/10/08	Marine Clerks Association Local 63	2-209
LCOC	12/10/08	Lomita Chamber of Commerce	2-210
SPCOC	12/10/08	San Pedro Chamber of Commerce	2-211
SPCPS1	10/02/08	San Pedro Coordinated Plan Subcommittee	2-215
SPCPS2	10/27/08	San Pedro Coordinated Plan Subcommittee	2-216
CSPNC1	11/18/08	Central San Pedro Neighborhood Council	2-219
CSPNC2	11/19/08	Coastal San Pedro Neighborhood Council	2-226
DACSP	11/24/08	Dalmatian-American Club of San Pedro, Inc.	2-227
HGYC	12/01/08	Hurricane Gulch Yacht Club	2-228
PCCAC1	12/05/08	Pacific Corridor Community Advisory Committee	2-231
CSPNC3	12/07/08	Coastal San Pedro Neighborhood Council	2-248
NWSPNC	12/08/08	Northwest San Pedro Neighborhood Council	2-288
CAC	12/08/08	Croatian American Club	2-297
PCCAC2	12/08/08	Pacific Corridor Community Advisory Committee	2-298
PCCAC3	12/08/08	Pacific Corridor Community Advisory Committee	2-299
SCIC2	12/08/08	South Coast Interfaith Council	2-300
IAC	12/09/08	Holy Trinity Better Half Senior Club	2-302
SKATE	12/09/08	Holy Skate	2-303
PCACAQS	12/09/08	Port of Los Angeles Community Advisory Committee, Air Quality Subcommittee	2-304
LAN	12/11/08	Port of Los Angeles Community Advisory Committee, Light, Aesthetics and Noise Subcommittee	2-314
<b>Individuals/Companies</b>			
ROY	09/08	John Royal	2-315
NOE	10/06/08	Gail Noen	2-317
BER	10/22/08	Alan Bergman	2-319
GUI	10/28/08	Guida Surveying	2-320
RWEL	10/30/08	Richard Welsh	2-321
WINK	10/30/08	John Winkler	2-323
SER	11/01/08	James J. Serici	2-326
CAL	11/02/08	Betty Calkins	2-328

MEL	11/03/08	Joe and Jana Melville	2-332
LIT	11/03/08	Lauren Litchfield	2-335
JWEL	11/04/08	Joanna Welsh	2-340
LITM	11/07/08	Margaret Litman	2-343
GRE	11/13/08	Anna Greenleaf	2-344
TWEL	11/13/08	Thomas Welsh	2-345
BOL	11/13/08	Jackie Bologna	2-348
PRT	11/14/08	PRT Strategies	2-349
CBRO	11/14/08	Caroline Brown	2-350
NU1	11/18/08	Anonymous	2-351
DIC	11/21/08	Alexis Dicus	2-352
EHAN	11/21/08	Eric Hansen	2-353
KRE	11/21/08	Shaindee Kreitenberg	2-354
MOO	11/21/08	Noel Moore	2-355
ENG	11/22/08	Justin English	2-356
GAR	11/22/08	Danny Garcia	2-357
TIR	11/24/08	Henry Tirre	2-358
BHAN	11/24/08	Bill Hanson	2-359
DOS	11/24/08	Bill Dosh	2-360
ECAR	11/24/08	Eric Cartier	2-361
GRI	11/24/08	Rick Griffin	2-362
HAME	11/24/08	E. Hamel	2-363
JHAL	11/24/08	Jim Hall	2-364
KBRO	11/24/08	Kimberly Brown	2-365
PAI	11/24/08	Alex Paik	2-366
PIK	11/24/08	Rick Pike	2-367
SARU	11/24/08	John Saruwatari	2-368
BOR	11/25/08	Becky Boren	2-369
SIM	11/25/08	Sharon Simoni	2-370
WING	11/25/08	Betty Wing	2-371
SCAR	11/25/08	Mr. & Mrs. Sam Cardelucci	2-372
RCCL	11/25/08	Royal Caribbean Cruises, Ltd.	2-373
JOHAL	11/26/08	Joyce Hall	2-374
ROYC	11/26/08	Richard Pawlowski	2-375

WAT1	11/28/08	Latham & Watkins, LLP (San Pedro Waterfront, LLC and San Pedro Fish Market, LLC)	2-376
CHR	12/01/08	Blake Christian	2-380
KIN	12/01/08	Zombie King	2-381
GAS	12/01/08	Lena Gasperes	2-382
SHO	12/02/08	Patrick Short	2-383
WINKL	12/02/08	John Winkler	2-384
BJOH	12/03/08	Becky Johns	2-385
POW	12/03/08	Odie Powell	2-386
CC	12/03/08	Crystal Cruises	2-387
TDCLIA	12/03/08	Cruise Lines International Association, Inc.	2-388
METR	12/04/08	Metro Cruise	2-389
PCST	12/04/08	Pacific Cruise Ship Terminals, LLC	2-391
EMEN	12/05/08	Ephraim Mendoza	2-393
LBEZ	12/05/08	Lena Bezmalinovich	2-394
BLA	12/07/08	Jerry Blaskovich	2-395
ABEZ	12/07/08	Andrea Bezmalinovich	2-396
BLO	12/07/08	Steve Blount	2-397
CJOH	12/07/08	Caroline Johns	2-398
JONWAR	12/07/08	Melanie Ellen Jones & Peter M. Warren	2-400
STE	12/07/08	Joshua Stecker	2-427
DIP	12/08/08	Antoniette Diploma	2-428
FJVAD	12/08/08	Mrs. Frida Vadgman	2-429
GAT	12/08/08	James Gatson	2-430
JVAD	12/08/08	Dr. Jay Vadgama	2-431
YVAD	12/08/08	Yagnesh Vadgama	2-432
ALD	12/08/08	Jack Alden	2-433
CMAR	12/08/08	Connie Martin	2-438
GAM	12/08/08	John Bridwell	2-440
MAI	12/08/08	Jeff Maillian	2-444
MANN	12/08/08	Richard Mannila	2-448
MIT	12/08/08	Jeff Mitre	2-449
NORD	12/08/08	Danial Nord	2-450
ROM	12/08/08	Patricia Rome	2-451

SIE	12/08/08	Fran Siegel	2-453
WILL	12/08/08	Gayle A. Williamson	2-454
WAT2	12/08/08	Latham & Watkins, LLP	2-456
AEVIL	12/09/08	Arturo Villonueva	2-486
AGAR	12/09/08	Amelia Garcia	2-487
AGUT	12/09/08	Adolfo Gutierrez	2-488
ALI	12/09/08	Inis Alicia	2-489
AMAR	12/09/08	Alma Marinez	2-490
BGON	12/09/08	Blanca Gonzales	2-491
BLAI	12/09/08	Joanne Blair	2-492
CALD	12/09/08	Jessica Calderon	2-493
CWAT	12/09/08	Carol Waters	2-494
DACUE	12/09/08	Daniela Cuevas	2-495
DOCUE	12/09/08	Dolores Cuevas	2-496
GUE	12/09/08	Esteban Guerra	2-497
HAR	12/09/08	Carrie Harris	2-498
HAT	12/09/08	Tyris Hatchett	2-499
JVAL	12/09/08	Jorge Valdez	2-500
LED	12/09/08	Lety Ledegma	2-501
LOP	12/09/08	Carmen Lopez	2-502
MAL	12/09/08	Gus Maldonado	2-503
MCHA	12/09/08	Marisol Chavez	2-504
MGAR	12/09/08	Marina Garcia	2-505
MPEREZ	12/09/08	Mayra Perez	2-506
MREY	12/09/08	Maribel Reyes	2-507
NEW	12/09/08	Pam Newson	2-508
NUN	12/09/08	Ernie Nunez	2-509
PUG	12/09/08	Violiana Puga	2-510
RAY	12/09/08	Sara Rayas	2-511
RVIL	12/09/08	Ruben Villanueva	2-512
VMEN	12/09/08	Veronica Mendoza	2-513
BAU	12/09/08	Jannette Bautisk	2-514
GLOP	12/09/08	Garciela Lopez	2-515
INT	12/09/08	Café International	2-516

PHL	12/09/08	Pacific Harbor Line	2-519
SUL	12/09/08	Wilson Meany Sullivan	2-520
CHO	12/10/08	Sarah Choszzyk	2-521
HOS	12/10/08	Carul Hotshemi	2-522
JMEN	12/10/08	Jodie Mendoza	2-523
ROB	12/10/08	Marvie Roberts	2-524
WOO	12/10/08	Kathleen Woodfield & Dr. John Miller	2-525
SIMO	12/11/08	Janet L. Simon	2-537
NIC	12/08/08	David G. Nichol	2-538
SHE	12/08/08	Diane Risa Sher	2-540
HAM	No Date	Evelyn Hamel	2-541
VWAT	No Date	Valen Watson	2-542
BAL	No Date	Sheri Ballard	2-548
BAR	No Date	Norman Barsugli	2-549
BEN	No Date	Patty Bentovoja	2-550
BERM	No Date	James Bermelor	2-551
BMEC	No Date	Brian Meckna	2-552
BPRA	No Date	Beth Pratty	2-553
BRA	No Date	Beet Bragger	2-554
CAS	No Date	Lisa Castle	2-555
CASA	No Date	Stephanie Casaletti	2-556
CHA	No Date	Angelica Chavez	2-557
CITO	No Date	Caluiy Ito	2-558
CLUS	No Date	Chad Lusie	2-559
COR	No Date	Debbie Cortes	2-560
COS	No Date	Jim Cosa	2-561
CPRA	No Date	Caprie Pratty	2-562
CUC	No Date	Pete Cucuk	2-563
DITO	No Date	Deborah Ito	2-564
EPRA	No Date	Elizabeth Pratty	2-565
FOL	No Date	Mike Foley	2-566
GOL	No Date	Peter Goldstein	2-567
GUT	No Date	Jose Luis Gutierrez	2-568
HOL	No Date	Susanne Holloway	2-569



IBA	No Date	Irvin Iba	2-570
IPER	No Date	Isaich Perez	2-571
JEPRA	No Date	Jeanne Pratty	2-572
JHOU	No Date	Jeff Houser	2-573
JMEC	No Date	Judy Meckna	2-574
JOH	No Date	Michael Johnston	2-575
JPRA	No Date	Jamir Pratty	2-576
KET	No Date	George Kettel	2-577
KIL	No Date	Janet Kiley	2-578
KOS	No Date	Irene Kostrencich	2-579
LEA	No Date	Jorge Leal	2-580
LREY	No Date	Louie Reyes	2-581
LUS	No Date	Sharon Lusie	2-582
MANE	No Date	Emily Manestar	2-583
MARI	No Date	Larry & Ann Marinovich	2-584
MAR	No Date	Nicholas Mardesich	2-585
MCE	No Date	Ellen McEvoy	2-586
MET	No Date	Irene Metsos	2-587
MIL	No Date	Louis Milnar	2-588
NMEN	No Date	Nicholas Mendoza	2-589
NOR	No Date	Jeremy Norred	2-590
PAL	No Date	Darci Palm	2-591
PERICO	No Date	Natalie Perico	2-592
QUI	No Date	Teresita Quinajon	2-593
RIGOM	No Date	Richard Gomez	2-594
ROGOM	No Date	Robert Gomez	2-595
SAM	No Date	Jordon Sampson	2-596
SCH	No Date	Karsti Schelin	2-597
SHOU	No Date	Sarah Houser	2-598
SIL	No Date	Michele Silva	2-599
SIR	No Date	Kathy Sirivan	2-600
SJPRA	No Date	Stephanie Joseph Pratty	2-601
SLO	No Date	David Slosberg	2-602
STEC	No Date	Bill Stecker	2-603

TIP	No Date	Leon Tippins	2-604
TRU	No Date	Antoni Trutanich	2-605
TUP	No Date	Robert Tupajie	2-606
WILB	No Date	Lauren Willow	2-607
YUM	No Date	Robert Yumul	2-608
ZLA	No Date	John Zlatic	2-609
ZOR	No Date	Aurora Zordilla	2-610
GREE	No Date	Anna Greenleaf	2-611
MARD	No Date	Joseph Mardesich	2-612
PAT	No Date	Jason W. Patey	2-613
PRI	No Date	Princess Cruises	2-614
<b>Draft EIS/EIR Public Hearing</b>			
SPWPC	10/27/08	Draft EIS/EIR Public Hearing Transcripts	2-615

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## 2 2.3 Responses to Comments

3 In accordance with CEQA (Guidelines Section 15088) and NEPA (23 Code of  
4 Federal Regulations [CFR] Part 771), the USACE and LAHD have evaluated the  
5 comments on environmental issues received from agencies and other interested  
6 parties and have prepared written responses to each comment pertinent to the  
7 adequacy of the environmental analyses contained in the draft EIS/EIR. In specific  
8 compliance with CEQA Guidelines Section 15088(b) and implementing regulations  
9 23 CFR Part 771 of NEPA Guidelines, the written responses address the  
10 environmental issues raised. In addition, where appropriate, the basis for  
11 incorporating or not incorporating specific suggestions into the proposed Project is  
12 provided. In each case, LAHD and the USACE have expended a good faith effort,  
13 supported by reasoned analysis, to respond to comments.

14 This section includes responses not only to comments made at the public hearing for  
15 the draft EIS/EIR but also to written comments received during the 77-day public  
16 review period of the draft EIS/EIR. Some comments have prompted changes to the  
17 text of the draft EIS/EIR, which are referenced and shown in Chapter 3,  
18 “Modifications to the Draft EIS/EIR.” Master responses to key topics that were  
19 recurring throughout the comments received on the draft EIS/EIR are provided  
20 below, followed by individual comment letters and responses to those comments. A  
21 copy of each comment letter is provided, and responses to each comment letter  
22 immediately follow.

## 2.3.1 Master Responses to Key Topics

Because a large number of the comment letters received had similar concerns, a set of master responses was developed to address common topics in a comprehensive manner. The following master response section includes LAHD and the USACE's feedback on the following topics:

1. Public input influencing proposed project design and the suggested Sustainable Waterfront Plan project alternative;
2. Outer Harbor cruise facilities;
3. Waterfront parking;
4. Ports O'Call redevelopment;
5. The proposed Project's impact on San Pedro businesses, especially in the downtown area;
6. Proposed Project transportation improvements and traffic impacts; and
7. The need for draft EIS/EIR recirculation.

Individual comments to all comment letters received on the draft EIS/EIR are presented following the master responses and may refer to the Master Responses in total or in part.

### 2.3.1.1 Master Response 1: Public Input Influencing the Project Design and the Suggested Sustainable Waterfront Plan Alternative

For almost a decade, the San Pedro Waterfront Project has been evolving to respond to public input shaping the proposed project design. The following project history discusses the process that allowed this to occur and addresses the several comment letters received on the 2008 draft EIS/EIR regarding the suggested Sustainable Waterfront Plan project alternative.

#### Project History

Community planning for the San Pedro Waterfront formally began almost a decade ago in 2001 with the *Waterfront Promenade and Interface* report (WATCH Report) published in May 2002. This was followed by the Urban Land Institute (ULI) report titled *2002 San Pedro, California: A Redevelopment Plan for the Downtown and Waterfront*, and Port Community Advisory Committee (PCAC)-led *San Pedro Coordinated Framework Plan*, which was presented to LAHD in 2003. Please refer to Section 2.4.1.2, "Project History," of the draft EIS/EIR for more details regarding these planning studies.

1 In 2003, building on the basic concepts specified in the WATCH and ULI Reports  
2 and the Framework Plan, LAHD hired EE&K/Gafcon to develop the *San Pedro*  
3 *Waterfront and Promenade from Bridge to Breakwater Master Development Plan*  
4 (Master Plan). The Master Plan was designed to create a mix of uses at the  
5 waterfront and integrate the authentic small-town scale of San Pedro with  
6 opportunities for pedestrian-oriented districts throughout the project area. Starting in  
7 October 2003, nine public planning workshops and open houses were hosted  
8 throughout San Pedro, with each meeting attracting at least 150 participants and  
9 several attracting over 300. Each workshop included public participation and  
10 solicited input that was used to develop the future plan. LAHD staff previewed the  
11 content of each planning workshop with the Waterfront Steering Committee, a group  
12 of citizens selected to help shepherd the development of the waterfront plan. The  
13 Waterfront Steering Committee included representatives from the following: the  
14 Mayor's Office, Council District 15, the Community Redevelopment Agency's  
15 Community Advisory Committee, the PCAC's San Pedro Coordinated Plan  
16 Subcommittee, Harbor-Watts Economic Development Corporation, and the  
17 Downtown Waterfront Task Force.

18 On September 29, 2004, a concept plan was presented to the LAHD Board of Harbor  
19 Commissioners, who directed staff to move forward with the environmental review  
20 process. Over the following year, LAHD attended meetings of the PCAC's San  
21 Pedro Coordinated Plan Subcommittee, the San Pedro neighborhood councils, and a  
22 working group containing members of those organizations to create a project  
23 description for the proposed Project and project alternatives. On June 4, 2005,  
24 LAHD, the San Pedro neighborhood councils, and PCAC sponsored a community  
25 workshop at the Sheraton Hotel in San Pedro to provide an opportunity for public  
26 comment on the proposed project alternatives crafted by the working group.  
27 Approximately 100 community members attended.

28 In September 2005, LAHD in conjunction with the USACE initiated the EIS/EIR for  
29 the From Bridge to Breakwater Master Plan by releasing a notice of intent/notice of  
30 preparation (NOI/NOP). Subsequently, three scoping meetings were held in  
31 September and October 2005 to further define and accept input on the scope of the  
32 EIS/EIR. Approximately 500 people attended the meetings. Following the scoping  
33 meetings for this project, LAHD reviewed the 125 written scoping comments and  
34 revised the design and scope of the waterfront project.

35 As a result of this outreach, some core issues were identified. In particular, the 30-  
36 year Master Plan included over 1.7 million square feet of new commercial  
37 development and three hotels, a level of density that was controversial and not  
38 supported by market studies. Because there was significant public interest in  
39 advancing the public improvements as soon as possible and there were numerous  
40 alternatives that had individual elements supported by a wide majority of the  
41 community, LAHD developed a new proposed Project that emphasized public  
42 enhancements, incorporated common elements from various alternatives, removed  
43 the hotels, and significantly reduced the overall level of development. The  
44 environmental review process was then reinitiated.

1 In December 2006, LAHD in conjunction with the USACE started to prepare the  
2 EIS/EIR for the San Pedro Waterfront Project by releasing a supplemental NOI/NOP.  
3 This project redefined the proposed Project described in the September 2005  
4 NOI/NOP to respond to community scoping comments. The process initiated with  
5 this document signaled the beginning of the collaborative approach to preparing EIRs  
6 that was requested by the Board of Harbor Commissioners. One scoping meeting  
7 was held on January 23, 2007, to further define and accept input on the scope of the  
8 EIS/EIR. This meeting was followed by nearly 40 meetings with stakeholders to  
9 better define their concerns. Based on the public comments received and stakeholder  
10 outreach conducted between June and August 2007, LAHD made additional changes  
11 to the proposed Project and developed several project alternatives, including an  
12 additional proposed project Alternative 4 that had no cruise facilities in the Outer  
13 Harbor.

14 As a result of this scoping and additional public outreach in 2007, the proposed  
15 Project and alternatives were modified again with a combination of elements carried  
16 forward from previous alternatives and the addition of new elements. These changes  
17 were reflected in the draft EIS/EIR released in September 2008 and are listed below.

- 18 ■ Catalina Express would be relocated to the S.S. Lane Victory site as  
19 recommended.
- 20 ■ The S.S. Lane Victory would be relocated to the North Harbor rather than the  
21 Downtown Harbor.
- 22 ■ A 6-acre public park, but not a community building, would be provided at Kaiser  
23 Point. Public use of the proposed Outer Harbor Cruise Terminals building for  
24 community meetings or events would be considered in the design process.
- 25 ■ The open space near Bloch field would be extended as recommended.
- 26 ■ San Pedro Park at the 22<sup>nd</sup> Street site would be created and maintained as  
27 recommended.
- 28 ■ Project Alternatives 1, 3, 4, and 5 are limited to three cruise berths, and  
29 Alternatives 4 and 5 locate all cruise berths in the Inner Harbor.
- 30 ■ Development is limited to less than 2.0 million square feet under all alternatives.
- 31 ■ The proposed Project is limited to 375,000 square feet of development in Ports  
32 O'Call with park space and parking structures located along the bluff.
- 33 ■ A number of cultural educational facilities are included in the proposed Project  
34 and alternatives (i.e., LAMI, Ralph J. Scott Fireboat Display, Waterfront Red Car  
35 Museum, Cabrillo Beach Youth Camp, Salinas de San Pedro Salt Marsh, Los  
36 Angeles Maritime Museum, John S. Gibson Jr. Park, and Warehouse No. 1).
- 37 ■ Pedestrian and bike connections would be provided throughout the proposed  
38 project area at the following intersections along Harbor Boulevard: Swinford,  
39 O'Farrell, 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup>, and 13<sup>th</sup> Streets.

- 1 ■ Habitat restoration would occur within the salt marsh, and more limited  
2 improvements would occur at the freshwater marsh at 22<sup>nd</sup> Street Park as part of  
3 a related project.
- 4 ■ The Waterfront Red Car Line is proposed to be extended to Cabrillo Beach as  
5 recommended, along with the Outer Harbor and City Dock No. 1 (Westways).
- 6 ■ While creating regional transportation systems is out of the scope of this project,  
7 LAHD is working with the Metropolitan Transit Authority, Los Angeles  
8 International Airport, and others to provide connections to regional transit  
9 opportunities and will actively participate in the environmental review process  
10 for the Metro Harbor Subdivision Line.

11 After releasing the draft EIS/EIR that co-equally analyzed six proposed project  
12 alternatives for 31 different proposed project elements, 283 public comment letters  
13 and oral statements on the proposed Project were submitted.

## 14 **Sustainable Waterfront Plan**

15 Several comment letters suggested the draft EIS/EIR should have analyzed an  
16 additional alternative to the proposed Project, specifically the Sustainable Waterfront  
17 Plan, a plan developed and presented by a working group of neighborhood council,  
18 PCAC, and TraPac Appellant group members. A description of the Sustainable  
19 Waterfront Plan, including several visual representations and a summary of goals,  
20 can be found at the end of comment letters SCIC1 and CSPNC3. The draft EIS/EIR  
21 did not need to address the Sustainable Waterfront Plan or other additional  
22 alternatives because (1) the analysis in the draft EIS/EIR provided a reasonable range  
23 of alternatives; (2) the Sustainable Waterfront Plan Alternative constitutes a variation  
24 upon existing alternatives—most specifically Alternative 4, which was coequally  
25 analyzed in the draft EIS/EIR; and (3) several components of the Sustainable  
26 Waterfront Plan are infeasible.

## 27 **Reasonable Range of Alternatives**

28 Under both CEQA and NEPA, lead agencies are required to evaluate a “reasonable  
29 range” of alternatives but are not required to evaluate every possible alternative.  
30 According to the Council on Environmental Quality (CEQ), “[w]hen there are  
31 potentially a very large amount of alternatives, only a reasonable number of  
32 examples, covering the full spectrum of alternatives, must be analyzed and compared  
33 in the EIS” (CEQ Forty Questions, No. 1b). Under CEQA, “an EIR need not  
34 consider every conceivable alternative to a project” (CEQA Guidelines Section  
35 15126.6(a)). The “range of alternatives required in an EIR is governed by a ‘rule of  
36 reason’ that requires an EIR to set forth only those alternatives necessary to permit a  
37 reasoned choice” (CEQA Guidelines Section 15126.6(f)). The draft EIS/EIR  
38 contained six alternatives (seven including the proposed Project), discussed in  
39 Section 2.5. These six alternatives provide variations among 36 components  
40 incorporated into the proposed Project shown in Figure ES-4 and Table 2-6.

- 1 Table 2-6 in Section 2.5 provides an in-depth comparison of the proposed Project to  
2 all six alternatives, including variations among the following proposed project  
3 components:
- 4 1. Waterfront Promenade,
  - 5 2. North Harbor cut,
  - 6 3. Downtown Harbor cut,
  - 7 4. 7<sup>th</sup> Street Harbor Cut,
  - 8 5. 7<sup>th</sup> Street Pier,
  - 9 6. Town Square,
  - 10 7. Downtown Civic Fountain,
  - 11 8. John S. Gibson Jr. Park,
  - 12 9. Fishermen's Park,
  - 13 10. Outer Harbor Park,
  - 14 11. San Pedro Park,
  - 15 12. Reuse of Warehouses Nos. 9 and 10,
  - 16 13. Cruise Berths,
  - 17 14. Inner Harbor Terminals,
  - 18 15. Outer Harbor Terminals,
  - 19 16. Inner Harbor parking (Berths 91–93),
  - 20 17. Outer Harbor Parking,
  - 21 18. Catalina Express parking,
  - 22 19. Ports O'Call development,
  - 23 20. Ports O'Call parking,
  - 24 21. Southern Pacific Railyard demolition,
  - 25 22. Waterfront Red Car Maintenance Facility (and Museum),
  - 26 23. Ralph J. Scott Fireboat Museum,
  - 27 24. Westways Terminal demolition,
  - 28 25. Tugboats,
  - 29 26. Los Angeles Maritime Institute,
  - 30 27. S.S. Lane Victory,
  - 31 28. Jankovich & Son Fueling Station,
  - 32 29. New Berth 240 fueling station,
  - 33 30. Mike's Main Channel fueling station,

- 1 31. Catalina Express/Island Express,
- 2 32. Sampson Way expansion,
- 3 33. 7<sup>th</sup> Street/Sampson Way intersection improvements,
- 4 34. Harbor Boulevard,
- 5 35. Surface Parking Adjacent to Acapulco, and
- 6 36. Waterfront Red Car extensions.

7 Following the comparison table of the proposed project elements across alternatives,  
8 Section 2.5.1.1 begins a detailed description of each of the six proposed project  
9 alternatives. These alternatives constitute a reasonable range of alternatives, which  
10 permit the decision makers to make a reasoned choice regarding proposed Project (or  
11 one of its alternatives) approval, approval with modifications, or disapproval.  
12 Therefore, the EIS/EIR is not required to analyze additional alternatives that are  
13 within the range of alternatives already studied, such as the Sustainable Waterfront  
14 Plan.

## 15 **Sustainable Waterfront Plan Is a Variation of Existing** 16 **Alternatives**

17 CEQA and NEPA do not require an EIS/EIR to consider multiple variations on the  
18 alternatives analyzed in the draft EIS/EIR. “What is required is the production of  
19 information sufficient to permit a reasonable choice of alternatives so far as  
20 environmental aspects are concerned.” (*Village Laguna of Laguna Beach, Inc. v.*  
21 *Board of Supervisors of Orange County* (1982) 134 Cal.App.3d 1022.) As discussed  
22 in the *Village Laguna* case, “there are literally thousands of ‘reasonable alternatives’  
23 to the proposed project... But, no one would argue that the EIR is insufficient for  
24 failure to describe the alternative [suggested in the comment letters].” (*Village*  
25 *Laguna* (supra) 134 Cal.App3d at 1028.) While the Sustainable Waterfront Plan was  
26 not analyzed in the draft EIS/EIR, there is a reasonable range of alternatives  
27 presented and the Sustainable Waterfront Plan is a variation on those alternatives.  
28 Each of the broad goals contained within the Sustainable Waterfront Plan is  
29 discussed below as it relates to one or more of the alternatives.

### 30 **1. All Berths to be Located at the Inner Harbor**

31 One of the goals of the Sustainable Waterfront Plan is to locate all berths at the Inner  
32 Harbor. Alternatives 4, 5, and 6 concentrate all of the cruise berths at the Inner  
33 Harbor (see Section 2.5.1.4.2 and 2.5.1.5.2). Under these alternatives, all berths  
34 would be shared berths with no terminals dedicated to one vendor. No cruise  
35 terminals or cruise parking would be developed in the Outer Harbor under  
36 Alternatives 4, 5, or 6. Therefore, these goals have already been incorporated into  
37 other alternatives.



1 Included in the goals of the Sustainable Waterfront Plan is the desire to allow for  
2 temporary limited berthing of cruise ships in the Outer Harbor with no new cruise  
3 terminals or parking. At the request of the TraPac Appellant Group, LAHD staff did  
4 investigate modifying Alternative 4, the closest in scope to the Sustainable  
5 Waterfront Plan, to allow for two occasional cruise ship calls per year at Berths 45–  
6 47. As is consistent with the proposed Project and other alternatives, it was assumed  
7 that peak day emissions would be represented by a cruise vessel transiting within the  
8 South Coast Air Basin (SCAB) boundary and then hoteling at berth for 12 hours. It  
9 was conservatively assumed that during a peak day the vessel would not use AMP at  
10 berth. The combination of transit and hoteling emissions for an additional vessel  
11 during a peak day triggered a new finding of significance under CEQA for VOC in  
12 years 2011 and 2015, for NO<sub>x</sub> in all analysis years, and for PM<sub>10</sub> in years 2015,  
13 2022, and 2037. Alternatives should show a decrease in emissions, not an increase.  
14 Thus, for the purposes of comparison among alternatives in the draft and final  
15 EIS/EIR, Alternative 4 was not modified.

16 In the 2006 baseline year, two permanent berths operated at the Inner Harbor Cruise  
17 Terminal at Berths 91–92 and 93. In addition, cruise vessels occasionally docked at a  
18 temporary location at Berth 87. A total of 258 cruise vessels docked at the three  
19 berths in 2006. In addition to cruise operations, Berth 87 was also occasionally used  
20 to berth cargo and bulk carrier vessels. In 2006, one cargo vessel and four bulk  
21 carrier vessels berthed and unloaded their cargo at Berth 87. The 2006 baseline is  
22 very conservative in that it does not include incidental cruise vessel calls at Berth 45–  
23 47. The inclusion of incidental cruise vessel calls at Berth 45–47 would increase the  
24 baseline, thereby decreasing the CEQA increment and decreasing impacts. Incidental  
25 calls at Berth 45–47 were not included in the proposed project baseline because the  
26 occasional cruise ship calls at Berth 45–47 fluctuated widely from year to year.

## 27 **2. Provide Linkages to Downtown and Community**

28 An additional goal of the Sustainable Waterfront Plan is to “provide linkages to  
29 downtown and community.” The proposed Project and each of the alternatives  
30 would provide linkages to downtown and the community. As described on  
31 Pages 2-19 through 2-21 (Section 2.4.2.1.1 of draft EIS/EIR), substantial waterfront  
32 access design considerations and linkages are provided for pedestrians, bicycles, and  
33 watercraft. One of the key features of the proposed Project is to provide enhanced  
34 public access to the waterfront (see Section 2.3, Project Purpose; Section 2.3.1,  
35 CEQA Objectives; and Section 2.3.2, NEPA Purposes and Need). Pedestrian and  
36 bicycle access to the San Pedro Waterfront is an important element that has been  
37 discussed in many forums in recent years. These nonvehicular access principles were  
38 incorporated to maximize the opportunity to access the waterfront in numerous  
39 locations by foot or bicycle. These principles are contained in the proposed Project  
40 and all alternatives (see Section 2.4.2.1.1 and Figure 2-6a).

41 The proposed Project and each of the alternatives would create pedestrian-oriented  
42 design, throughout the waterfront and to downtown. A continuous promenade would  
43 be developed primarily along the water’s edge except in areas where loading vessels  
44 or other maritime activity would make pedestrian access unsafe (see Section

1 2.4.2.1.2). Enticing and attractive connections would be created from downtown San  
2 Pedro and residential areas to provide pedestrian access over the bluff to the  
3 waterfront. Signage and hardscape treatments would clearly identify pedestrian  
4 crossings and access to the waterfront and downtown San Pedro. Physical barriers to  
5 the waterfront would be eliminated, such as fences required for freight rail activity  
6 (see Section 2.4.2.1.1).

7 In accordance with the Harbor Boulevard Seamless Study (SMWM 2008), pedestrian  
8 connections would be provided at Swinford, O'Farrell, 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets,  
9 9<sup>th</sup> Street (pedestrian bridge or signalized crossing), 13<sup>th</sup> Street (pedestrian bridge),  
10 and 22<sup>nd</sup> Street. To strengthen pedestrian access at these locations, development of  
11 destination landmarks and uses is recommended. These would serve as pedestrian  
12 gathering places and gateways to the waterfront. The proposed North Harbor would  
13 serve as a destination accessed from the 1<sup>st</sup> Street pedestrian connection, while the  
14 Downtown and 7<sup>th</sup> Street Harbors would serve as destinations directly accessed from  
15 the 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 9<sup>th</sup> Street pedestrian connections. The 9<sup>th</sup> and 13<sup>th</sup> Street  
16 pedestrian connections would link upland areas to Ports O'Call and the waterfront  
17 (see Section 2.4.2.1.1).

18 The parking structures at the bluffs in the Ports O'Call area, in the vicinity of the SP  
19 Railyard, would extend at or near the top of the bluffs and would not block views  
20 from Harbor Boulevard. The parking structures would also be developed with green  
21 roofs and solar panels to minimize visual disruption toward the waterfront from  
22 Harbor Boulevard (see Section 2.4.2.2.2) with pedestrian access and walkways to  
23 entice pedestrians to venture down staircases to the waterfront and Ports O'Call. The  
24 proposed Project would include a new pedestrian bridge at 13<sup>th</sup> Street spanning  
25 Harbor Boulevard and Sampson Way. The pedestrian bridge would include an  
26 overlook and be constructed over the proposed Waterfront Red Car Maintenance  
27 Facility at the bluff to provide access to Ports O'Call. A signalized pedestrian  
28 crossing would also be provided at 9<sup>th</sup> Street across Harbor Boulevard that would  
29 provide access from the surrounding community to Ports O'Call. The proposed  
30 project design would enhance connections to Plaza Park on Beacon Street, which as  
31 part of the separate China Shipping Mitigation Project would be redesigned and  
32 constructed (see Section 2.4.2.1.1).

33 The design of the parking structures has continued to evolve in order take into  
34 account the concerns of the surrounding community and to maximize the view  
35 corridors between the Port Plan Area and the San Pedro Community Plan. As  
36 described in Chapter 2, "Project Description," visual issues were examined  
37 specifically relating to the proposed cruise terminal parking structures, in accordance  
38 with the Harbor Boulevard Seamless Study (SMWM 2008). Development of the  
39 parking structures would include architectural treatments that would help soften and  
40 integrate the structures through offset positioning and stepped facades, the use of  
41 landscaping, and pedestrian-scaled frontages. The proposed cruise terminal parking  
42 structures at the Inner Harbor cruise terminal were also oriented diagonally to  
43 preserve view corridors and to reduce the massing along Harbor Boulevard (see  
44 Section 2.4.2.2.1). The images below show the proposed orientation of the parking  
45 structures identified in the Harbor Boulevard Seamless Study, as well as design

- 1 precedents for architectural treatments that could be implemented as part of the
- 2 proposed parking structures.

**Green Walls**



**Façade Treatment**



**Roof Gardens**



### Inner Harbor Parking Structure Orientation



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As described in the draft EIS/EIR, visual impacts were identified for blockage of views to the Vincent Thomas Bridge along a portion of Harbor Boulevard as a result of the Inner Harbor parking structures (see Section 3.1.4.3.1, Impact AES-1). A wireframe study was developed to model views to the Vincent Thomas Bridge from Harbor Boulevard with the proposed Inner Harbor parking structures in place. The wireframe study identified a mass blocking of views to the Vincent Thomas Bridge along approximately 1,440 feet of Harbor Boulevard from 1<sup>st</sup> Street past O'Farrell Street.

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While views of the Vincent Thomas Bridge may be partially blocked, due to the size and location of the existing cruise terminal buildings, views of the water are currently blocked and would not be worsened by the proposed parking structures. The two proposed multi-tiered parking structures would be developed in accordance with the Harbor Boulevard Seamless Study (SMWM 2008). A diagonal pairing concept was recommended as the preferred parking structure footprint, offset from Harbor Boulevard at a 45° angle, to minimize visual impacts. Additionally, each floor of the structures was incrementally stepped back from Harbor Boulevard, reducing the structures' vertical massing envelope along Harbor Boulevard, starting at 2 levels (22 feet high) adjacent to Harbor Boulevard, increasing to 3 levels (32 feet high), and ultimately to 4 levels (42 feet high) closest to the Main Channel (see Section 2.4.2.2.1).

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The footprint and massing of the proposed parking structures preserve view corridors at O'Farrell, Santa Cruz, and 1<sup>st</sup> Streets while meeting the parking requirements for

1 the cruise terminals. In addition to location and massing, façade treatments were also  
2 examined utilizing various materials including landscaped “green walls” and lighting.  
3 Roof treatments were also considered to address potential landscaping and solar  
4 power opportunities (see Section 2.4.2.2.1).

5 Parking would be phased to utilize the surface parking at Berth 87 prior to  
6 development of any structured cruise parking on the waterfront. LAHD Staff has  
7 determined that it would be possible to operate the Inner Harbor Cruise Terminal and  
8 one berth in the Outer Harbor using only surface parking if the cruise parking area  
9 were extended to Berth 87. As described on Pages 2-40 and 2-41 of the draft  
10 EIS/EIR (Section 2.4.2.3.5), the Waterfront Red Car line would be run extensively  
11 along the waterfront with stops at Cabrillo Beach, 22<sup>nd</sup> Street Park, City Dock No. 1,  
12 the Outer Harbor Park and cruise facilities (Kaiser Point), Ports O’ Call, Downtown  
13 Harbor, and the Inner Harbor Cruise Terminal. Figure 2-3 shows the existing  
14 Waterfront Red Car alignment, and Figure 2-4 shows the proposed realignment and  
15 extensions. The Waterfront Red Car would not be extended to downtown as part of  
16 the proposed Project or any of the alternatives, but that may be considered as a  
17 separate project. LAHD continues to discuss opportunities with the City of Los  
18 Angeles Planning Department and the Community Redevelopment Agency of the  
19 City of Los Angeles regarding potential future alignments and modifications for the  
20 Waterfront Red Car line. Please refer to Master Response 6 for further discussion.

21 As noted previously, while creating regional transportation systems is out of the  
22 scope of this project, LAHD is working with MTA, LAX, and others to provide  
23 connections to regional transit opportunities within the proposed project area. LAHD  
24 would also actively participate in the environmental review process for the Metro  
25 Harbor Subdivision Line extension to San Pedro.

### 26 **3. Provide Links to and Protection of Existing Open Space**

27 An additional goal of the Sustainable Waterfront Plan is to “provide links to and  
28 protection of existing open space.” The proposed Project and each of the alternatives  
29 would provide links to and protect existing open space (see Section 2.4.2.1.1). As  
30 described above, providing enhanced public access to the waterfront is one of the key  
31 features of the proposed Project. The proposed Project and each of the proposed  
32 project alternatives would feature a continuous promenade measuring approximately  
33 30 feet wide along the waterfront extending throughout the entire proposed project  
34 area. The promenade would tie in to promenade elements that are already in place or  
35 are being constructed (Figure 2-5). Detailed descriptions of the waterfront  
36 promenade are described in Section 2.4.2.1.2 of the draft EIS/EIR on Pages 2-21  
37 through 2-23.

38 Under the proposed Project and each of the alternatives, a continuous bike path  
39 would be provided through the proposed project area as shown in Figure 2-6A;  
40 connections to the California Coastal Trail would be provided as shown in  
41 Figure 2-6A; and a connection to the L.A. Harbor View Trail, west of Harbor  
42 Boulevard at Swinford Street, would be provided as shown in Figures 2-6A and  
43 2-6B.

1 *The Los Angeles Harbor Area California Coastal Trail Access Analysis* (May 2005)  
2 report identifies existing portions of the California Coastal Trail, areas that need  
3 improvement, and missing links. It is the intent of the proposed Project to ensure that  
4 waterfront developments are designed to create linkage points to sections of the trail  
5 that lead outside the Port (see Section 2.4.2.1.1). The development of the San Pedro  
6 Waterfront, which creates an appealing destination for bikers, hikers, and walkers,  
7 would serve as a catalyst for the Coastal Conservancy to undertake the development  
8 of those portions of the trail that are outside the Port area.

9 The waterfront promenade would serve as the California Coastal Trail along the  
10 waterfront (Figure 2-6A and 2-6B). The proposed Project includes sections of the  
11 waterfront promenade that provide linkages to open space, promenade, and parkway  
12 areas that were already permitted and constructed under the Waterfront Gateway  
13 Development Project, Waterfront Enhancements Project, and Cabrillo Way Marina  
14 Project (Figure 2-5). With the completion of the segments proposed in this  
15 document, the promenade would be continuous along the entire length of the  
16 proposed project area and would connect these areas of public space. Existing open  
17 space areas within the proposed project area that would remain in place and link to  
18 the proposed Project and all alternatives include the Cruise Ship Promenade,  
19 Gateway Fanfare Fountain, Harbor Boulevard Parkway, John S. Gibson Jr. Park,  
20 Bloch Field, 22<sup>nd</sup> Street Park, and Cabrillo Beach.

21 As discussed in Section 2.4.2.1.1 (Page 2-20 of the draft EIS/EIR), connections to the  
22 California Coastal Trail would be provided through the following improvements:

- 23 ■ Improvements on the west side of Harbor Boulevard at Swinford Street, which  
24 were approved as part of the Waterfront Enhancements Project (LAHD 2006),  
25 provide an opportunity to connect to the L.A. Harbor View Trail, which reaches  
26 all the way to Western Avenue through a series of green spaces through Peck  
27 Park to Leland Park. The trail also extends from Bandini Canyon down to the  
28 existing walkway alongside the Harbor Boulevard ramp at Swinford Street.  
29 Improvements to this parcel were included in the Waterfront Enhancements  
30 Project but have not yet been constructed. In addition, a joint project between the  
31 Community Redevelopment Agency of the City of Los Angeles and LAHD at the  
32 site of the Caltrans Park and Ride lot is another project that creates an  
33 opportunity to enhance the connection to the L.A. Harbor View Trail.
- 34 ■ LAHD is extending the California Coastal Trail to Wilmington along Front  
35 Street, John S. Gibson Boulevard, and Harry Bridges Boulevard to Avalon  
36 Boulevard. Connections to Wilmington and its open spaces are analyzed in the  
37 Wilmington Waterfront EIR, certified by the Board of Harbor Commissioners in  
38 June 2009.
- 39 ■ Pedestrian walkways, viewing areas, and picnic areas constructed along the  
40 Cabrillo Beach fishing pier and along Inner Cabrillo Beach as part of the  
41 Waterfront Enhancements Project would connect to the Lower Coastal Trail of  
42 the California Coastal Trail.

1 Regarding the request for a second pedestrian walkway on the land side of Ports  
2 O'Call, the Waterfront Enhancements Project approved in 2006 provided for a  
3 promenade through Ports O'Call as a "paseo" on the land side of the Ports O'Call  
4 commercial buildings. This design would be provided to the master developer of  
5 Ports O' Call for consideration when planning the site for redevelopment. Please see  
6 Master Response 4 for further discussion of Ports O' Call redevelopment.

7 New open space areas for the proposed Project and all alternatives include (1) the  
8 Outer Harbor Park (6 acres) with waterfront views; (2) San Pedro Park (18 acres),  
9 which when combined with the 22<sup>nd</sup> Street park currently under construction would  
10 create a central park for San Pedro; and (3) Fishermen's Park (3 acres), which would  
11 be integrated into the final design of Ports O' Call. The proposed Town Square with  
12 civic fountain in the downtown waterfront area would also provide a plaza with  
13 almost an acre of public open space.

14 As discussed, an approximately 6-acre Outer Harbor Park with waterfront views  
15 would be constructed at Kaiser Point as part of the proposed Project and each of the  
16 proposed project alternatives (Section 2.4.2.1.9). As part of Alternatives 4 and 5, the  
17 park would be developed by itself without any cruise terminals or cruise parking.  
18 With Alternatives 1 and 3, the park would be developed in conjunction with a cruise  
19 terminal building and non-passenger parking. Alternative 2 would include a park  
20 with two cruise terminals and structured parking, with the park potentially being  
21 elevated along with the waterfront promenade to maintain separation for security  
22 purposes.

#### 23 **4. Expand Salt Water Marsh Habitat**

24 The mitigation measures for Biological Resources includes expansion of the salt  
25 water marsh habitat, but not by 10 acres under the proposed Project or alternatives  
26 (see Section 3.3, Biological Resources, Page 3.3-37, and Mitigation Measure MM  
27 BIO-4). Additional discussion as to why this is not feasible is provided below under  
28 "Sustainable Waterfront Plan Components are Infeasible."

#### 29 **5. Plan/Develop Ports O'Call**

30 The Sustainable Waterfront Plan calls for the development/enhancement of "150,000  
31 square feet of commercial space (keep existing and add 50,000 square feet new), a  
32 conference center, open space and a promenade in POC." LAHD uses the word  
33 redevelopment throughout the draft and final EIS/EIR as it is commonly understood  
34 in lay terms to describe the changes that would occur at Ports O'Call under the  
35 proposed Project or alternative. It is not intended to have any narrower or more  
36 specific meaning that may be ascribed to it in regulatory contexts. The proposed  
37 Project would develop up to 300,000 square feet in Ports O'Call, a 75,000-square-  
38 foot conference center, and a 3-acre Fisherman's Park (see Sections 2.4.2.1.8 and  
39 2.4.2.2.2). Similar to the Sustainable Waterfront Plan, Alternatives 3 and 6 vary the  
40 amount of development in the Ports O'Call component of the proposed Project. For  
41 example, Alternative 3 would substantially reduce the amount of development in the  
42 Ports O'Call to 150,000 square feet of commercial space consistent with the

1 Sustainable Waterfront Plan (see Section 2.5.1.3.2), and Alternative 6 would  
2 eliminate all new development (see Section 2.5.1.6). (See Table 2-6, “Ports O’Call  
3 Redevelopment,” for greater detail.) While detailed designs are not currently  
4 available for the Ports O’Call area for any of the alternatives, each of the project  
5 design alternatives would include public spaces between commercial spaces. These  
6 would not only include the 3-acre Fishermen’s Park, but also other public spaces and  
7 plazas that would enhance the outdoor experience in the Ports O’Call area. Please  
8 see Master Response 4 for further discussion of Ports O’ Call redevelopment.  
9 Regarding the proposed transportation improvements related to access to Ports O’  
10 Call, please refer to Master Response 6.

## 11 **6. Create a Diversity of Parking Options**

12 The proposed Project and each of the alternatives provide for a variety of parking  
13 options. Please refer to Master Response 3 for a discussion of waterfront parking  
14 associated with the proposed Project. Among the alternatives, various configurations  
15 in parking have been studied. The alternatives in the draft EIS/EIR also vary the  
16 placement and size of the parking structures, as seen in Figure 2-4. Alternative 1  
17 provides changes to Outer Harbor parking and reduced Inner Harbor parking (Figure  
18 2-17 and Section 2.5.1.1.2). Alternative 2 provides changes to Outer Harbor parking  
19 and reduced Inner Harbor parking (Figure 2-19 and Section 2.5.1.2.2). Alternative 3  
20 provides no parking at the SP Railyard and reduced Inner Harbor parking (Figure 2-  
21 21 and Section 2.5.1.3.2). Alternatives 4 and 5 provide reduced parking in the Inner  
22 and Outer Harbors (Figures 2-22 and 2-23 and Sections 2.5.1.4.2 and 2.5.1.5.2).  
23 Alternative 6 provides no new parking (Figure 2-24). (See Table 2-6, “Parking for  
24 Cruise Ships,” for greater detail.)

25 Concerns over creating parking structures along the waterfront that block view  
26 corridors are discussed above under “2. Provide Linkages to Downtown and  
27 Community,” in this master response. However, for the proposed Project, LAHD  
28 staff has determined that by extending the cruise parking to utilize surface parking at  
29 Berth 87, parking needs for the Inner Harbor Cruise Facilities and one berth in the  
30 Outer Harbor could be met. This would delay the need to construct the Inner Harbor  
31 cruise parking structures.

32 With respect to creating shared parking facilities for downtown and the waterfront,  
33 LAHD would continue to work with the City of Los Angeles Planning Department  
34 and the Community Redevelopment Agency of the City of Los Angeles to identify  
35 potential joint parking opportunities in downtown to accommodate waterfront visitor  
36 parking demands.

37 Creation of offsite parking between San Pedro and Wilmington for full day and  
38 longer use or moving long-term parking away from the waterfront by building  
39 parking structures for cruise ship passengers along John S. Gibson Boulevard and on  
40 Terminal Island is not considered feasible, as discussed below under “Sustainable  
41 Waterfront Plan Components are Infeasible.”



## 7. Create a Plan that Reflects LAHD's Sustainability Goals

One of the key CEQA Objectives identified in the draft EIS/EIR is to demonstrate LAHD's commitment to sustainability by reflecting LAHD's Sustainability Program policies and goals in the proposed project design, construction, and implementation. As described on Pages 2-40 and 2-41 (Section 2.4.2.4 of the draft EIS/EIR), the San Pedro Waterfront Project is intended to showcase LAHD's commitment to sustainability. The following proposed project features are consistent with LAHD's sustainability program and policies:

- Recycled water would be used for landscaping, water features, and flushing toilets in newly constructed buildings.
- Drought-tolerant plants and shade trees would be included in the planting palette.
- Consistent with LAHD's Green Building Policy, Leadership in Energy and Environmental Design (LEED) Certification (minimum Silver) is required for all new buildings over 7,500 square feet, including the cruise terminals, Ports O'Call development, office buildings, and museums; the goal is LEED Gold certification for the cruise terminals.
- Sustainable engineering design guidelines would be followed in the siting and design of new development.
- Sustainable construction guidelines would be followed for construction of the proposed Project.
- Solar power would be incorporated into all new development to the maximum extent feasible. Within the proposed project area, photovoltaic panels would be integrated onto the roof of the existing cruise terminal building at Berth 93, at the proposed Inner Harbor parking structures, and at the Ports O'Call parking structures along the bluff.
- Pedestrian and bike connections would be maintained throughout the proposed project area.
- Water conservation measures such as low flush toilets, weather-controlled irrigation systems, and other water saving devices.

LAHD intends for all home-port cruise ships to ultimately be required to use alternative marine power (AMP) while docked at the Port. However, the assumptions used in the draft EIS/EIR were conservative and assumed phasing over time due to leasing constraints and development of the infrastructure (see Section 3.2.4.1.8, and Mitigation Measure MM AQ-9, Alternative Marine Power for Cruise Vessels). Additionally, LAHD wants to allow a small number of non-home-port cruise ships to call on the Port without requiring AMP if such ships are not equipped (i.e., Queen Elizabeth 2). With these few exceptions, all cruise ships would use AMP.

LAHD is in the process of creating a waterfront business plan to describe the economic development goals and to determine the mix of commercial, retail, and

1 educational/cultural uses development, which would also work to complement and  
2 provide synergy with downtown businesses.

3 LAHD currently has a number of steering committees in place that are comprised of  
4 a variety of business, neighborhood, and environmental stakeholders (i.e., PCAC,  
5 Coordinated Plan Subcommittee) that could be called upon to meet with LAHD and  
6 their designated planning consultants. LAHD would continue to engage these groups  
7 and provide ongoing community outreach, such as detailed design charettes, as the  
8 design of the individual proposed project features progress.

### 9 **Sustainable Waterfront Plan Components are Infeasible**

10 Elements of the Sustainable Waterfront Plan are infeasible. For instance, LAHD is  
11 not able to propose or solely implement proposed project elements outside its  
12 boundaries. It may not, for example, act alone to extend regional transportation  
13 facilities to other parts of Los Angeles or Long Beach, extend the Waterfront Red Car  
14 to downtown San Pedro or beyond, develop parking facilities in downtown San Pedro  
15 or other areas outside of the Port boundaries, or enhance trail linkages to offsite parks  
16 (Bandini Canyon, Leland Park, Peck Park, Royal Palm Beach, White Point Nature  
17 Preserve, Angels Gate, and Point Fermin Park). Such features would require other  
18 agencies to plan and implement within their respective jurisdictional boundaries and  
19 are not feasible for LAHD. However, LAHD would continue to work in partnership  
20 with the relevant agencies to coordinate projects to meet waterfront access goals.

21 LAHD is expanding the Salinas de San Pedro Salt Marsh within its existing  
22 boundaries (see Page 3.3-62, Mitigation Measure MM BIO-4). It is anticipated that  
23 the mudflat area within the salt marsh would be increased approximately 0.56 acre,  
24 converting upland areas, recontouring the side slopes to increase mudflat area,  
25 removing the rock sill within the inlets, removing nonnative vegetation, removing the  
26 rock-sloped island within the marsh, lowering the elevation of the salt marsh, and  
27 constructing a rock groin at the marsh inlet to block littoral sediment from entering  
28 the marsh. It is not feasible to expand the existing salt marsh boundaries to 10 acres  
29 because doing so would remove visitor parking and impact the existing boat launch  
30 ramp and boat parking area. Therefore, expansion of the salt marsh is determined to  
31 be infeasible.

32 The Sustainable Waterfront Plan suggests providing offsite long-term parking for the  
33 cruise terminal on John S. Gibson Boulevard or Terminal Island. A preliminary  
34 parking site evaluation found that the suggested John S. Gibson Boulevard site,  
35 which is approximately 5.4 acres, would require at minimum an 8-story structure (up  
36 to 14 stories) to provide 4600 spaces, depending on useable area, access ramps, and a  
37 buffer area accounting for Caltrans expansion. Parking for cruise ship passengers  
38 must be provided relatively close to the terminals. Providing parking along John S.  
39 Gibson Boulevard or on Terminal Island for cruise passengers would not be feasible.  
40 Even using shuttles, the distance is too remote to make such parking configurations a  
41 viable option for cruise passengers.

1 The Sustainable Waterfront Plan suggests relocating the boat launch ramp to Kaiser  
2 Point in the Outer Harbor. Relocating the boat launch to Kaiser Point is also not  
3 considered feasible. LAHD has no plans to relocate the boat launch from Inner  
4 Cabrillo Beach at this time. Kaiser Point would not provide adequate space for boat-  
5 trailer parking or the same sheltered area where the current boat launch ramp is  
6 located. At Kaiser Point, small boats would be forced to launch in deep water,  
7 creating safety issues. Should the proposed Project or any of the alternatives that  
8 would include a cruise terminal at Kaiser Point be selected (Alternatives 1, 2, or 3), a  
9 boat launch would not be compatible with a cruise terminal or berth due to safety and  
10 security concerns.

## 11 **2.3.1.2 Master Response 2: Outer Harbor Cruise Facilities**

12 A number of comments were received regarding concerns over the proposed  
13 expansion of the cruise facilities in the Outer Harbor. This response addresses 1)  
14 why the Outer Harbor Cruise Terminals and berths are needed; 2) concerns over  
15 aesthetic and visual impacts related to the proposed Outer Harbor cruise facilities; 3)  
16 concerns over air quality, health risk, and greenhouse gasses; 4) concerns associated  
17 with traffic generation, parking, and shuttle service; and 5) concerns related to  
18 security, restricting access to the Cabrillo Marina, and associated impacts to  
19 waterborne recreation in the Los Angeles Harbor.

## 20 **Benefits of the Proposed Outer Harbor Cruise Facilities**

21 The cruise industry within the Port of Los Angeles is projecting not only a growth in  
22 passenger volume over the next 10 to 20 years, but also a growth in the size of ships  
23 that regularly call on the Port. The berthing space and landside infrastructure (i.e.,  
24 gangways, terminal size, and space for ship services) needed to serve more than one  
25 of these new, larger ships is not available at the existing Cruise Center and is required  
26 in order for the Port to compete to accommodate the future larger vessels. (See  
27 Section 2.3, "Project Purpose," Page 2-11 of the draft EIS/EIR.) The draft EIS/EIR  
28 examines a number of alternatives to expand the overall cruise capacity at the Port  
29 and remain competitive in the cruise market, including the proposed Project that  
30 would develop two new cruise terminals in the Outer Harbor to accommodate the  
31 larger cruise ships of the future and allow for increased and simultaneous berthing  
32 capacity (see Section 2.4.2.2.1 of the draft EIS/EIR).

## 33 **Existing Cruise Facilities**

34 There is currently not enough berth capacity or terminal capacity at the existing Inner  
35 Harbor Cruise Center to accommodate passengers for more than one of the Voyager  
36 Class vessels. Additionally, there is currently not enough terminal capacity in the  
37 Inner Harbor to adequately handle processing passengers of a Freedom Class vessel  
38 (see Section 2.3, "Project Purpose," Page 2-11). At the time of the draft EIS/EIR  
39 preparation, the Princess Class cruise ship was the largest vessel class that called at  
40 the Port; the ships in this class require 1,000 feet of berth space. Since then

1 (February 2009), the next class of ships, Voyager, has begun to call on the Port; this  
2 Voyager Class ship measures over 210 feet high, with capacities exceeding 3,500  
3 passengers, and requires a 1,150-foot berth. Freedom Class ships, even longer than  
4 the Voyager Class, will require a 1,250-foot berth and are projected to call at the Port  
5 within a few years.

6 Existing terminal capacity is insufficient to accommodate simultaneous check-in and  
7 debarkation for Voyager or Freedom Class ships. Terminal 93 is capable of handling  
8 simultaneous check-in and debarkation, but only for the smallest line of ships,  
9 Princess Class, as Slip 93 is limited in size and berth capacity. Although Terminal  
10 91–92 is adjacent to the larger berthing space along the Main Channel, it was not  
11 designed to handle two-way check-in and -out operations, making processing  
12 passengers from large vessels difficult. Currently, a baggage-handling facility to  
13 support operations at Berths 91–92 is located at Berths 87–90 (see Section 2.2.5,  
14 Page 2-8, of the draft EIS/EIR).

15 Most importantly, the Port’s existing available cruise berths will not meet future  
16 cruise berth occupancy demand. As discussed below, the Port’s cruise market is  
17 dominated by Saturday and Sunday ship calls requiring simultaneous berthing  
18 capacity. Currently, there are two passenger terminals and three berths (the third  
19 berth is used on a limited basis due to the lack of terminal space). In order to meet  
20 future projections, the Port will need simultaneous berth capacity for two ships  
21 requiring 1,250-foot berths. Ultimately, the Port will need to be capable of  
22 accommodating four cruise vessels simultaneously to be competitive for weekend  
23 scheduling. There is physically not enough berth space or terminal space at the  
24 existing Cruise Center (Inner Harbor Cruise Terminal) to accommodate these needs.  
25 (See Section 2.3, “Project Purpose.”) Currently, the Port can berth three Princess  
26 Class ships in the Inner Harbor or one Princess Class and one Voyager Class ship.  
27 LAHD needs to be able to accommodate more than one large ship (Voyager or  
28 Freedom Class) at a time.

### 29 **Cruise Market Projections and Economic Impacts**

30 The cruise ship numbers analyzed in the draft EIS/EIR included 275 annual ship calls  
31 and 1,440,946 cruise passengers in 2015, increasing to 287 annual calls and  
32 2,257,335 cruise passengers in 2037. Since the release of the draft EIS/EIR, a global  
33 recession occurred; in addition, in October 2008, Royal Caribbean Cruise Lines  
34 reassigned their vessel *Monarch of the Seas* from the Port to serve the Caribbean  
35 cruise market. In response to these developments, the Port hired an independent  
36 consulting firm, Menlo Consulting Group (MCG), to evaluate and update the  
37 Bermello, Ajamil & Partners projections. MCG projects that the effects of the  
38 recession on the growth of the cruise industry will be short-lived (through 2011 to  
39 2012), and that the Port will experience stable to flat cruise activity with recovery and  
40 long-term growth (2013 to 2023) at a rate of 2.9% per year, which is consistent with  
41 the growth rates used to project cruise traffic in the EIS/EIR. The cruise industry  
42 projections for the Port of Los Angeles have been reduced based on recent data,  
43 which incorporates the current economic downturn and the loss of the *Monarch*. The  
44 long-term forecasts are based on historical Port cruise data and include one scenario

1 of status quo and a second scenario of capacity replacement for the Port's loss of  
2 *Monarch of the Seas* in 2009. In the status quo scenario forecast, the Port is  
3 projected to reach 1,248,114 cruise passengers by 2023 with 189 annual ship calls.  
4 This is just above the record levels of 1,218,739 cruise passengers in 2005. In the  
5 capacity replacement scenario forecast, the Port is projected to reach 1,592,880 cruise  
6 passengers with 241 annual ship calls by 2023. Actual future cruise activity at the  
7 Port is likely to fall somewhere between these two ranges. See Table ES-7 for a  
8 summary of the assumptions contained in the draft EIS/EIR, and see Chapter 3,  
9 "Modifications to the Draft EIS/EIR," of the final EIS/EIR for new information  
10 added to Section 2.4.2.2.1 regarding changes in cruise projections.

11 In addition, the MCG study found that the Port's cruise market has shifted to be  
12 dominated by Saturday and Sunday ship calls, requiring simultaneous berthing  
13 capacity. Based on this distribution of ship calls, MCG found that the Port is already  
14 at capacity for much of its 2009 prime cruising season. MCG confirmed the  
15 projections of Bermello, Ajamil & Partners regarding increasing ship sizes and  
16 continued growing cruise demand; therefore, despite the short-term effects of the  
17 recession and the reassignment of the *Monarch of the Seas*, the Outer Harbor berths  
18 continue to be necessary to accommodate cruise industry growth in terms of  
19 projected passenger increases identified above and larger ships.

20 The economic impact analysis of cruise service at Los Angeles Harbor is based on a  
21 passenger and crew survey of cruise lines serving the Port of Los Angeles, including  
22 Princess Lines, Royal Caribbean Cruise Lines, and Norwegian Cruise Lines (Martin  
23 Associates 2007). The study focused on typical expenditure profiles of a vessel  
24 while in port. According to the cruise lines, the majority of passengers arrive in the  
25 Los Angeles area by car. However, for passengers who did stay in hotels, they  
26 reported staying in hotels across the Los Angeles region, including hotels near Los  
27 Angeles International Airport, downtown Los Angeles, Disneyland, and Long Beach,  
28 as well as San Pedro. The number of hotel stays by passengers exceeds the  
29 availability of rooms in San Pedro, especially when multiple cruise ships are in port.  
30 According to the survey, average spending in port is about \$57 per person. While  
31 there are fewer crew members than passengers on each vessel, crew members on  
32 average spend more in port than the passengers. This evidence indicates that cruise  
33 ship calls create demand for businesses and hotels in the San Pedro area. See also  
34 Master Response 5, "San Pedro Businesses."

35 Due to the current economic climate, construction of the Outer Harbor cruise  
36 facilities would be phased based on market conditions. If the proposed Project were  
37 approved, the first Outer Harbor Cruise Terminal and berth would be built at Berths  
38 45–47 using the existing supertanker berth because it is the most cost-effective option  
39 to provide simultaneous berthing space to accommodate the larger vessel classes.  
40 The second terminal and berth at Berths 49–50 would be built when market  
41 conditions dictate the need (likely after 2013 but prior to 2023).

**1 Navigation Safety**

2 Physical restrictions also prevent the existing Cruise Center from safely  
3 accommodating the expected vessels. As discussed in Section 2.2.5, “Existing Cruise  
4 Operations,” in the draft EIS/EIR, the Main Channel is too narrow to allow Voyager  
5 and Freedom Class vessels to turn around in the channel. These ships are also too tall  
6 to pass under the Vincent Thomas Bridge to access the Main Channel turning basin.  
7 Therefore, the Voyager and Freedom Class vessels cannot physically turn around  
8 once they have accessed the Inner Harbor Cruise Terminal and must back down the  
9 Main Channel for departure out to sea. While backing down the Main Channel is  
10 technically possible, such a maneuver narrows the margin of safety and increases risk  
11 with passing vessels. This has become increasingly challenging because other  
12 vessels, such as container ships, that berth along the Main Channel have increased in  
13 size as well. Navigation concerns regarding existing cruise operations and within the  
14 Main Channel are discussed in Section 2.5.2.1, “Alternative Cruise Ship Berthing  
15 Locations,” and Section 3.12, “Transportation and Navigation (Marine),” of the draft  
16 EIS/EIR.

17 Existing physical restrictions and existing and projected demand for increased and  
18 simultaneous cruise ship calls at the Port contribute to the need to place two berths  
19 capable of handling the larger, higher air draft vessels in the Outer Harbor.

**20 Outer Harbor Cruise Facilities**

21 The proposed Project would include upgrading Berths 45–47 for use as a cruise ship  
22 berth in the Outer Harbor to accommodate the berthing of a Freedom Class (requiring  
23 1,250 foot-long berth) or equivalent vessel. The proposed Project also would include  
24 the construction of a new cruise ship berth at Berths 49–50 in the Outer Harbor that  
25 would accommodate a second Freedom Class or equivalent vessel (see Section  
26 2.4.2.2.1 of the draft EIS/EIR). This same configuration in cruise berths would occur  
27 for Alternative 2 (see Section 2.5.1.2.2). Alternatives 1 and 3 would include only one  
28 berth in the Outer Harbor at Berths 45–47 (see Sections 2.5.1.1.2 and 2.5.1.3.2,  
29 respectively). Alternatives 4, 5, and 6 would not include any new cruise berths in the  
30 Outer Harbor (see Sections 2.5.1.4.2, 2.5.1.5.2, and 2.5.1.6), but would allow Berths  
31 45–47 to continue to operate as a lay berth for visiting vessels (see Section 2.5.1.5).

32 The proposed Project would include construction of two new, 2-story terminals that  
33 would total up to 200,000 square feet (approximately 100,000 square feet each) in the  
34 Outer Harbor. The terminals would accommodate the simultaneous berthing of two  
35 Freedom Class or equivalent cruise vessels at Berths 45–47 and Berths 49–50. The  
36 Outer Harbor Cruise Terminals would be designed to attain Leadership in Energy and  
37 Environmental Design (LEED) Gold standards, which goes beyond the Port of Los  
38 Angeles Green Building Policy (minimum Silver). The Outer Harbor Cruise  
39 Terminals would incorporate the proposed 6-acre Outer Harbor Park and waterfront  
40 promenade as an integral feature while satisfying the security requirements essential  
41 to operate a cruise terminal. Park visitors would be separated from the secure areas  
42 of the cruise terminals (see Section 2.4.2.2.1 of the draft EIS/EIR). Under  
43 Alternative 2, 1,500 spaces of onsite cruise passenger parking would be integrated

1 into the terminal, with the Outer Harbor Park located on top (see Figure 2-19 and  
2 Section 2.5.1.2.2). Alternatives 1 and 3 would include only one cruise berth terminal  
3 in the Outer Harbor at Berths 45–47 (see Sections 2.5.1.1.2 and 2.5.1.3.2).  
4 Alternatives 4, 5, and 6 would not include any new terminals in the Outer Harbor (see  
5 Sections 2.5.1.4.2, 2.5.1.5.2, and 2.5.1.6).

## 6 **Aesthetics/Visual Impacts**

7 A number of comments expressed concerns over aesthetics and visual impacts,  
8 including objection to berthing a cruise ship in the Outer Harbor due to visual  
9 intrusion and blocking of views from residential areas and Inner Cabrillo Beach. The  
10 draft EIS/EIR evaluates the visual impact of placing cruise ships in the Outer Harbor  
11 in Section 3.1, “Aesthetics,” on Pages 3.1-26, and 3.1-33 through 3.1-35, and  
12 concludes that they would not have a significant aesthetic impact.

13 As discussed in the evaluation of the impacts of the Outer Harbor cruise ships on  
14 aesthetics in the draft EIS/EIR Section 3.1, the viewing experience is highly  
15 subjective. In order to evaluate an individual’s response to views and changes in the  
16 view, a number of strategies have been developed to help reduce this subjectivity.  
17 The analysis in the draft EIS/EIR was based, in part, upon a process developed by the  
18 Federal Highway Administration (FHWA) in which visual quality is evaluated  
19 according to the degree of vividness, intactness, and unity that exists within a  
20 landscape. Using this set of criteria, changes to the visual landscape resulting from  
21 the proposed Project were evaluated based on the visual relationship between the  
22 proposed Project and surrounding landscape. A widely accepted practice in visual  
23 impact assessment is to evaluate the relative importance of visual changes in the  
24 context of the viewer’s sensitivity to those changes.

25 Since all views of a project cannot be examined, key observation points (KOPs) were  
26 identified to provide representative views from the surrounding community to the  
27 proposed Project (see Figure 3.1-17, which follows, and Figures 3.1-18 through 3.1-  
28 23 in Section 3.1, “Aesthetics,” of the draft EIS/EIR).

29 The KOPs that would be affected by the presence of cruise ships in the Outer Harbor  
30 are KOP B, KOP C, KOP D, KOP E, and KOP F (see Section 3.1.4.1.2, “KOPs,” of  
31 the draft EIS/EIR). Views from these KOPs were evaluated, and in areas that were  
32 considered most sensitive to changes in the view (because of proposed project  
33 elements and/or sensitive viewer groups such as residents, recreationists, or drivers),  
34 photographic simulations were developed representing the proposed Project in place.  
35 This provided comparative before and after photos in order to assess changes  
36 resulting from the proposed Project. These photographic simulations are provided as  
37 Figures 3.1-24 through 3.1-29 in the draft EIS/EIR. Based on this process, it was  
38 determined that cruise ships at berth in the Outer Harbor would be consistent with the  
39 visual elements of the working port and would not have a substantial adverse effect  
40 on the highly textured, functionally dynamic, visual character of the Outer Harbor  
41 and its surroundings.

1 From KOP B, Lookout Point Park on Gaffey Street near 34<sup>th</sup> Street, the quality of the  
2 valued view would be enhanced by the presence of cruise ships. According to the  
3 photographic simulations, cruise ships would not block or diminish the view of the  
4 harbor from KOP B and would be visually compatible with Port and harbor activities.  
5 (See Section 3.1, “Aesthetics,” Page 3.1-26 of the draft EIS/EIR.)

6 As shown in Figures 3.1-25 through 3.1-29 of the draft EIS/EIR, the cruise ships at  
7 berth in the Outer Harbor would partially block views from KOP C and KOP D of  
8 the San Gorgonio and San Jacinto Mountains, as well as views to the Center Channel,  
9 Pier 400, Reservation Point, and downtown Long Beach for Inner Cabrillo Beach  
10 (KOP C) users and Bluff Street residents (KOP D).

11 The view from KOP C, Inner Cabrillo Beach, would be affected in a more  
12 pronounced way than the view from KOP D, because of the proximity of the beach to  
13 the cruise ships. However, the cruise ships are compatible with the existing elements  
14 of form, line, color, and texture. The existing scenic quality of the lay berth is a low,  
15 flat, barren asphalt expanse punctuated by a series of 100-foot-tall light standards and  
16 deteriorating piers. The proposed green space and landscaping associated with the  
17 Outer Harbor Terminals and 6-acre park would add texture and interest to an area  
18 that is currently visually subordinate. (See Section 3.1, “Aesthetics,” Pages 3.1-33  
19 through 3.1-34 of the draft EIS/EIR.)

20 Cruise ships berthing in the Outer Harbor would occupy only a portion of the entire  
21 viewshed from KOP D. The ships would be located approximately 3,400 feet (about  
22 10 city blocks) from the closest residents represented by the 38<sup>th</sup> Street and Bluff  
23 Street KOP (KOP D). Depending on the angle of view, views to the Vincent Thomas  
24 Bridge, the distant coastline and the mountain backdrop, the Federal Breakwater, and  
25 ships entering and exiting the Port, as well as Catalina Island and the ocean horizon  
26 would be retained. Although partially interrupted by the ships at berth, this natural  
27 setting would continue to frame the view.

28 Although views would change when the cruise ships are at berth, this change would  
29 not be significant because the visual quality of the site and its surrounding area would  
30 not be substantially reduced. The visual character of the site would be retained  
31 because the Port’s highly industrial landscape, contrasting visual elements, and  
32 framework of natural elements would continue to characterize the view when the  
33 ships are at berth. (See Section 3.1, “Aesthetics,” Page 3.1-34 of the draft EIS/EIR.)

34 KOP E offers a panoramic view that extends from the Vincent Thomas Bridge to the  
35 north to Catalina Island to the south. Cruise ships seen from KOP E would be farther  
36 back in the view as compared to KOP D, would appear smaller, and would have less  
37 influence on the view aesthetic. (See Section 3.1, “Aesthetics,” Page 3.1-35 of the  
38 draft EIS/EIR.) Therefore, the impact was determined to be less than significant.

39 The view from KOP F, from the 22<sup>nd</sup> Street Landing Park and future Cabrillo Way  
40 Marina, would not be adversely impacted by the presence of cruise ships in the Outer  
41 Harbor. The cruise ships would provide visual interest and would complement the





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Aerial photo: AirPhoto USA, 2006.

**Figure 3.1-17**  
**Key Observation Points Location Map**

1 recreational uses within the setting. (See Section 3.1, “Aesthetics,” Page 3.1-35 of  
2 the draft EIS/EIR.)

### 3 **Air Quality/Health Risk/Greenhouse Gasses**

4 A number of comments were received expressing concern over air quality, health  
5 risk, and greenhouse gas impacts from the proposed Outer Harbor facilities. As  
6 discussed and analyzed in the draft EIS/EIR, the proposed Project would have  
7 significant and unavoidable air quality impacts. Specifically, the proposed Project  
8 and all alternatives, including the No Project, result in significant criteria pollutant  
9 emissions, health risk, and greenhouse gas emissions. Mitigation measures would  
10 significantly reduce air quality impacts, resulting in a number of less than significant  
11 criteria pollutant emission levels and residential health risk. (See Section 3.2, “Air  
12 Quality and Meteorology,” of the draft EIS/EIR.) As shown in Section 3.2, after  
13 mitigation, average daily emissions are below baseline emissions for all criteria  
14 pollutants, and peak emissions are below CEQA baseline emissions for CO, SO<sub>x</sub>, and  
15 PM<sub>2.5</sub>. However, significant impacts would remain even after the implementation of  
16 all feasible mitigation measures, and therefore, the CEQA lead agency would have to  
17 find that specific overriding economic, legal, social, technological, or other benefits  
18 of the proposed Project outweigh the significant effects. (PRC Section 21081.)

19 It is LAHD’s goal to be the greenest port in the world. The proposed Project and  
20 alternatives include a number of measures and design features to reduce air quality  
21 impacts. For example, the San Pedro Waterfront Project is intended to showcase  
22 LAHD’s commitment to sustainability. As presented on Page 2-41 of the draft  
23 EIS/EIR, the proposed Project includes a number of sustainable design features that  
24 are consistent with LAHD’s sustainability program and policies, including  
25 Leadership in Energy and Environmental Design (LEED) Certification Gold for the  
26 cruise facilities, use of solar panels wherever possible, use of recycled water, and  
27 increased energy and water efficiency measures. Such measures would minimize  
28 energy consumption, thereby reducing pollutants and greenhouse gas emissions to the  
29 greatest extent possible.

30 The proposed Project also conforms to the San Pedro Bay Clean Air Action Plan  
31 (CAAP) to reduce operational emissions and the Sustainable Construction Guidelines  
32 to reduce construction emissions. Additional measures beyond CAAP are also  
33 applied to the operation of the proposed Project. The mitigation measures would be  
34 in effect over the life of the proposed Project, and would minimize emissions from  
35 construction and operation of the proposed Project. Mitigation measures include: use  
36 of clean construction equipment, clean construction trucks, alternative maritime  
37 power (AMP), and low-sulfur fuel; implementing a Vessel Speed-Reduction  
38 Program; incorporating emission reduction technology and/or design options when  
39 ordering new ships bound for the Port of Los Angeles; use of electric terminal  
40 equipment and low-emission vehicle (LEV) shuttle buses (i.e., natural gas or  
41 electric); adherence to EPA emissions standards for on road heavy-duty diesel trucks  
42 entering the cruise terminal; and reducing heavy-duty truck idling at both the Inner  
43 and Outer Harbor Cruise Terminals.

1 LAHD believes that appropriate and feasible mitigation measures have been analyzed  
2 for the proposed Project. However, significant air quality impacts remain despite the  
3 implementation of all feasible CAAP measures. There are currently no technologies  
4 that have been tested that can reduce all air quality impacts to below significance  
5 thresholds.

6 The draft EIS/EIR includes a co-equal alternatives analysis to ensure decision makers  
7 are presented with a full array of options and that all impacts and alternatives are  
8 fully disclosed. To achieve the best balance between meeting project objectives and  
9 minimizing air quality impacts, the draft EIS/EIR analyzes several alternative  
10 configurations, each with slightly different air quality impacts. The proposed Project  
11 and Alternative 2 would each have two Outer Harbor Terminals and berths.  
12 Alternatives 1 and 3 would each have one Outer Harbor Terminal and berth.  
13 Alternatives 4, 5, and 6 would not have any Outer Harbor Terminal or berth. The air  
14 quality impacts associated with each of these configurations are discussed, in turn,  
15 below and in Table 2-2.

1 **Table 2-2.** Summary of Air Quality Impacts for Proposed Project and Alternatives (with Mitigation)

	<i>Cancer Risk ( per million)</i>										<i>Chronic Hazard Index</i>										<i>Acute Hazard Index</i>									
	<i>Significant Under CEQA</i>					<i>Significant under NEPA</i>					<i>Significant Under CEQA</i>					<i>Significant under NEPA</i>					<i>Significant Under CEQA</i>					<i>Significant under NEPA</i>				
	Residential	Occupational	Recreational	Sensitive	Student	Residential	Occupational	Recreational	Sensitive	Student	Residential	Occupational	Recreational	Sensitive	Student	Residential	Occupational	Recreational	Sensitive	Student	Residential	Occupational	Recreational	Sensitive	Student	Residential	Occupational	Recreational	Sensitive	Student
Proposed Project	<1	<b>16</b>	<b>25</b>	<1	<1	<b>15</b>	<b>25</b>	<b>38</b>	<1	<1	0.04	0.20	0.20	0.00	0.00	0.07	0.16	0.16	0.00	0.00	<b>1.10</b>	<b>1.74</b>	<b>1.74</b>	0.60	0.29	0.94	<b>1.07</b>	<b>1.07</b>	0.55	0.23
Alternative 1	<1	<b>21</b>	<b>32</b>	<1	<1	<b>19</b>	<b>30</b>	<b>46</b>	<1	<1	0.04	0.17	0.17	0.00	0.00	0.02	0.06	0.06	0.00	0.00	<b>1.10</b>	<b>1.74</b>	<b>1.74</b>	0.60	0.31	0.94	<b>1.07</b>	<b>1.07</b>	0.55	0.24
Alternative 2	<1	<b>16</b>	<b>25</b>	<1	<1	<b>15</b>	<b>25</b>	<b>38</b>	<1	<1	0.04	0.19	0.19	0.00	0.00	0.05	0.12	0.12	0.00	0.00	<b>1.10</b>	<b>1.74</b>	<b>1.74</b>	0.60	0.29	0.94	<b>1.07</b>	<b>1.07</b>	0.55	0.23
Alternative 3	<1	<b>21</b>	<b>32</b>	<1	<1	<b>19</b>	<b>29</b>	<b>45</b>	<1	<1	0.01	0.15	0.15	0.00	0.00	0.02	0.06	0.06	0.00	0.00	<b>1.07</b>	<b>1.74</b>	<b>1.74</b>	0.60	0.28	0.91	<b>1.05</b>	<b>1.05</b>	0.55	0.22
Alternative 4	<1	<1	<1	<1	<1	3	2	3	<1	<1	0.04	0.13	0.13	0.00	0.00	0.01	0.05	0.05	0.00	0.00	<b>1.10</b>	<b>1.74</b>	<b>1.74</b>	0.60	0.28	0.94	<b>1.04</b>	<b>1.04</b>	0.55	0.22
Alternative 5	<1	<1	<1	<1	<1	N/A	N/A	N/A	N/A	N/A	0.03	0.13	0.13	0.00	0.00	N/A	N/A	N/A	N/A	N/A	0.38	<b>1.14</b>	<b>1.14</b>	0.16	0.09	N/A	N/A	N/A	N/A	N/A
Note <b>Bold</b> = Significant Impact																														

2

1 The health risk assessment (HRA), as presented in Section 3.2, “Air Quality and  
2 Meteorology,” and Appendix D3, “Health Risk Assessment,” of the draft EIS/EIR,  
3 examines the cancer risks and the acute and chronic noncancer health risks associated  
4 with the proposed Project and all alternatives on the local communities. Health risks  
5 are analyzed for five different receptor types: residential, sensitive (elderly and  
6 immuno-compromised), student, recreational, and occupational. Health risks are  
7 reported over geographical areas (for example, the HRA includes cancer risk  
8 isopleths to illustrate risk patterns in the communities). The HRA is based on  
9 procedures developed by public health agencies, most notably the California Office  
10 of Environmental Health Hazards Assessment (OEHHA). Section 3.2, “Air Quality  
11 and Meteorology,” and Appendix D3 also include a discussion of some recent studies  
12 that link pollution, specifically diesel particulate matter (DPM), to various health  
13 impacts including cancer, asthma, and cardiovascular disease.

14 The draft EIS/EIR also includes a particulate matter mortality analysis that assesses  
15 the incidence (as opposed to risk) of premature death that could occur as a result of  
16 the proposed Project and alternatives. As discussed in Section 3.2, “Air Quality and  
17 Meteorology,” epidemiological studies substantiate the correlation between the  
18 inhalation of ambient particulate matter (PM) and increased mortality and morbidity.  
19 The analysis is based on guidance from the California Air Resources Board (CARB)  
20 and relies on numerous studies and research efforts that focused on PM and ozone  
21 because these represent a large portion of known risk associated with exposure to  
22 outdoor air pollution. CARB’s analysis of various studies allowed large-scale  
23 quantification of the health effects associated with emission sources.

24 Under the proposed Project, the only areas showing an increased cancer risk are those  
25 located in the Outer Harbor Park, Outer Harbor parking, Outer Harbor Terminals, and  
26 water areas over the East and Main Channels. The land-based receptors are  
27 occupational or recreational, and the risk values for these types of receptors are lower  
28 than residential receptors. In the Inner Harbor, cancer risks are reduced at all  
29 locations and are reduced the greatest in the vicinity of Berths 87–90 and Berths 91–  
30 92, primarily due to implementation of AMP and other mitigation to the cruise  
31 facilities. A reduced risk of over -100 per 1 million extends as far west as the  
32 Interstate 110 and Route 47 interchange. (See draft EIS/EIR Section 3.2, Impact AQ-  
33 7, Page 3.2-114; and Appendix D.3, “Health Risk Assessment,” Figure D3.7-9.)

34 The alternative configurations of the Outer Harbor Terminals and berths result in  
35 different spatial distribution of air emissions and acute and chronic health risk  
36 impacts. For example, while Alternatives 1 and 4 have fewer berths than the  
37 proposed Project and Alternative 2, more vessels would call at the Inner Harbor than  
38 under the proposed Project under Alternatives 1 and 4 (also note that Alternative 3 is  
39 very similar to Alternative 1). The smaller number of overall vessel calls is not offset  
40 by the total number of vessel calls in the Inner Harbor under Alternatives 1 and 4.  
41 Therefore, Alternatives 1 and 4 would result in increased concentrations of emissions  
42 at the Inner Harbor area, closer to sensitive residential receptors, resulting in greater  
43 health risks. (See draft EIS/EIR Section 3.2, Alternative 1 Impact AQ-7, Page. 3.2-  
44 168; Alternative 4 Impact AQ-7, Page 3.2-281; and the final EIS/EIR Chapter 3,

1 “Modifications to the Draft EIS/EIR,” revisions to Appendix D.3, “Health Risk  
2 Assessment,” Figures D3.7-13 through D3.7-16).

3 Under Alternative 1, the areal extent of increased risk is slightly larger than that of  
4 the proposed Project because the Outer Harbor ship emissions in the proposed Project  
5 are split equally between Berths 45–47 and Berths 49–50, while in Alternative 1 all  
6 of the emissions associated with the Outer Harbor area are related to one cruise ship  
7 located at Berths 45–47. In the Inner Harbor, all risks are reduced relative to the  
8 CEQA baseline and the maximum reduced risk is -1,542 per 1 million located at  
9 Berths 91–92 for Alternative 1. This risk reduction is only slightly less than that of  
10 the proposed Project due to the greater fraction of ship emissions located in the Inner  
11 Harbor but is offset with lower emissions from a smaller Inner Harbor parking  
12 structure and a reduced number of ship calls under Alternative 1. (See draft EIS/EIR  
13 Section 3.2, Alternative 1 Impact AQ-7, Page 3.2-168; and Chapter 3, “Modifications  
14 to the Draft EIS/EIR,” revisions to Appendix D.3, “Health Risk Assessment,” Figure  
15 D3.7-13.)

16 Under Alternative 4, no areas show an increase in cancer risk. However, the areal  
17 extent of the risk reduction is less than for the proposed Project under CEQA, with a  
18 maximum risk reduction of -1,390 per 1 million for the mitigated proposed Project  
19 and a maximum risk reduction of -1,259 for mitigated Alternative 4. For example,  
20 under the mitigated proposed Project, the -500 per 1 million risk decrease contour  
21 extends out to the Vincent Thomas Bridge, while for mitigated Alternative 4 this  
22 contour is 150 meters south of the bridge. These results are consistent with the  
23 higher emissions found in the Inner Harbor under this alternative. Thus, relative to  
24 the proposed Project, Alternative 4 exposes the surrounding population to a slightly  
25 higher risk over a broader area surrounding the proposed Project. (See draft EIS/EIR  
26 Section 3.2, Alternative 4 Impact AQ-7, Page 3.2-281; and Chapter 3, “Modifications  
27 to the Draft EIS/EIR,” revisions to Appendix D.3, “Health Risk Assessment,” Figure  
28 D3.7-15.)

29 Alternative 2 is very similar to the proposed Project except for the additional Outer  
30 Harbor parking (1,500 spaces for cruise passengers), which would generate small  
31 amounts of additional emissions that would be offset by some of the shuttle  
32 emissions. Alternative 3 is very similar to Alternative 1 except for some reduction in  
33 parking and redevelopment activity, which would result in minimal changes to  
34 emissions. Alternative 5, the NEPA baseline, is similar to Alternative 4.

35 As discussed above under “Benefits of the Outer Harbor Cruise Terminal,” exclusion  
36 of the Outer Harbor Cruise Terminals would not accommodate projected demand for  
37 larger cruise vessels, simultaneous berthing needs due to weekend schedules, and  
38 increased cruise passengers. Moreover, the draft EIS/EIR analysis demonstrates that  
39 an increase in cruise calls in the Inner Harbor, necessary to meet projected demand,  
40 would increase health impacts in an area closest to sensitive receptors (Alternatives 4,  
41 5, and 6). The placement of cruise facilities in the Outer Harbor takes advantage of  
42 the Outer Harbor’s location, which is further removed from sensitive receptors. The  
43 placement of a cruise terminal in the Outer Harbor would also take advantage of the  
44 meteorological conditions in that location that maximize the dispersion and thereby

1 lower ground-level pollutant concentrations. Figure D2.3-1 illustrates the  
2 pronounced difference in wind flows between the Inner Harbor and Outer Harbor.  
3 The higher wind speeds of the Outer Harbor cause increased dispersion, which results  
4 in lower ground-level concentrations. The wind rose summary shows that the Outer  
5 Harbor has higher wind speeds (> 7 knots) occurring 35% of the time while the Inner  
6 Harbor only has higher wind speeds (> 7 knots) occurring only about 5% of the time.

7 The draft EIS/EIR acknowledges that the proposed project area is currently  
8 designated as a federal nonattainment area for air quality, and that the proposed  
9 Project would result in significant and unavoidable impacts that cannot be mitigated.  
10 However, the proposed Project would improve health risk for many areas in San  
11 Pedro through implementation of substantial mitigation measures for cruise ship  
12 operations. Additional details are provided in Section 3.2, “Air Quality and  
13 Meteorology.”

14 It is LAHD’s goal to be the greenest port on the west coast. The San Pedro  
15 Waterfront Project is intended to showcase LAHD’s commitment to sustainability.  
16 As presented on Page 2-41 of the draft EIS/EIR, the proposed Project includes a  
17 number of sustainable features that are consistent with LAHD’s sustainability  
18 program and policies, including Leadership in Energy and Environmental Design  
19 (LEED) Certification (minimum Silver) for all new development over 7,500 square  
20 feet, including the cruise terminals. Additionally, as presented in Section 3.2, “Air  
21 Quality and Meteorology,” the proposed Project would incorporate mitigation  
22 measures to reduce environmental impacts associated with the cruise ships and cruise  
23 terminals. For example, Mitigation Measure MM AQ-9 includes the requirements  
24 for cruise vessels calling at the Port to use alternative maritime power (AMP) while  
25 hoteling in the Port; Mitigation Measure MM AQ-10 requires vessels calling at the  
26 cruise terminals to use low-sulfur fuel; Mitigation Measure MM AQ-11 requires  
27 cruise vessels to comply with the Vessel Speed-Reduction Program; Mitigation  
28 Measure MM AQ-12 requires that emission reduction technology and/or design  
29 options be incorporated when ordering new ships bound for the Port of Los Angeles;  
30 Mitigation Measure MM AQ-13 requires all terminal equipment to be electric, where  
31 available; Mitigation Measure MM AQ-14 requires all shuttle buses from parking  
32 lots to cruise ship terminals to be LNG powered or an LEV equivalent; Mitigation  
33 Measure MM AQ-15 requires on road heavy-duty diesel trucks entering the cruise  
34 terminal building to achieve EPA’s emission standards; and Mitigation Measure MM  
35 AQ-16 requires heavy-duty truck idling to be reduced at both the Inner and Outer  
36 Harbor Cruise Terminals.

37 The San Pedro Bay Clean Air Action Plan (CAAP) is a lasting emission-reduction  
38 plan for reduction of criteria pollutants. The mitigation measures contained in the  
39 draft EIS/EIR conform to CAAP measures, would be in effect over the life of the  
40 proposed Project, and would minimize emissions from construction and operation of  
41 the proposed Project. The CAAP, the construction mitigation, and the proposed  
42 project-level mitigation included in the draft EIS/EIR, combined with federal, state,  
43 and regional regulations, would result in a substantial reduction of emissions at the  
44 Port and in the South Coast Air Basin. Table 3.2-25 provides a comparison between  
45 proposed project mitigation measures and CAAP measures. LAHD believes that

1 appropriate and feasible mitigation measures have been analyzed for the proposed  
2 Project. Additional measures beyond CAAP are also applied to the operation of the  
3 proposed Project. However, significant air quality impacts remain despite the  
4 implementation of all feasible CAAP measures. There are currently no technologies  
5 that have been tested that can reduce all air quality impacts to below significance  
6 thresholds.

7 Additionally, as presented in Section 3.2, “Air Quality and Meteorology,” the  
8 proposed Project would incorporate mitigation measures to reduce environmental  
9 impacts associated with the cruise ships and cruise terminals, including requirements  
10 for cruise vessels calling at the Port to use AMP while hoteling in the Port.

## 11 **Cruise Traffic**

12 A number of comments expressed concern over traffic and parking impacts related to  
13 the proposed expansion of cruise facilities. The draft EIS/EIR includes a detailed  
14 traffic impact study, the results of which are disclosed in Section 3.11,  
15 “Transportation and Circulation (Ground),” of the draft EIS/EIR, which assesses the  
16 ability of the surrounding street system to accommodate the projected increases in  
17 future traffic, both from the proposed Project and from other sources. Mitigation  
18 measures are proposed that would increase capacity and would fully or partially  
19 mitigate the identified proposed project impacts at most of the significantly impacted  
20 locations. Among the proposed mitigation measures are capacity enhancements on  
21 Harbor Boulevard, which would improve its ability to accommodate the projected  
22 traffic flows, including trips related to the Outer Harbor Cruise Terminals.

23 The proposed project passenger vehicle routes are shown on Figure 3.2-4  
24 (highlighted in green) in the draft EIS/EIR. The traffic study assumed 30% of  
25 passengers would park their vehicles in the Inner Harbor, and then take a shuttle to  
26 the Outer Harbor Terminals. The Outer Harbor Cruise Terminals would  
27 accommodate drop-off and pick-up activities at the terminal by charter bus, taxi, and  
28 other modes of transportation, which were all taken into account as part of the traffic  
29 study presented in Section 3.11, “Transportation and Circulation (Ground),” of the  
30 draft EIS/EIR. 70% of passengers were assumed to rely on bus, taxi, and “drop-off”  
31 services. The mode assumptions used in the analysis were based on existing  
32 operations at the Inner Harbor Cruise Terminal and are reasonable assumptions for  
33 use in the analysis.

34 Passenger parking for the proposed Outer Harbor Cruise Terminals would be located  
35 in the Inner Harbor area near the existing cruise terminal under the proposed Project  
36 and each alternative, except for Alternative 2. Passengers destined for the Outer  
37 Harbor Cruise Terminals would be transported to and from the Outer Harbor by  
38 shuttle bus. The projected coach and shuttle bus trips were obtained from the trip  
39 generation data in the traffic report (Fehr & Peers 2008). The projected trip  
40 generation data for shuttle trips were based on the occurrence of four simultaneously  
41 berthed cruise ships (two ships at the Outer Harbor berths and two ships at the Inner  
42 Harbor berths).



1 The shuttle buses would accommodate 50 people with luggage, assuming 85%  
2 occupancy. This creates 302 passenger car equivalent (PCE) round trips per day  
3 under the proposed Project in 2015 and 454 trips in 2037. Please note that the PCE  
4 factor is 2.0 (as described in footnote 15, 16 and 17 of Tables 7 and 8 in Appendix M  
5 of the draft EIS/EIR), accounting for the larger size of the shuttle buses compared to  
6 the size of a passenger car for congestion purposes. The actual number of buses  
7 would be about 151 in 2015 and 247 in 2037.

8 LAHD researched shuttle buses and vehicle providers, including information on  
9 future vehicle orders, and discovered that electric-powered buses would not be  
10 available in large quantities. Additionally, the use of electric busses would result in  
11 the need for extensive new support infrastructure, including overhead lines, which  
12 could result in aesthetic and other impacts that have not been previously analyzed.  
13 However, LAHD will encourage use of the cleanest available shuttle buses. As  
14 indicated in the draft EIS/EIR, all shuttle buses would be low-emissions vehicles  
15 (LEV) and are assumed to be CNG powered buses for analysis purposes (See Section  
16 2.4.2.2.1 of the draft EIS/EIR). However, the proposed Project could ultimately be  
17 implemented with other low-emission vehicle technology, such as LNG, or electric  
18 engines. The LEV shuttle buses would be available to move passengers between the  
19 Inner Harbor parking structure and the Outer Harbor Cruise Terminals.

20 Increased traffic associated with the proposed Outer Harbor Cruise Terminals would  
21 occur throughout the study area, contributing to significant operational impacts on  
22 Harbor Boulevard, Gaffey Street, and 17<sup>th</sup> Street. (See draft EIS/EIR Section 3.11,  
23 “Transportation and Circulation [Ground].”) Mitigation measures are proposed that  
24 would increase capacity and would fully or partially mitigate the identified proposed  
25 project impacts at most of the significantly impacted locations. Among the proposed  
26 mitigation measures are capacity enhancements on Harbor Boulevard, which would  
27 improve its ability to accommodate the projected traffic flows, including trips related  
28 to the Outer Harbor Cruise Terminals. See Master Response 6 for a discussion of  
29 Harbor Boulevard.

30 On Page 3.11-45, the draft EIS/EIR states,

31 No feasible mitigation is identified to address the impacts due to traffic on West  
32 17<sup>th</sup> Street between Centre and Palos Verdes under 2015 and 2037 conditions.  
33 Additionally, Page 80 of the Traffic Impact Study Report, provided in Appendix  
34 M-1, states, “The significant neighborhood traffic impact identified at 17<sup>th</sup> Street  
35 between Centre Street and Palos Verdes Street occurs primarily because of its  
36 utility to locally-based traffic generated from non-cruise-related land uses at the  
37 project site, rather than from regional cut-through traffic, which primarily travels  
38 on arterials and collectors rather than local streets. Short of the permanent closure  
39 of the affected street segment, which would not be acceptable since it serves  
40 adjacent land uses and carries substantial traffic volumes, no mitigation measures  
41 exist that would fully eliminate the addition of significant or adverse traffic  
42 volumes to this segment of 17<sup>th</sup> Street.” Local traffic uses local streets, and  
43 mitigation measures such as full or partial closures, or traffic calming measures  
44 such as speed bumps, humps, chicanes, and other vertical and horizontal deflection  
45 devices would simply shift local traffic to other local streets. Therefore, under the

1 proposed Project (in 2037) and Alternatives 1 and 2 (in 2015 and in 2037), this  
2 would be considered a significant and unavoidable impact under CEQA.

3 Alternative 4 would not involve the construction of the proposed Outer Harbor  
4 cruise facilities and would therefore, avoid several of the above-mentioned  
5 significant and unavoidable impacts. Specifically, Alternative 4 would avoid the  
6 significant impacts associated with the increased traffic volumes and degradation  
7 of level of service along neighborhood streets within the proposed project  
8 vicinity (Impact TC-2b). Alternative 4 would also avoid residual unmitigated  
9 traffic impacts on the intersections of Gaffey Street/9<sup>th</sup> Street and Harbor  
10 Boulevard/7<sup>th</sup> Street in 2015; and the intersections of Gaffey Street/7<sup>th</sup> Street,  
11 Gaffey Street/5<sup>th</sup> Street, Harbor Boulevard/Miner Street/Crescent Avenue,  
12 Harbor Boulevard/5<sup>th</sup> Street, Harbor Boulevard/1<sup>st</sup> Street, and Harbor  
13 Boulevard/SR-47 westbound on ramp in 2037.

## 14 Security Measures/Marina Access/Recreation

15 The LAHD will design and operate Outer Harbor cruise facilities that comply with  
16 security requirements while still accommodating recreational needs. A number of  
17 comments received expressed concern about how access to the marinas in the West  
18 Channel would be affected while a cruise ship was berthed at Berths 45–47. The  
19 draft EIS/EIR evaluates the impacts of the proposed Project and alternatives using the  
20 best known information with respect to compliance with security requirements. The  
21 proposed cruise facilities would comply with all applicable security regulations and  
22 must develop Facility Security Plans upon having more detailed operational plans  
23 (see draft EIS/EIR Section 3.7.2.4.2, Page 3.7-9; and Section 3.7.4.3.1, Impact RISK-  
24 1b, Pages 3.7-37 through 3.7-42).

25 Federal regulations provide definition and regulatory control regarding the security  
26 zones for cruise ships within the Los Angeles Harbor, along with the Maritime  
27 Transportation Security Act (MTSA) and the International Ship and Port Facility  
28 Security (ISPS) Code. (33 CFR Sections 165.1152 and 165.1154.) The proposed  
29 Outer Harbor cruise facilities would incorporate various waterside and landside  
30 security measures to comply with the existing security regulations. (See Section  
31 3.7.2.4.2, Page 3.7-9; and Section 3.7.4.3.1, Impact RISK-1b, Pages 3.7-37 through  
32 3.7-42).

33 When any large ship is in transit in the harbor (including a cruise ship) a 100-yard  
34 (300-foot) security zone is required. Other ships in transit would need to respect this  
35 zone, as is currently required by LAHD and the U.S. Coast Guard (USCG), and this  
36 zone would be fully enforceable by the USCG. The USCG is committed to working  
37 with LAHD regarding Outer Harbor security and maintaining access to the West  
38 Channel marinas, located to the northwest of the proposed Outer Harbor Cruise  
39 Terminal. (See Section 3.10.2.2.11, Page 3.10-9; and Section 3.10.4.3.1, Impact  
40 REC-1b, Pages 3.10-42 through 3.10-46)

1 Federal regulations require that cruise terminals meet minimum security standards for  
2 physical security, access control, cargo handling, and interaction with berthed  
3 vessels. These regulations require terminal operators to conduct a Facility Security  
4 Assessment (FSA), prepare an FSA report, and submit a Facility Security Plan (FSP),  
5 which includes the FSA report, to the USCG Captain of the Port for review and  
6 approval prior to conducting operations (33 CFR 105). As part of the FSA/FSP  
7 approved by the USCG, a security barrier would be deployed perpendicular to Berths  
8 45–47, which would allow access to the marinas while maintaining a secured zone  
9 around the berthed cruise ship per USCG requirements. The floating security barrier  
10 would maintain an approximately 75-foot secure perimeter around the proposed  
11 cruise vessel berth and unimpeded access to the West Channel marinas (shown on  
12 Figure 2-4). This barrier would consist of buoys anchored to the bottom of the Outer  
13 Harbor but would not create a barrier for fish or marine mammals beneath the surface  
14 of the water. Final approval of the barrier by the USCG would be subject to a  
15 security plan for the terminal and berth that would be prepared and submitted for  
16 review during a future design phase. The USCG has indicated a willingness to work  
17 with LAHD to ensure that adequate access is maintained into and out of the marinas  
18 in the West Channel while providing appropriate security for proposed cruise ships at  
19 Berths 45–47. Preliminary discussions with the USCG suggest that a floating  
20 security barrier providing a 75-foot buffer would provide adequate security and  
21 would reduce the security radius around the cruise ship while at berth. (See Section  
22 3.10.4.3.1, Impact REC-1b, Page 3.10-43).

23 Detailed analyses of potential impacts to recreational activities in the Outer Harbor  
24 from the proposed Outer Harbor cruise berths have been provided in Section 3.7,  
25 “Hazards and Hazardous Materials,” and Section 3.10, “Recreation.” Preliminary  
26 discussions with the USCG suggest that the floating security barrier would keep at a  
27 minimum any interference with small recreational boating in the vicinity of the Outer  
28 Harbor berths. However, even if the floating security barrier were not approved by  
29 the USCG and a full 100-yard barrier were necessary while a cruise ship were docked  
30 at the Outer Harbor, the Outer Harbor berths would not preclude access to the  
31 marinas in the West Channel and would not require the Port to deny access to or  
32 close the marinas. Even assuming a 100-yard security barrier in place at the Outer  
33 Harbor, recreational boaters would have a channel approximately 80 yards (240 feet)  
34 wide to be able to navigate around the security zone while a cruise ship is docked in  
35 this location. Recreational boaters and windsurfers would have adequate space to be  
36 able to navigate around the security zone while a cruise ship is in transit or while it is  
37 docked.

### 38 **2.3.1.3 Master Response 3: Waterfront Parking**

39 Several comments were received concerning the location of parking to serve the  
40 waterfront and the impact of proposed waterfront parking structures on aesthetic and  
41 recreational resources. The decision to include parking space near the waterfront was  
42 carefully balanced between providing the greatest public access and making the best  
43 use of limited space for recreational and commercial land uses. Proposed parking

1 will serve either cruise ship operations or waterfront visitors (See Section 2.4.2.2.1 of  
2 Chapter 2, “Project Description,” Pages 2-31 through 2-34).

### 3 **Cruise Ship Parking**

4 Structured parking for cruise ship passengers is located in the Inner Harbor under all  
5 alternatives except Alternative 2. The parking structures proposed at the Inner  
6 Harbor would be consistent with the planning principles of the Harbor Seamless  
7 Study (SMWM 2008). The structures have been designed to have the least visual  
8 impact possible while meeting parking needs, including being sited at 45 degree  
9 angles to Harbor Boulevard to preserve view corridors at O’Farrell, Santa Cruz, and  
10 1<sup>st</sup> Streets (see Section 3.1, Aesthetics,” Page 3.1-24). “Green” façade and roof  
11 treatments are also being considered. Unfortunately, the parking structures would  
12 still have a significant impact on views of the Vincent Thomas Bridge from a short  
13 segment of northbound Harbor Boulevard (see Section 3.1, Aesthetics,” Page 3.1-25).  
14 This significant unavoidable impact is discussed in detail in Section 3.1.4.3.1. No  
15 mitigation measures are available to reduce this impact. Alternatives 1, 3, 4, and 5  
16 provide reduced parking options as compared to the proposed Project (see Table 2-5  
17 in Chapter 2, “Project Description”).

18 LAHD is continuing to work toward a resolution to minimize impacts associated with  
19 the waterfront parking structures. Similar to phasing the development of the Outer  
20 Harbor Cruise Ship Terminals and berths, full buildout of the Inner Harbor parking  
21 structures may be delayed. LAHD could meet the parking needs for two berths in the  
22 Inner Harbor and one berth in the Outer Harbor by extending the existing cruise ship  
23 surface parking area to Berth 87. The North Harbor cut would be delayed until  
24 construction of the Inner Harbor parking structures is needed.

25 For additional information, see the above response related to Inner Harbor parking  
26 structures in this chapter’s Section 2.3.1.2, “Master Response 2: Outer Harbor Cruise  
27 Facilities,” Part 2, “Aesthetics/Visual Impacts.”

28 Alternative 2 proposes 1,500 onsite spaces within the Outer Harbor Cruise Ship  
29 facilities for cruise ship passengers. The 6 acre Outer Harbor Park would be  
30 constructed on top of the 2-level parking structure (see Section 2.5.1.2.2, Page 2-49,  
31 in Chapter 2, “Project Description”).

32 Approximately 400 non-passenger surface parking spaces are required to support  
33 Outer Harbor cruise ship operations under the proposed Project. These spaces are  
34 needed to accommodate longshoremen, terminal operators and staff, Customs and  
35 Border Patrol personnel, and Port Police, per safety and contractual requirements.  
36 The surface parking would be designed with a minimal profile near the waterfront so  
37 as not to impede views or adversely affect the visual character and quality of the area  
38 (see Section 3.1, “Aesthetics,” Page 3.1-32). Outer Harbor parking under the  
39 proposed Project would have a less-than-significant aesthetic impact (Page 3.1-33).

1 Approximately 200 non-passenger surface parking spaces would be needed to  
2 support Outer Harbor cruise ship operations with only one berth (Alternatives 1 and  
3 3). The proposed Project and Alternatives 1, 3, and 5 include surface parking lots at  
4 the Outer Harbor to accommodate non-cruise ship passengers and visitors to the  
5 proposed 6-acre Outer Harbor Park. Surface parking was deemed necessary to allow  
6 members of the public who are not associated with the cruise industry to access the  
7 Outer Harbor. The surface parking would have a minimal profile near the waterfront  
8 so as not to impede views or adversely affect the visual character and quality of the  
9 area (see Section 3.1, “Aesthetics,” Page 3.1-32). Outer Harbor parking under the  
10 proposed Project would have a less-than-significant aesthetic impact (Page 3.1-33.)  
11 Alternatives 1, 3, 4, and 5 provide reduced parking options as compared to the  
12 proposed Project (see Chapter 2, “Project Description,” Table 2-6.)

### 13 **Ports O’ Call Structured Parking**

14 The parking structures at the bluffs in the Ports O’Call area in the vicinity of the  
15 Southern Pacific (SP) Railyard, referred to in comments as the “bluff site parking,”  
16 would not have a significant aesthetic impact and would allow for the creation of  
17 increased open space. Detailed designs for these structures are not yet complete;  
18 however, several known features would make their aesthetic impacts less than  
19 significant:

- 20 ■ The top of the parking structures would be no higher than the height of the bluffs  
21 and would not block views from Harbor Boulevard.
- 22 ■ The parking structures would not be within sightlines from Beacon Street or from  
23 the ground floor of buildings that front Beacon Street.
- 24 ■ The structures would be integrated into the existing topography and hidden from  
25 the view of sensitive residential areas.
- 26 ■ Vantage points that do have a view of the parking structures would see a  
27 continuous stretch of transportation infrastructure; the structures would not  
28 introduce inharmonious elements, and the visual character of the area would  
29 remain unchanged.
- 30 ■ The parking structures would be developed with green roofs to minimize visual  
31 disruption toward the waterfront from Harbor Boulevard.

32 Finally, the structures would be designed according to the guidelines set forth in  
33 Appendix C.2 of the draft EIS/EIR (see also Pages 3.1-31 through 3.1-32 of Section  
34 3.1, “Aesthetics”).

### 35 **Waterfront Visitor Parking**

36 The proposed Project currently provides waterfront visitor parking in surface lots  
37 near the downtown harbor, the Ports O’ Call bluff parking structures, San Pedro Park,  
38 and the Outer Harbor.

**1 Downtown**

2 The proposed project design includes approximately 40 spaces in a surface parking  
3 lot adjacent to 1<sup>st</sup> Street and Harbor Boulevard, approximately 132 spaces in a surface  
4 parking lot adjacent to 3<sup>rd</sup> Street and Harbor Boulevard, 20 (existing) spaces in a  
5 surface parking lot adjacent to 5<sup>th</sup> Street and Harbor Boulevard to serve Los Angeles  
6 Fire Station #112, 14 spaces in a surface parking lot adjacent to 6<sup>th</sup> Street and Harbor  
7 Boulevard, and approximately 138 spaces in a surface parking lot adjacent to the  
8 Acapulco Restaurant to serve the downtown waterfront area (see Appendix M.1,  
9 Section VIII, “Parking Analysis,” Page 86). LAHD has heard concerns regarding  
10 locating parking structures closer to or within downtown San Pedro. While LAHD  
11 has explored all currently available locations within its jurisdiction and has developed  
12 a parking plan based on current known conditions, LAHD is committed to evaluating  
13 future options arising from changing conditions or opportunities. In the future  
14 LAHD will continue to explore public parking options for shared  
15 waterfront/downtown visitor parking in Community Redevelopment Agency projects  
16 located in downtown San Pedro.

**17 Ports O’ Call Surface Parking**

18 Approximately 730 surface spaces, located at Berths 73–83, which would be  
19 integrated into the proposed redeveloped Ports O’ Call development, would serve  
20 waterfront visitors. Waterfront Red Car stops are located at 7<sup>th</sup> and 13<sup>th</sup> Streets to  
21 encourage sharing of waterfront parking resources (see Section 2.4.2.2.2, Page 2-34,  
22 in Chapter 2, “Project Description”).

**23 San Pedro Park**

24 San Pedro Park would provide 500 parking spaces, partially overlying the GATX  
25 Annex site (see Figure ES-12 in the “Executive Summary” of the draft EIR/EIS), and  
26 would incorporate access to the proposed relocated (due to the proposed realignment  
27 of Sampson Way) Waterfront Red Car line stop at 22<sup>nd</sup> and Miner Streets.

**28 Outer Harbor**

29 The Outer Harbor Park would provide 60 surface spaces to accommodate waterfront  
30 and park visitors and would incorporate access to the proposed Waterfront Red Car  
31 Line stop (see Section 2.4.2.1.9, Page 2-27, in Chapter 2, “Project Description”).

**32 2.3.1.4 Master Response 4: Ports O’Call Redevelopment**

33 Some comments expressed concern over the scale of development proposed at Ports  
34 O’Call, its impact on downtown San Pedro businesses, and the displacement of  
35 existing successful businesses from Ports O’Call.

## Scale of the Development

The proposed Project would provide opportunities for upgrading the existing site through redevelopment, as well as new commercial development, within Ports O'Call. LAHD uses "redevelopment" throughout the draft and final EIS/EIR as it is commonly understood to describe the changes that would occur at Ports O'Call under the proposed Project or alternatives. It is not intended to have any narrower or more specific meaning that may be ascribed to it in regulatory contexts. The draft EIS/EIR analyzes the demolition of existing structures and the development of new structures. Ports O'Call currently contains approximately 150,000 square feet of commercial, retail, and restaurant uses. The proposed Project would allow for the redevelopment of approximately 150,000 square feet of existing development and would provide for 150,000 square feet of new development within Ports O'Call (see Table 2-2 in Chapter 2, "Project Description"). For the purposes of the environmental impact analysis, it was assumed that approximately 125,000 square feet would be developed for restaurant uses, and approximately 175,000 square feet would be developed for commercial uses. The proposed Project also includes a new conference center measuring up to 75,000 square feet, of which approximately 37,500 square feet would be available for congregation or meeting space (see Section 2.4.2.2.2 in Chapter 2, "Project Description"). The total size of Ports O' Call under the proposed Project could be up to 375,000 square feet.

Table 2-5 (Proposed Demolition and Construction Phasing Schedule ) in Chapter 2 of the draft EIS/EIR and Table 1-5 in Chapter 1, "Introduction" of the final EIS/EIR provide for phased demolition and construction of the existing Ports O'Call and construction of the new proposed project elements. This phasing schedule was developed for the purpose of the environmental analysis, and would be subject to change based on existing property entitlements, financing details, and developer response to a Request for Proposal (RFP). The proposed Project and each alternative assume demolition of all of the structures within Ports O'Call, with the exception of the Utros Restaurant, located at the head of the SP Slip to calculate a conservative estimate of construction emissions. However, a master developer may decide to retain portions or all of certain buildings within Ports O'Call. Ports O'Call has no structures listed or eligible for listing in the National Register of Historic Places (NRHP) or the Local Register of Historic Places.

One of the proposed project objectives is to "[e]nhance and revitalize the existing San Pedro Waterfront area . . . [by] providing for enhanced visitor-serving commercial opportunities within Ports O'Call, complementary to those found in downtown San Pedro, as well as a potential conference center" (Chapter 2, "Project Description," Page 2-12).

Some comments call for limiting development in Ports O'Call to 150,000 square feet of commercial space with a new conference center. Alternatives 3 and 6 in the draft EIS/EIR vary the amount of development in the Ports O'Call component of the proposed Project. For example, Alternative 3 would substantially reduce the amount of new development in Ports O'Call by adding only 37,500 square feet. Under Alternative 6, no new development or redevelopment would occur. (See Table 2-6,

1 “Ports O’Call Redevelopment,” in Chapter 2, “Project Description,” for greater  
2 detail.)

3 After the Board of Harbor Commissioners makes a decision to select the proposed  
4 Project or a project alternative, LAHD intends to partner with a master developer to  
5 create a cohesive design throughout Ports O’Call and to develop a regional attraction  
6 with businesses that are unique, reflect the character of the area, and are  
7 complementary to development in downtown San Pedro. The waterfront and  
8 downtown San Pedro would benefit from a synergistic relationship and support by  
9 the San Pedro Property Owners Business Improvement District (PBID). See also  
10 Section 2.3.1.5, “Master Response 5: San Pedro Businesses,” below.

11 As stated, a master developer will not be selected until after the final EIS/EIR  
12 certification and project approval and a RFP process is undertaken. Market demand  
13 will drive the ultimate buildout of Ports O’Call, and the proposed Project will not  
14 likely reach the full 375,000 square feet of development identified in the draft  
15 EIS/EIR. However, the impacts of Ports O’Call demolition and construction of the  
16 full 375,000 square feet of the proposed Project are analyzed in the draft EIS/EIR.  
17 While an up to 75,000 square foot conference center may be included in the RFP for  
18 the master developer, a conference center may not necessarily be incorporated into  
19 the final development plans if market demand and the master developer do not  
20 support it.

21 Another concern raised in public comments was the possible removal of free parking  
22 and the impact that might have on the accessibility of Ports O’Call to low-income  
23 families. The draft EIS/EIR stated that parking at Ports O’ Call would no longer be  
24 free, as it is anticipated parking fees would help fund the future redevelopment.  
25 Future fees will be reasonable to ensure utilization of the parking areas and that the  
26 development would remain open and inviting for all socioeconomic classes to take  
27 advantage of the free recreation provided by the promenade, parks, and biking  
28 facilities.

## 29 Existing Successful Businesses

30 Several comments expressed concern regarding the placement of existing Ports O’  
31 Call businesses, given that the figures and drawings for the Ports O’Call development  
32 in the draft EIS/EIR were left blank. Because there is no specific redevelopment  
33 proposal at this time, the details and timing of relocation during redevelopment are  
34 not currently known and therefore were not specified in the draft EIS/EIR. However,  
35 the draft EIS/EIR provides sufficient detail regarding what is currently known about  
36 the proposed Project to provide reasonable assumptions for maximum buildout and  
37 the types of uses, and addresses impacts accordingly.

38 Selected successful restaurants in Ports O’Call would be accommodated during  
39 redevelopment. It is LAHD’s intent that any redevelopment of Ports O’Call would  
40 include a location for these specific businesses within the Ports O’Call area. LAHD  
41 will work with the master developer to minimize closure and disruption of existing



1 facilities during construction and during the transition to new facilities within Ports  
2 O' Call. Any demolition of existing businesses within Ports O' Call would not occur  
3 until a replacement location is available. The draft EIS/EIR provides enough  
4 specificity under CEQA to evaluate the potential environmental impacts of the  
5 proposed Project and alternatives. CEQA Guidelines Section 15004 (b) states that  
6 EIRs should be prepared "as early as feasible in the planning process to enable  
7 environmental consideration to influence project program and design and yet late  
8 enough to provide meaningful information for environmental assessment." This  
9 Guideline goes hand in hand with Section 15124, which provides that the project  
10 description should be general and "should not supply extensive detail beyond that  
11 needed for evaluation and review of the environmental impact." The rationale for a  
12 general project description is that it can be provided earlier in the process, is more  
13 amenable to modification to reflect environmental concerns, and lends itself to being  
14 a "user-friendly" document that the public can easily understand. (See *Dry Creek  
15 Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4<sup>th</sup> 20, 27–28.) Thus,  
16 compliance with Section 15124 is important in furthering the goals of CEQA.

17 The draft EIS/EIR notes that some of the existing businesses at Ports O'Call would  
18 be retained. The businesses that will retain their location at Ports O'Call have yet to  
19 be determined. It is not necessary to make this identification in order to adequately  
20 analyze the environmental impacts of the proposed Ports O'Call redevelopment  
21 under CEQA. An EIR is only required to set forth the significant effects on the  
22 environment, which are defined as "the physical conditions which exist within the  
23 area which will be affected by a proposed project, including land, air, water,  
24 minerals, flora, fauna, noise, objects of historic or aesthetic significance" (Public  
25 Resource Code Sections 21000(b)1; 21060.5). See also *Maintain Our Desert  
26 Environment v. Town of Apple Valley* (2004) 124 Cal.App.4<sup>th</sup> 430, where the court  
27 rejected the notion that the identity of the end user is a required element of an  
28 accurate project description. The court emphasized that CEQA is concerned with  
29 environmental consequences. Disclosure of the end user identity depends on the  
30 ability to "demonstrate that the identity implicates potential physical environmental  
31 impacts."

32 The draft EIS/EIR includes design criteria and guidelines that would be followed  
33 should the proposed Project be approved (see Appendix C.2). This is the kind of  
34 balance intended by the CEQA Guidelines (see *Dry Creek Citizens Coalition, supra*,  
35 70 Cal.App.4<sup>th</sup> at 34–36).

36 LAHD will continue to build on all of the community input received to date. Upon  
37 approval of a project, Port staff will schedule periodic meetings to keep the  
38 community informed about the design plans as they progress.

### 39 **2.3.1.5 Master Response 5: San Pedro Businesses**

40 Several comments were received expressing concern over how the proposed Project  
41 would potentially impact existing San Pedro businesses, including whether  
42 redevelopment plans for Ports O'Call would compete with businesses in downtown

1 San Pedro. The impacts the proposed Project would have on downtown San Pedro  
2 are analyzed in several sections of the draft EIS/EIR. Potential environmental  
3 impacts due to possible urban decay are addressed in Section 3.1, “Aesthetics,” and  
4 Chapter 7, “Socioeconomics and Environmental Quality.” The draft EIS/EIR  
5 concludes that the proposed Project would not have adverse impacts on land uses and  
6 neighborhoods in downtown San Pedro in terms of urban decay (Section 3.1,  
7 “Aesthetics,” Page 3.1-75; and Chapter 7, “Socioeconomics and Environmental  
8 Quality,” Page 7-50.) The impacts on downtown San Pedro as a result of  
9 construction activities are analyzed in Sections 3.1, “Aesthetics”; 3.2, “Air Quality”;  
10 3.9, “Noise”; and 3.11, “Transportation and Circulation (Ground)” of the draft  
11 EIS/EIR. The analysis concludes that construction would not have an adverse impact  
12 on downtown businesses.

### 13 **Complementary Development Will Revitalize Commercial** 14 **Districts**

15 Redevelopment of Ports O’Call is intended to complement redevelopment efforts in  
16 downtown San Pedro. Ports O’Call businesses would connect with and reinforce  
17 downtown businesses. The waterfront and downtown San Pedro would benefit from  
18 a synergistic relationship and joint marketing supported by the San Pedro PBID.

19 The three main commercial areas in San Pedro—downtown San Pedro, the Pacific  
20 Corridor, and the waterfront area—each have different characters and serve different  
21 clientele. Downtown San Pedro has pioneering coffee shops, restaurants, art  
22 galleries, and professional offices. Pacific Avenue, the commercial core of the  
23 Pacific Corridor area, has local services such as mechanics, barbershops, locksmiths,  
24 appliance stores, and banks. The waterfront area contains a variety of maritime-  
25 related uses, two museums, marinas, the fishing fleet and supporting activities, and  
26 visitor-oriented commercial uses. The Ports O’Call redevelopment would continue to  
27 include recreational, commercial, and maritime-related waterfront uses similar to the  
28 existing establishments of Ports O’Call to serve the needs of cruise ship passengers  
29 and regional waterfront visitors, which would complement what is offered by  
30 downtown businesses for San Pedro residents and visitors. Because of the differing  
31 characteristics of each commercial district and the markets they serve, there is also a  
32 low potential for downtown businesses to relocate to the Ports O’Call area. For these  
33 and other reasons discussed in the Urban Land Institute Report, it was determined  
34 that the project would not likely have adverse impacts on downtown San Pedro in  
35 terms of urban decay. (Section 3.1, “Aesthetics,” Page 3.1-75; and Chapter 7,  
36 “Socioeconomics and Environmental Quality,” Page 7-50).

37 In addition, the proposed Project is not contrary to existing uses, nor would it dilute  
38 plans for improvements or continued commercial use of the business district on 6<sup>th</sup>  
39 and 7<sup>th</sup> Streets and along Pacific Avenue. To foster the revitalization of each  
40 commercial district, LAHD, the Community Redevelopment Agency of the City of  
41 Los Angeles, City Planning, the LA Mayor’s Office, and Council District 15 have  
42 collaborated on the development of a seamless integration of access and urban design  
43 along Harbor Boulevard between the San Pedro waterfront development and the

1 community of San Pedro. The Seamless Study focused on identifying key pedestrian  
2 and vehicular access points between downtown and the waterfront, and addressing  
3 building densities and massing as it relates to both sides of Harbor Boulevard.  
4 Multiple aspects of urban planning and design were examined to promote a seamless  
5 integration of the waterfront and the community of San Pedro.

## 6 **Construction Impacts**

7 Construction activities could result in temporary, localized, site-specific disruptions  
8 to the local businesses in the proposed project area, primarily due to construction-  
9 related traffic changes from worker trips, trucks, and equipment in the area; partial  
10 and/or complete street and lane closures, some requiring detours; short supply of  
11 parking; increased noise and vibration; increased lights and glare; and changes in air  
12 emissions. These temporary construction impacts have been discussed in the draft  
13 EIS/EIR in applicable resource areas (Sections 3.1, “Aesthetics”; 3.2, “Air Quality”;  
14 3.9, “Noise”; and 3.11, “Transportation and Circulation [Ground]”). All feasible  
15 mitigation measures have been identified for each environmental resource topic  
16 addressed in the draft EIS/EIR and would be implemented and tracked via the  
17 mitigation monitoring and reporting program (MMRP) required under CEQA.

### 18 **2.3.1.6 Master Response 6: Proposed Project Traffic** 19 **Improvements and Impacts**

20 A number of comments expressed concern over any proposed widening of Harbor  
21 Boulevard, changes to the 6<sup>th</sup> and 7<sup>th</sup> Street intersections at Harbor Boulevard and  
22 Sampson Way, and general traffic impacts from the proposed Project. A summary of  
23 the proposed traffic improvements and impacts follows.

## 24 **Traffic Improvements**

### 25 **Harbor Boulevard**

26 The proposed Project includes maintaining Harbor Boulevard at two lanes in each  
27 direction through the proposed project area. However, mitigation measures (MM  
28 TC-6 through MM TC-13) have been identified to relieve traffic congestion; these  
29 entail removing on-street parking along Harbor Boulevard and restriping to add a  
30 third lane in each direction north of 7<sup>th</sup> Street to Swinford Avenue. As discussed in  
31 Section 3.11, “Transportation and Circulation (Ground),” although these mitigation  
32 measures are available, LAHD may decide not to adopt them because the provision  
33 of three lanes in both the north- and southbound directions would increase speeds and  
34 would not contribute to a pedestrian-friendly environment. Adoption of these  
35 mitigation measures is at the discretion of the Board of Harbor Commissioners. If  
36 the Board determines that these measures are infeasible, they will not be adopted, and  
37 traffic impacts will remain as described for the proposed Project without mitigation.

1 See Section 3.11, “Transportation and Circulation (Ground),” Pages 3.11-35 through  
2 3.11-36 (CEQA thresholds), Page 3.11-38 (Mitigation Measures), and Pages 3.11-41  
3 through 3.11-42 (NEPA thresholds), as well as Chapter IV of Appendix M (Traffic  
4 Study) for a more detailed discussion.

### 5 **Sampson Way**

6 Under the proposed Project, Sampson Way would be expanded to two lanes in each  
7 direction (four lanes total) and would be realigned to curve near the Municipal Fish  
8 Market to meet with 22<sup>nd</sup> Street east of Miner Street. At its northern end, Sampson  
9 Way, the access road to Ports O’ Call, would be realigned to Harbor Boulevard at 7<sup>th</sup>  
10 Street, as shown in Figures ES-7 and ES-10 of the draft EIS/EIR’s “Executive  
11 Summary.”

### 12 **Sampson Way/Harbor Boulevard Intersection and 7<sup>th</sup> Street**

13 The proposed Project would change the major access to Ports O’ Call (on Sampson  
14 Way) from Harbor Boulevard. The current access to Sampson Way from Harbor  
15 Boulevard via 5<sup>th</sup> and 6<sup>th</sup> Streets would be eliminated and changed to 7<sup>th</sup> Street. The  
16 change would include creating a four-way intersection at Harbor Boulevard and  
17 Sampson Way/7<sup>th</sup> Street. The right-of-way for Sampson at 6<sup>th</sup> Street would be  
18 converted into public space for a town square at the downtown waterfront area. See  
19 Figure ES-10 of the draft EIS/EIR’s “Executive Summary,” for a conceptual plan of  
20 the area. Signalized pedestrian crossings will be provided across Harbor Boulevard,  
21 Sampson Way, and 7<sup>th</sup> Street at this intersection. Vehicular access for staff of the  
22 Maritime Museum and other users of the 7<sup>th</sup> Street and Downtown Harbors will be  
23 provided, as well as access for loading and maintenance operations. Some visitor  
24 parking will be provided in small surface lots at Sampson Way/7<sup>th</sup> Street and 3<sup>rd</sup>  
25 Street near the waterfront.

### 26 **Traffic Impacts**

27 The Proposed Project is expected to result in significant traffic impacts during  
28 construction, and during operation at full buildout in 2015 and planning horizon year  
29 2037, which measures future growth. Following is a summary of the traffic impacts  
30 expected, the major traffic generators of the proposed Project, the suggested  
31 mitigation measures to reduce impacts, and the agency coordination regarding  
32 implementation of the measures.

### 33 **Construction**

34 Construction of the proposed Project would result in a short-term, temporary increase  
35 in construction-related truck and auto traffic, decreases in roadway capacity, and  
36 disruption of vehicular and non-motorized travel. These impacts due to construction  
37 will be less than significant after mitigation.

## Operations

There are four intersections that currently operate at poor levels of service in the proposed project area: Gaffey and 6<sup>th</sup> Street, Gaffey and 1<sup>st</sup> Street, Gaffey and Summerland Avenue, and Harbor Boulevard and 3<sup>rd</sup> Street. Impacts on these intersections will occur without the proposed Project's contribution based on overall growth in the area. See Table 3.11-3 of Section 3.11, "Transportation and Circulation (Ground)" for a summary of existing conditions levels of service at the intersections studied within the project area and vicinity.

Project operations would increase traffic volumes and degrade levels of service at intersections and neighborhood streets within the project area and vicinity. The table below summarizes the trips generated daily on weekdays by the project elements included in the proposed Project. Weekend daily trip generation numbers are lower but similar.

**Table 2-3.** Proposed Project Trip Generation (Baseline + Project)

<i>Project Element</i>	<i>2015 Weekday Daily Trips</i>	<i>2037 Weekday Daily Trips</i>
Inner and Outer Harbor Cruise Ship Operations (4 berths)	15,479	23,243
Ports O'Call Commercial Development (300,000 sf)	16,150	16,150
Conference Center (75,000 sf)	780	780
Maritime Offices and Waterfront Red Car Maintenance Facility	251	251
Museums, Town Square, Promenade, and Open Space	1,214	1,214
Reuse of Warehouse Nos. 9 and 10 (Mercado/similar use)	950	950
Programmatic Assessment—Reuse of Westway Terminal for Institutional Use (future CEQA required)	1,035	1,035
<b>Total*</b>	<b>35,857</b>	<b>43,620</b>
<b>Subtotal Existing Trips (Baseline)</b>	<b>17,658</b>	<b>21,168</b>
<b>Net New Trips</b>	<b>18,199</b>	<b>22,452</b>

\*Total trips include project trips and background regional growth and represent peak conditions.

### Intersections Impacted by the Proposed Project:

- Gaffey at 1<sup>st</sup>, 5<sup>th</sup>, 7<sup>th</sup>, and 9<sup>th</sup> Streets (impacts still significant in 2037 after mitigation applied)
- Gaffey at 6<sup>th</sup> and 13<sup>th</sup> Streets (can mitigate impacts to less than significant)
- Harbor at Swinford, 1<sup>st</sup>, 5<sup>th</sup>, and 7<sup>th</sup> Streets (impacts still significant in 2037 after mitigation applied)

- 1 ■ Harbor at O'Farrell, 3<sup>rd</sup> and 6<sup>th</sup> Streets (can mitigate impacts to less than  
2 significant)
- 3 ■ Miner Street at Crescent Avenue (impacts still significant in 2037 after  
4 mitigation applied)
- 5 ■ Miner Street at 22<sup>nd</sup> Street (can mitigate impacts to less than significant)

#### 6 **Summary of Proposed Mitigation Measures:**

- 7 ■ **Gaffey Street:** prohibit parking during peak periods, modify lanes and turn  
8 lanes, and install a traffic signal at 6<sup>th</sup> Street.
- 9 ■ **Harbor Boulevard:** install a traffic signal at 3<sup>rd</sup> Street, prohibit parking, and  
10 configure the roadway to provide three lanes northbound and southbound from  
11 Swinford to 5<sup>th</sup> Street; reconfigure Harbor Boulevard to provide three southbound  
12 lanes from 5<sup>th</sup> through 6<sup>th</sup> Streets, resulting in one left-turn lane, two through  
13 lanes, and one shared through/right-turn lane at Harbor Boulevard and 5<sup>th</sup> Street.  
14 The existing on-street bicycle lanes may need to be removed (relocated/replaced  
15 on the parkway) to accommodate the additional travel lane on southbound  
16 Harbor Boulevard.
- 17 ■ **Miner Street:** modify lanes and turn lanes to 22<sup>nd</sup> Street. This measure would  
18 fully mitigate the identified impact at this location under each of the future  
19 scenarios.

#### 20 **Agency Coordination**

21 The proposed mitigation measures are based on traffic volumes expected from full  
22 buildout of the proposed Project. In the event the proposed Project is not fully built  
23 out (not all elements are constructed or developed to the level assumed in the traffic  
24 study), some mitigation measures may not need to be implemented. LAHD has  
25 consulted with the Los Angeles Department of Transportation (LADOT), the City of  
26 Los Angeles Department of City Planning (LADCP), the Community Redevelopment  
27 Agency of the City of Los Angeles, and the Council District 15 Office (CD15)  
28 regarding the proposed mitigation measures; and has agreed to continuing  
29 coordination and consultation before implementation of specific mitigation measures  
30 on Gaffey Street, Harbor Boulevard, and 7<sup>th</sup> Street. LAHD has also been working  
31 with LADOT's Bikeways Section to achieve an approved bike plan for the project  
32 area, which would be required before relocating the existing Harbor Boulevard on-  
33 street bike lane if needed.

### 34 **2.3.1.7 Master Response 7: Recirculation**

35 A number of comments requested recirculation of the draft EIS/EIR. CEQA  
36 Guidelines Section 15088.5 (Recirculation of an EIR Prior to Certification) identifies  
37 the triggers for recirculation of a draft EIR. CEQA Guidelines Section 15088.5  
38 states:

- 1 (a) A lead agency is required to recirculate an EIR when significant new information is  
2 added to the EIR after public notice is given of the availability of the draft EIR for public  
3 review under Section 15087 but before certification. As used in this section, the term  
4 “information” can include changes in the project or environmental setting as well as  
5 additional data or other information. New information added to an EIR is not  
6 “significant” unless the EIR is changed in a way that deprives the public of a meaningful  
7 opportunity to comment upon a substantial adverse environmental effect of the project or  
8 a feasible way to mitigate or avoid such an effect (including a feasible project alternative)  
9 that the project's proponents have declined to implement. “Significant new information”  
10 requiring recirculation include, for example, a disclosure showing that:
- 11 (1) A new significant environmental impact would result from the project or from a new  
12 mitigation measure proposed to be implemented.
- 13 (2) A substantial increase in the severity of an environmental impact would result unless  
14 mitigation measures are adopted that reduce the impact to a level of insignificance.
- 15 (3) A feasible project alternative or mitigation measure considerably different from  
16 others previously analyzed would clearly lessen the significant environmental  
17 impacts of the project, but the project's proponents decline to adopt it.
- 18 (4) The draft EIR was so fundamentally and basically inadequate and conclusory in  
19 nature that meaningful public review and comment were precluded.
- 20 (b) Recirculation is not required where the new information added to the EIR merely clarifies  
21 or amplifies or makes insignificant modifications in an adequate EIR.

22 The draft EIS/EIR does not trigger the need to recirculate pursuant to CEQA  
23 Guidelines Section 15088.5. While new information has been added to the final  
24 EIS/EIR, the new information is provided to clarify and amplify the information  
25 contained within the draft EIS/EIR. This information is not “significant” and does  
26 not deprive the public of a meaningful opportunity to comment upon a substantial  
27 adverse environmental effect of the proposed Project or a feasible way to mitigate or  
28 avoid such an effect (including a feasible proposed project alternative) that the  
29 proposed Project’s proponents have declined to implement.

30 The final EIS/EIR also does not disclose any new significant impacts or any  
31 substantial increase in severity of environmental impacts. Nor is there any feasible  
32 alternative considerably different from others previously analyzed that would clearly  
33 lessen the significant impacts of the proposed Project, but which the project’s  
34 proponents decline to adopt (see “Master Response 1: Sustainable Waterfront Plan,”  
35 above for a discussion of that specific proposed alternative). Finally, the draft  
36 EIS/EIR is adequate and complies with CEQA and NEPA. All impacts were  
37 appropriately analyzed and disclosed, and all feasible mitigation measures were  
38 identified. Therefore, the draft EIS/EIR does not require recirculation, and the final  
39 EIS/EIR will be considered by the Board of Harbor Commissioners for certification  
40 pursuant to CEQA and separately by the USACE pursuant to NEPA in completing its  
41 decision-making process.



U.S. Department of Homeland Security  
 FEMA Region IX  
 1111 Broadway, Suite 1200  
 Oakland, CA. 94607-4052



# FEMA

September 23, 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, California 93001

Dear Dr. MacNeil:

This is in response to your request for comments on the Public Notice/Application for Permit, Notice of Availability for A Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR), and Public Hearing for the San Pedro Waterfront Project in the City of Los Angeles, Los Angeles County, California.

FEMA-1

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the City of Los Angeles (Community Number 060137), Maps revised September 26, 2008. Please note that the City of Los Angeles, Los Angeles County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

FEMA-2



- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

FEMA-2  
cont'd

**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The City of Los Angeles floodplain manager can be reached by calling Mark Pestrella, Los Angeles County, Department of Public Works, at (626) 458-5100.

FEMA-3

If you have any questions or concerns, please do not hesitate to call Cynthia McKenzie of the Mitigation staff at (510) 627-7190.

Sincerely,



Gregor Blackburn, CFM, Branch Chief  
Floodplain Management and Insurance Branch

cc:

Dr. Ralph G. Appy, Port of Los Angeles, Los Angeles Harbor Department  
Mark Pestrella, Assistant Deputy Director, Los Angeles County Department of Public Works,  
Watershed Division  
Rick Sun, P. E., Los Angeles County, Department of Public Works, Watershed Management  
Division  
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,  
Southern District  
Cynthia McKenzie, Senior Floodplanner, CFM, DHS/FEMA Region IX  
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

## 1 **2.3.2 Federal Government**

### 2 **U.S. Department of Homeland Security, Federal** 3 **Emergency Management Agency (FEMA), Region IX**

#### 4 **Response to Comment FEMA-1**

5 The referenced flood insurance rate maps (FIRMs) were consulted during preparation  
6 of the draft EIS/EIR. As described in Section 3.14, “Water Quality, Sediments, and  
7 Oceanography,” of the draft EIS/EIR, most of the proposed project site is located  
8 within a 100-year flood zone and therefore, must comply with the minimum, basic  
9 National Flood Insurance Program (NFIP) floodplain management building  
10 requirements as specified in Title 44, Code of Federal Regulations (CFR), Parts 59  
11 through 65. Additional text has been added to Section 3.14 of the final EIS/EIR  
12 (shown in Chapter 3, “Modifications to the Draft EIS/EIR”) indicating that buildings  
13 constructed as part of the proposed Project would comply with 44 CFR 59–65.

#### 14 **Response to Comment FEMA-2**

15 As discussed in Response to Comment FEMA-1, text has been added to Section 3.14,  
16 “Water Quality, Sediments, and Oceanography,” of the final EIS/EIR indicating that  
17 the buildings constructed as part of the proposed Project within the 100-year flood  
18 zone would comply with the minimum NFIP floodplain management building  
19 requirements as specified in 44 CFR 59–65.

#### 20 **Response to Comment FEMA-3**

21 The evaluated alternatives do not entail construction of facilities that would violate  
22 either federal or City of Los Angeles requirements applicable to construction on  
23 designated floodplains.

U.S. Department of  
Homeland Security

United States  
Coast Guard



Sector Commander  
United States Coast Guard  
Sector Los Angeles – Long Beach

1001 S. Seaside Ave  
San Pedro, CA 90731  
Staff Symbol: spw  
Phone: (310) 521-3860  
Fax: (310) 521-3869

16600  
December 03, 2008

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

Los Angeles Harbor Department  
c/o Dr. Ralph G. Appy  
425 S. Palos Verdes Street  
San Pedro, CA 90731

Dear Dr. MacNeil and Dr. Appy:

My office has reviewed the San Pedro Waterfront Project Draft EIS/EIR (Corps File Number 2005-01271-SDM) for areas applicable to the U.S. Coast Guard. I submit the following comments regarding the Outer Harbor Cruise Terminal floating barrier and the waterfront promenade:

USCG-1

The proposed Outer Harbor Cruise Terminal floating barrier appears to be a reasonable approach that balances adjacent marina access with cruise ship security. However, the specific design and operation of the barrier will be subject to further approval by the Coast Guard in the terminal's facility security plan as a result of their facility security assessment. The barrier will also need to conform with lighting and other Private Aids to Navigation permitting requirements as directed by Coast Guard District Eleven. Furthermore, the regulations concerning cruise ship security zones within San Pedro Bay, 33CFR165.1154, will need to be amended by the Coast Guard to incorporate floating barriers if this project is approved.

USCG-2

The proposed project should also fully evaluate the facility security regulations found in 33CFR104-105 and corresponding guidance found in Navigation and Vessel Inspection Circulars and Maritime Transportation Security Act (MTSA) Policy Advisory Council memos to ensure the proposed waterfront promenade does not conflict with requirements for controlled access to waterfront facilities and vessels. Berths 51-55, Jankovich & Sons Fueling Station, the Outer Harbor Cruise Terminals, and some of the vessels located within the new harbor cuts are non-encompassing examples of areas adjacent to the proposed promenade that will need to maintain controlled access.

16600

Please contact LCDR John Hennigan at the above number, if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "P. E. Wiedenhoeft", with a long horizontal flourish extending to the right.

P. E. WIEDENHOEFT  
Captain, U.S. Coast Guard  
Captain of the Port  
Los Angeles – Long Beach

1 **U.S. Department of Homeland Security, U.S. Coast Guard**  
2 **(USCG)**

3 **Response to Comment USCG-1**

4 Thank you for your comment and willingness to help LAHD craft an approach that  
5 balances marina access with cruise ship security. LAHD will continue to work with  
6 the USCG to submit a Facility Security Plan that meets all applicable security  
7 requirements for proposed project elements within its jurisdiction.

8 **Response to Comment USCG-2**

9 Any facilities designed for the proposed Project and the alternatives would comply  
10 with federal marine security regulations in 33 CFR 104–105 and the corresponding  
11 guidance found in Navigation and Vessel Inspection Circulars and Maritime  
12 Transportation Security Act (MTSA) Policy Advisory Council memos. References  
13 to these regulations have been added to the proposed project description and the  
14 alternatives to clarify that all project elements would be designed to comply with  
15 federal regulations that pertain to national security so there would be no impact.  
16 Brief text has been added to the regulatory section of Section 3.12, “Transportation  
17 and Navigation (Marine),” that also clarifies that the proposed Project and the  
18 alternatives would comply with federal security regulations and references the project  
19 description.



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE  
Southwest Region  
501 West Ocean Boulevard, Suite 4200  
Long Beach, California 90802- 4213

DEC - 8 2008

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

Dear Dr. MacNeil:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the Draft Environmental Impact Statement (DEIS) for the Port of Los Angeles's (POLA) San Pedro Waterfront Project (Project). NMFS offers the following comments pursuant to section 305(b)(4)(A) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA), Marine Mammal and Protection Act (MMPA), and the Fish and Wildlife Coordination Act.

### **Proposed Project**

The proposed Project would redevelop the San Pedro Waterfront area for increased public access and to provide connections between the waterfront area and the San Pedro community. The Project also includes the development of three new harbors, as well as new public open spaces that consist of promenade areas, plazas, parks, and landscape and hardscape areas.

The creation of three new harbors will involve 1) the removal of existing bulkheads, wharf structures, and existing docks, 2) excavation and dredging, 3) installation of new sheet pile bulkheads, 4) new piles, 5) new floating docks, 6) a new wharf deck and 7) new rock slope protection. A total of 6.8 acres of open water habitat (as defined by areas at and below +4.8 feet Mean Lower Low Water) will be created as a result of the three new harbors. Disposal of clean dredge material is planned for LA-2 and/or LA-3 offshore disposal sites. If contaminated sediments are identified, these will be placed in upland disposal sites.

The proposed promenade will measure approximately 30 feet wide and will extend throughout the entire proposed project area. The promenade will involve the construction of approximately 58,900 square feet of new wharf structures and approximately 14,300 square feet of floating docks, and would require the installation of approximately 419 piles. To accommodate this new construction, existing wharf decks and floating docks



would be demolished. The promenade will be construction over water areas in the vicinity of Ports O' Call, City Dock #1, and the Cabrillo Beach Waterfront Youth Camp, and the existing salt marsh. Additional demolition and construction of various overwater structures and pilings will occur at the 7<sup>th</sup> Street pier, Berths 45-47, Berths 49-50, Berths 94-95, and Berth 240.

The total water area that will be uncovered by demolition of docks, wharves, and piers is 3.1 acres. The subsequent construction of new docks, wharves, piers, and promenade will cover 8.4 acres of water areas. Given the creation of 6.8 acres of new open water habitat creation, there will be a net gain of 1.5 acres of uncovered open water habitat. Lastly, there will be a net addition of 990 piles associated with the proposed project.

### **Marine Mammal Protection Act Comments**

Marine mammals likely to be in the immediate project area are the California sea lion (*Zalophus californianus*) and possibly the Pacific harbor seal (*Phoca vitulina richardii*), although in fewer numbers than sea lions. Possible impacts to marine mammals from the proposed project are likely from underwater sound from project-related vessels, dredging, pile-driving, and increased ship traffic. The noise generated from pile-driving or other construction could affect marine mammals located within the vicinity of the project site and has the potential to disturb a marine mammal.

Whales, dolphins, porpoises, seals, and sea lions are protected under the Marine Mammal Protection Act (MMPA). See 16 U.S.C. § 1361 *et seq.* Under the MMPA, it is generally illegal to "take" a marine mammal without prior authorization from NMFS. "Take" is defined as harassing, hunting, capturing, or killing, or attempting to harass, hunt, capture, or kill any marine mammal. Except with respect to military readiness activities and certain scientific research conducted by, or on behalf of, the Federal Government, "harassment" is defined as any act of pursuit, torment, or annoyance which has the potential to injure a marine mammal in the wild, or has the potential to disturb a marine mammal in the wild by causing disruption of behavioral patterns, including, but not limited to, migration, breathing, nursing, breeding, feeding, or sheltering.

Sounds introduced into the sea by man-made devices could have a deleterious effect on marine mammals by causing stress or injury, interfering with communication and predator/prey detection, and changing behavior. Acoustic exposure to loud sounds, such as those produced by pile-driving activities, may result in a temporary or permanent loss of hearing (termed a temporary (TTS) or permanent (PTS) threshold shift) depending upon the location of the marine mammal in relation to the source of the sound. NMFS is currently in the process of determining safety criteria (*i.e.*, guidelines) for marine species exposed to underwater sound. However, pending adoption of these guidelines we have preliminarily determined, based on past projects, consultations with experts, and published studies, that 180 dB re 1  $\mu\text{Pa}_{\text{RMS}}$  (190 dB re 1  $\mu\text{Pa}_{\text{RMS}}$  for pinnipeds) is the impulse sound pressure level that can be received by marine mammals without injury. Marine mammals have shown behavioral changes when exposed to impulse sound pressure levels of 160 dB re 1  $\mu\text{Pa}_{\text{RMS}}$ . Based on the estimated noise levels expected to

NMFS-1  
CONT.

be produced by pile driving the 1,750 piles for this project, it may be necessary to receive authorization from NMFS under the MMPA for this proposed project. Most incidental take authorizations to date have involved the incidental harassment of marine mammals by noise.

NMFS-2

In addition, the construction of the proposed project may lead to an increase in ship traffic to and from the area, thus increasing the risk of a possible collision with a marine mammal. Collisions with ships are an increasing threat to many marine mammals, specifically large whale species, particularly as shipping lanes cross important large whale breeding and feeding habitats or migratory routes, such as those off Southern California. Although ship strike mortalities may represent a small proportion of whale populations, Laist *et al.* (2001) concluded that, when considered in combination with other human-related mortalities in the area (*e.g.*, entanglement in fishing gear), these ship strikes may present a concern for whale populations. There have been several reports of whales struck by vessels in U.S. waters, but despite these reports, the magnitude of the risks of ship traffic poses to marine mammals is difficult to quantify or estimate. Because little evidence of ship strikes exists, and large whales may often die later and drift far enough not to strand on land after such incidents, it is difficult to estimate the numbers of whales killed and injured by ship strikes. In addition, a boat owner may be unaware of the strike when it happens. Please note, that in the event of a collision with a marine mammal, Mr. Joseph Cordaro, the NMFS Southwest Regional Office's Stranding Coordinator at 562-980-4017 must be immediately contacted and a report must be sent to the NMFS Southwest Regional Office. NMFS recommends a more detailed analysis on the potential increase in vessel traffic as a result of the proposed project and shipping routes into and out of the port to assess the potential risk of a ship strike of a marine mammal.

### **Magnuson-Stevens Fishery Conservation and Management Act Comments**

#### **Action Area**

NMFS-3

The proposed project occurs in essential fish habitat (EFH) for various federally managed fish species within the Pacific Groundfish and Coastal Pelagics Fishery Management Plans (FMPs). In addition, the project occurs within estuarine and eelgrass habitat, which is considered a habitat area of particular concern (HAPC) for various federally managed fish species within the Pacific Groundfish FMP. HAPC are described in the regulations as subsets of EFH which are rare, particularly susceptible to human-induced degradation, especially ecologically important, or located in an environmentally stressed area. Designated HAPC are not afforded any additional regulatory protection under MSA; however, federally permitted projects with potential adverse impacts to HAPC will be more carefully scrutinized during the consultation process.

#### **Effects of the Action**

The proposed Project involves a significant amount of overwater structures (*e.g.* docks, wharves, piers, and promenade). The shadow cast by an overwater structure affects both



- NMFS-3  
CONT. | the plant and animal communities below the structure. Light is the single most important factor affecting aquatic plants. Light levels underneath overwater structures have been found to fall below threshold amount for the photosynthesis of diatoms, benthic algae, eelgrass, and associated epiphytes and other autotrophs. These photosynthesizers are an essential part of nearshore habitat and the estuarine and nearshore food webs that support many species of marine and estuarine fishes.
- NMFS-4 | In addition, fishes rely on visual cues for spatial orientation, prey capture, schooling, predator avoidance, and migration. The reduced-light conditions found under an overwater structure limit the ability of fishes, especially juveniles and larvae, to perform these essential activities. Shading from overwater structures may also reduce prey organism abundance and the complexity of the habitat by reducing aquatic vegetation and phytoplankton abundance.
- NMFS-5 | Overwater structures and their associated artificial structures may also have additional impacts beyond just changes in light conditions. Recent research has suggested that placement of artificial substrates in the nearshore environment may disproportionately favor the proliferation of non-native species. In addition, these structures may alter local hydrological and sedimentation patterns, which may in turn affect community structure. Lastly, the addition of overwater structures for public access purposes (e.g. promenade) may inadvertently result in increased pollution or debris due to the expected increase in public use.
- NMFS-6 | Although much of the proposed overwater structures and associated structures will not occur in particularly sensitive habitat, 0.175 acres of mudflat habitat will be impacted at Berth 78. POLA intends to compensate for this impact via wetlands mitigation at the Salinas de San Pedro Salt Marsh. Specific improvements associated with the wetland mitigation project are to re-contour the side slopes to increase mudflat area, remove the rock-sill within the inlets, remove nonnative vegetation, remove the rock-sloped island within the marsh, and potentially constructing a rock groin at the marsh inlet to block littoral sediment from entering the marsh. These changes are expected to increase mudflat habitat by 0.56 acres and increase the quality of the salt marsh habitat. The groin is expected to permanently cover 0.07 acre of eelgrass and 0.04 acre of mudflat. A temporary construction buffer would impact another 0.25 acre of eelgrass habitat, but is expected to re-establish. Another 0.23 acres of eelgrass impact is expected within salt marsh area due to the proposed grading disturbances. The placement of the rock groin may also have indirect impacts to eelgrass habitat within the immediate vicinity due to potential changes in hydrology and sedimentation.
- NMFS-6 | The proposed harbor cuts will increase the amount of habitat available to fish species, as well as other marine resources, by approximately 6.8 acres. The DEIS anticipates that these inlets would not support higher fish habitat values as seen in the Outer Harbor, but would provide additional EFH value similar to that found in existing Inner Harbor areas, which include Inner Harbor channels, slips, and marinas. Based upon an agreed-upon mitigation policy between NMFS, POLA, and other resource agencies, values of different habitats have been defined relative to a system of mitigation credits accrued by creating

NMFS-6  
CONT. or enhancing habitat in the harbor and at offsite locations. Pursuant to these agreements, POLA proposes that the additional harbor cuts will generate 3.4 mitigation credits to their current Inner Harbor Mitigation Bank. Inner Harbor habitat is credited at 0.5 credit per acre rather than 1 credit per acre because of the combined effects of water quality and physical habitat alterations (e.g. riprap, bulkheads, over-water structures). NMFS is supportive of this proposal as it is consistent with an established approach and recognizes the lesser habitat value of the new harbor cuts compared to other Outer Harbor areas.

NMFS-7 Dredging, pile driving, and other related construction activities will result in direct benthic disturbances and will increase turbidity within the project area. Turbidity can adversely affect fish and other aquatic life by impairing vision and sense of smell, injuring gills, reducing water transparency, and covering sessile organisms. If anoxic sediments are disturbed, dissolved oxygen may also be reduced in the water column during dredging in the vicinity of the dredge operation. NMFS expects these impacts will likely be temporary and minimal.

NMFS-8 The construction activities associated with this project may generate significant underwater noise. For example, pile driving can generate intense underwater sound pressure waves that may adversely affect the ecological functioning of EFH. These pressure waves have been shown to injure and kill fish. Injuries associated directly with pile driving are poorly studied, but include rupture of the swimbladder and internal hemorrhaging. Sound pressure levels (SPL) 100 decibels (dB) above the threshold for hearing are thought to be sufficient to damage the auditory system in many fishes. Short-term exposure to peak SPL above 190 dB (re: 1  $\mu$ Pa) are thought to injure physical harm on fish. However, 155 dB (re: 1  $\mu$ Pa) may be sufficient to temporarily stun small fish. Of the reported fish kills associated with pile driving, all have occurred during use of an impact hammer on hollow steel piles. POLA proposes to utilize a vibratory approach for driving steel piles and will employ a 'soft start' approach when utilizing an impact hammer for concrete piles. Both of these techniques should help minimize impacts to EFH.

NMFS-9 Another potential project concern is the spread of the invasive alga *Caulerpa taxifolia* from dredging activities. As you may be aware, this alga has been introduced to our coastline. Evidence of harm that can ensue as a result of an uncontrolled spread of the alga has already been seen in the Mediterranean Sea where it has destroyed local ecosystems, impacted commercial fishing areas, and affected coastal navigation and recreational opportunities. Although it is not known to be present within POLA, it has been detected in two other locations in Southern California. If the invasive alga is present within the project area, the dredging activities would adversely affect EFH by promoting its spread and increasing its negative ecosystem impacts.

#### **EFH Conservation Recommendations**

NMFS-10 As described in the above effects analysis, NMFS has determined that the proposed action would adversely affect EFH for various federally managed fish species within the Coastal Pelagics Species and the Pacific Coast Groundfish FMPs. Therefore, NMFS

NMFS-10  
CONT. offers the following EFH conservation recommendations to avoid, minimize, mitigate, or otherwise offset the adverse effects to EFH pursuant to section 305(b)(4)(A) of the MSA.

NMFS-11 1. NMFS is conceptually supportive of the proposed enhancement and expansion of Salinas de San Pedro Salt Marsh. To help further ensure success and accountability of the proposed mitigation, POLA should prepare a more detailed mitigation and monitoring plan in cooperation with NMFS and other relevant regulatory/resource agencies.

NMFS-12 2. The POLA should avoid the placement of the promenade along the water's edge in the vicinity of the Salinas de San Pedro Salt Marsh/Cabrillo Youth Camp. Instead, the POLA should move the promenade to Shoshonean Road behind the salt marsh and youth camp as described in Alternative 2. By moving the promenade, impacts associated with overwater structures and pile driving to sensitive habitat areas would be minimized. According to the DEIS, this change in promenade alignment would accomplish the project goals and objectives to the same degree as the proposed Project.

NMFS-13 3. The POLA should conduct a pre-construction eelgrass survey during the growing season (March-October), which will be valid up to 60 days prior to construction activities. A post-construction survey should also be conducted within 30 days following construction in order to determine the project's impact to eelgrass habitat. Given that impacts associated with any potential changes in hydrology and/or sedimentation patterns from placement of the groin will not become immediately apparent in the 30-day post-construction survey, two additional annual monitoring surveys should be conducted. These surveys and any necessary mitigation should be conducted in accordance with the Southern California Eelgrass Mitigation Policy ([http://swr.nmfs.noaa.gov/hcd/policies/EELPOLrev11\\_final.pdf](http://swr.nmfs.noaa.gov/hcd/policies/EELPOLrev11_final.pdf)).

NMFS-14 4. A pre-construction survey for Caulerpa of the project area should be conducted in accordance with the Caulerpa Control Protocol (see <http://swr.nmfs.noaa.gov/hcd/caulerpa/ccp.pdf>) not earlier than 90 days prior to planned construction and not later than 30 days prior to construction. The results of that survey should be transmitted to NMFS and the California Department of Fish and Game at least 15 days prior to initiation of proposed work. In the event that Caulerpa is detected within the project area, no work shall be conducted until such time as the infestation has been isolated, treated, and the risk of spread is eliminated.

#### **Statutory Response Requirement**

NMFS-15 Please be advised that regulations at section 305(b)(4)(B) of the MSA and 50 CFR 600.920(k) of the MSA require your office to provide a written response to this letter within 30 days of its receipt and at least 10 days prior to final approval of the action. A preliminary response is acceptable if final action cannot be completed within 30 days.

NMFS-15  
CONT.

Your final response must include a description of measures to be required to avoid, mitigate, or offset the adverse impacts of the activity. If your response is inconsistent with our EFH conservation recommendations, you must provide an explanation of the reasons for not implementing those recommendations. The reasons must include the scientific justification for any disagreements over the anticipated effects of the proposed action and the measures needed to avoid, minimize, mitigate, or offset such effects.

### Supplemental Consultation

NMFS-16

Pursuant to 50 CFR 600.920(1), the Corps must reinitiate EFH consultation with NMFS if the proposed action is substantially revised in a way that may adversely affect EFH, or if new information becomes available that affects the basis for NMFS' EFH conservation recommendations.

Thank you for consideration of our comments. Please contact Monica DeAngelis at 562-980-3232 or [Monica.DeAngelis@noaa.gov](mailto:Monica.DeAngelis@noaa.gov) if you have any questions concerning our MMPA comments. If you have any questions regarding our EFH comments, please contact Bryant Chesney at 562-980-4037 or [Bryant.Chesney@noaa.gov](mailto:Bryant.Chesney@noaa.gov).

Sincerely,



Robert S. Hoffman  
Assistant Regional Administrator  
for Habitat Conservation Division

**References Cited**

Laist, D.W., A.R. Knowlton, J.G. Mead, A.S. Collet, M. Podesta. 2001. Collisions between ships and whales. *Marine Mammal Science*, 17(1):35-75.

## 1 **U.S. Department of Commerce/NOAA’s National Marine** 2 **Fisheries Service (NMFS)**

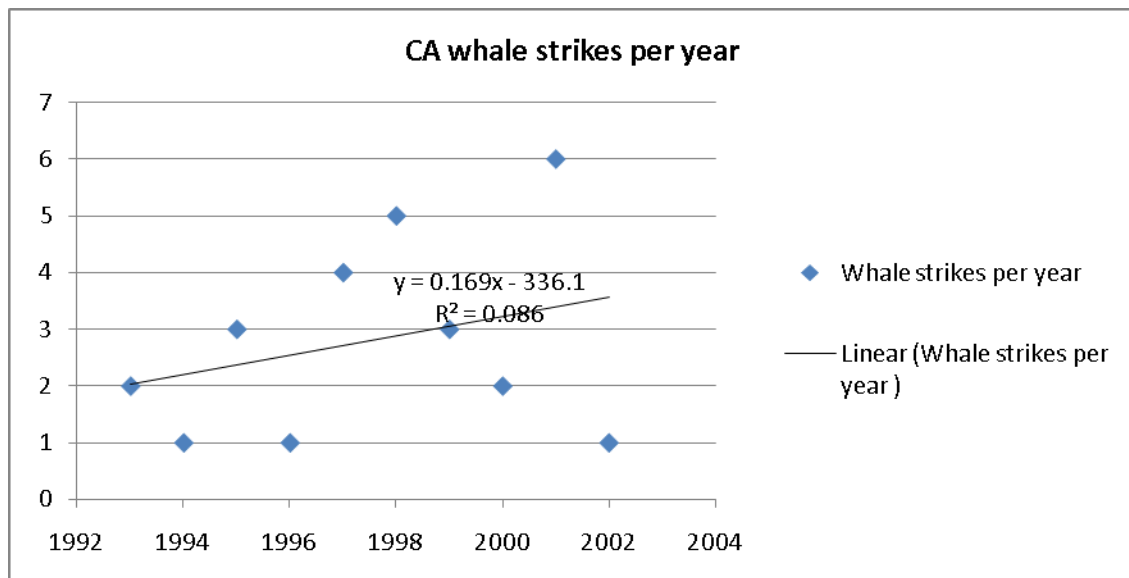
### 3 **Response to Comment NMFS-1**

4 As discussed in Section 3.3.4.3, Pages 3.3-51 to 3.3-38, of the draft EIS/EIR, pile  
5 driving has the potential to adversely affect marine mammals in the vicinity of the  
6 activity. Mitigation Measure MM BIO-3, “Avoid Marine Mammals,” applicable to  
7 the proposed Project and the alternatives, is designed to avoid harassment or injury to  
8 marine mammals by utilizing the “soft start” method for pile-driving. Mitigation  
9 Measure MM BIO-3 also establishes a 1,200-foot safety zone for pile-driving  
10 activities. Biological monitors would ensure that marine mammals are outside the  
11 safety zone before pile driving begins and would temporarily halt pile driving if  
12 marine mammals enter the zone to provide them time to leave. Therefore, incidental  
13 take authorization for the proposed Project would not be necessary.

### 14 **Response to Comment NMFS-2**

15 As stated in the draft EIS/EIR, whale strike data are limited, and it is not possible to  
16 predict with certainty how many whales fall victim to vessel collisions in a given  
17 year. During the 10-year period of 1993 to 2002, a total of 28 whale strikes were  
18 recorded along the coast of California (Jenson and Silber 2004). During this period,  
19 the number of whale strikes recorded per year varied from 1 to 6 with no clear pattern  
20 of abundance from one year to the next (Graph 1).

1 Graph 1. California Whale Strike Data 1993 to 2002 from Jensen and Silber (2004)



2  
3 Because there is no clear pattern, it is not possible to predict the effect of increased  
4 vessel traffic on whale strikes. Logically, the number of strikes is expected to be  
5 positively correlated with the total numbers of vessels and whales in a given area.  
6 However, the number of whale/ship collisions is too small to demonstrate that  
7 correlation.

8 During the period shown in Graph 1, 1993 saw the greatest number of cruise vessels  
9 (438) visit the Port (see Section 3.12, "Transportation and Navigation [Marine]").  
10 During that year, there were two recorded whale strikes in California. One blue  
11 whale that died from collision injuries was found at San Nicolas Island about 75  
12 miles southwest of the Port of Los Angeles (vessel unknown), and the other was  
13 injured in a collision with a Navy vessel between San Diego and Dana Point (> 60  
14 miles southeast of the Port of Los Angeles). Since the number of cruise vessel calls  
15 projected for the proposed Project is 287 (151 less than occurred in 1993), the limited  
16 data available do not indicate that the proposed Project is likely to cause an increase  
17 in whale strikes.

18 In response to an unusual number of blue whale strikes in September 2007, NOAA's  
19 Fisheries Service, Channel Islands National Marine Sanctuary, and Weather Service,  
20 in conjunction with the U.S. Coast Guard and the Ports of Los Angeles and Long  
21 Beach, began to broadcast advisories for mariners entering the Santa Barbara  
22 Channel informing them of the presence of blue whales and recommending channel  
23 transit speeds of 10 knots or less. Monitoring by the ports provided initial indication  
24 that voluntary compliance was high. No further blue whale deaths or ship strikes  
25 were detected through June 2008. (Bettride and Silber 2008.)

26 Generally, ships calling at the Inner Harbor Cruise Terminal would comply with the  
27 expanded vessel speed reduction program (VSRP) of 12 knots between 40 nautical

1 miles (nm) from Point Fermin and the Precautionary Area in the following  
2 implementation schedule: 75% ~~30%~~ of all calls in 2009 and 100% of all calls in  
3 2013 and thereafter. Ships calling at the Outer Harbor Cruise Terminals would  
4 comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and  
5 the Precautionary Area in the following implementation schedule: 100% of all calls  
6 in 2013 and thereafter. However, for the purposes of analyzing whale strikes, it  
7 cannot be assumed that all vessels will reduce speeds to less than 12 knots. If there is  
8 a direct correlation between the probability of whale strikes and the number of  
9 vessels, then there would be an increase in the probability of whale strikes associated  
10 with the total increase in vessel traffic. However, since the projected number of  
11 cruise ship calls in 2037 (287) represents approximately 1% of the total vessel traffic  
12 in the harbor, the increase in cruise ship traffic expected with the proposed Project  
13 (11% compared to CEQA baseline and 4.4% compared to NEPA baseline) would  
14 increase the number of whale strikes by far less than 1 strike over the 22-year  
15 analysis period.

16 While the proposed Project or an alternative would not be expected to result in a  
17 whale strike, the LAHD would contact NMFS Southwest Regional Office's  
18 Stranding Coordinator (Mr. Joseph Cordaro) in the event of a collision with a marine  
19 mammal.

## 20 Response to Comment NMFS-3

21 The area along the San Pedro Waterfront is highly developed and already affected by  
22 boat docks, floats, and shading from over-water walks, buildings, and vertical walls,  
23 and limited aquatic vegetation is present. The proposed Project's additional in-water  
24 structures are considered adverse, but not significantly adverse, in relation to the  
25 existing conditions of the harbor area. Most of the new over-water structures are to  
26 be placed within the 6.8 acres of new, open-water habitat that would be created  
27 through the construction of the new harbor cuts; as a result, these over-water  
28 structures would not have an impact on existing estuarine habitat. Pilings and  
29 floating docks constructed as part of the proposed Project would provide shaded  
30 horizontal (i.e. boat floats) and vertical (i.e., bulkheads) submerged attachment  
31 surfaces that would support invertebrate communities, and some fish species would  
32 likely be attracted to the new over-water and in-water structures.

33 The exception would be the salt marsh area, which is expected to provide higher  
34 quality and increased habitat area for fish after the enhancement and expansion  
35 activities. Little to no vegetation exists in areas proposed for over-water structures,  
36 including the proposed location of the promenade at the entrance to the Salinas de  
37 San Pedro Salt Marsh. As discussed under Impact BIO-2a, construction of the  
38 promenade along Berths 68–72 and construction of the wharf extension at the Outer  
39 Harbor Cruise Terminal at Berths 49–50 could result in temporary disturbance of  
40 small kelp outcrops (predominantly *Egregia* and *Macrocystis*) due to the barges used  
41 for pile driving and work boat activities. However, these activities would be of short  
42 duration, and any affected kelp would be expected to reestablish if disturbed.  
43 Overall, impacts on vegetation were found to be less than significant and promenade



1 plans include placement of trash receptacles at regular intervals intended to deter  
2 pollution and debris from human use.

3 Please see Response to Comment USEPA-29 for discussion of temporary and  
4 permanent impacts to eelgrass and mudflat habitat, and proposed creation of  
5 replacement habitat.

## 6 **Response to Comment NMFS-4**

7 The effects on water quality likely to result from the proposed Project are complex,  
8 and are detailed in Section 3.14, “Water Quality, Sediments, and Oceanography,” of  
9 the draft EIS/EIR. That section incorporates an evaluation of how the proposed over-  
10 water structures are likely to alter local hydrology and sedimentation patterns, as well  
11 as a discussion of the effects on water pollution likely to result from both  
12 construction and operation of each alternative addressed in the draft EIS/EIR.

13 Recent research (Tyrrell and Byers 2007) indicates that artificial substrates may favor  
14 non-native epibenthic species over native ones in cases where these substrates  
15 eliminate advantages that might otherwise favor the long-established native species.  
16 While new in-water structures and substrates associated with the proposed Project  
17 would offer this potential “level playing field” between native and non-native  
18 species, it represents a relatively small change to the harbor, since most of the harbor  
19 shoreline currently consists of artificial substrates. As stated in Response to  
20 Comment NMFS-3, promenade plans include placement of trash receptacles at  
21 regular intervals intended to deter pollution and debris from human use.

## 22 **Response to Comment NMFS-5**

23 The comment acknowledges the types and approximate acreages of affected habitats  
24 analyzed in the draft EIS/EIR. Once the proposed Project or an alternative has been  
25 selected, a habitat mitigation and monitoring plan will be developed in coordination  
26 with NMFS and the other resource agencies. The plan will include pre-construction  
27 monitoring to determine the exact quantities of each habitat affected, and all effects  
28 on eelgrass and mudflat as a result of mitigation implementation will be  
29 compensated. See also Response to Comments NMFS-11 and NMFS-13.

## 30 **Response to Comment NMFS-6**

31 Thank you for your comment. Please note that the draft EIS/EIR incorrectly  
32 indicates that 3.4 credits would be available. Since the generated credits can only be  
33 used to offset marine habitat impacts in Inner Harbor areas of the Port, the actual  
34 number of credits generated by the 6.8 acres of new water is 6.8 credits (1:1) in  
35 accordance with the provisions of the Inner Harbor Mitigation Agreement.  
36 Therefore, LAHD will credit the interagency Inner Harbor Mitigation Agreement

1 with approximately 6.8 credits once the proposed Project is constructed and the as-  
2 built drawings are completed. These credits are not intended for use as mitigation  
3 toward any portion of the San Pedro Waterfront Project.

4 These credits are not intended for use as mitigation toward any portion of the San  
5 Pedro Waterfront Project.

## 6 **Response to Comment NMFS-7**

7 Thank you for your comment. NMFS agrees with LAHD that dredging, pile driving,  
8 and other related construction activities would result in direct benthic disturbances  
9 and would increase turbidity in the proposed project area, but that these impacts  
10 would likely be temporary and minimal.

## 11 **Response to Comment NMFS-8**

12 Thank you for your comment. LAHD recognizes that pile-driving can cause  
13 temporary impacts to essential fish habitat and acoustic injury to fish, as described in  
14 the essential fish habitat analysis in Section 3.3.2.8 of the draft EIS/EIR, and  
15 reiterated in this comment. As noted on Pages 3.3-60 and 3.3-67 of the draft  
16 EIS/EIR, the “soft start” measures in Mitigation Measure MM BIO-3 would  
17 encourage fish to leave work areas when construction is underway, and would thus  
18 reduce or avoid these potential impacts. Soft start measures would be employed  
19 throughout project construction.

## 20 **Response to Comment NMFS-9**

21 LAHD concurs that the spread of *Caulerpa* would constitute an adverse effect on  
22 essential fish habitat. As described in the draft EIS/EIR and consistent with this  
23 comment, surveys for *Caulerpa* would be conducted prior to in-water work and if  
24 *Caulerpa* is detected, eradication would be implemented. Wherever *Caulerpa* is  
25 found, it is contained and treated with chlorine. Long-term monitoring is usually  
26 necessary to ensure complete eradication.

## 27 **Response to Comment NMFS-10**

28 Thank you for your comment. NMFS recommendations are acknowledged. Please  
29 also see Response to Comments NMFS-11 through NMFS-14. As discussed in the  
30 draft EIS/EIR and presented in Mitigation Measure MM BIO-5, a detailed habitat  
31 mitigation and monitoring plan would be prepared in coordination with NMFS and  
32 other regulatory and resource agencies.

## 1 Response to Comment NMFS-11

2 As described in Mitigation Measure MM BIO-5, a detailed habitat mitigation and  
3 monitoring plan including stringent performance standards would be prepared in  
4 coordination with NMFS and other regulatory and resource agencies. Mitigation  
5 Measure MM BIO-5 was rewritten for the final EIS/EIR to include the following  
6 language as suggested by NMFS:

7 **MM BIO-5. Prepare a mitigation and monitoring plan.** A habitat mitigation and  
8 monitoring plan (HMMP) will be developed in coordination with NMFS and other  
9 regulatory agencies to detail the Salinas de San Pedro Salt Marsh enhancements and  
10 will include the following performance measures: 1) pickleweed and cord grass  
11 present will be salvaged prior to construction and placed in a nursery for replanting  
12 post-restoration; 2) salvaged plants will be replanted at appropriate tidal elevations;  
13 3) sediments removed from the salt marsh will be disposed of at LAHD's upland  
14 disposal site at Anchorage Road (see Section 3.14, "Water Quality, Sediments, and  
15 Oceanography"); 4) turbidity will be monitored in accordance with Mitigation  
16 Measure MM BIO-1 so that eelgrass and mudflat habitat is protected during  
17 restoration activities; 5) an eelgrass survey shall be conducted 30 days following  
18 construction; and 6) at the completion of restoration activities, the salt marsh and  
19 associated mudflat will be monitored by a qualified restoration ecologist at Years 1,  
20 2, 3, 5, 7, 8, and 10 to ensure performance standards are met and that restored areas  
21 and a minimum of 0.22 acre of created mudflat are self-sustaining by Year 5.

## 22 Response to Comment NMFS-12

23 The alignment of the promenade along Shoshonean Road as shown in Alternative 2  
24 would avoid locating the promenade over the inlet or mouth of the salt marsh and  
25 over the beach at the Cabrillo Youth Camp. Impact BIO-2b provides a detailed  
26 analysis of potential impacts to habitat and vegetation from placement of the  
27 promenade at the Salinas de San Pedro Salt Marsh. The analysis determined all of  
28 the impacts associated with the proposed waterfront promenade to be less than  
29 significant. Under the proposed Project or Alternatives 1, 3 and 4, only the inlet to  
30 the salt marsh would be affected by shading from the promenade for some part of  
31 each day. However, because the waterfront promenade would be elevated  
32 approximately 18 feet above the sediment surface, only 30 feet wide, and primarily  
33 located above the unvegetated inlet to the salt marsh, the shaded vegetated area  
34 would change constantly during the morning hours and only a small area directly  
35 under the waterfront promenade would be completely shaded. Furthermore, this area  
36 generally contains only bare sand. As a result, it is unlikely that shade from the  
37 promenade would measurably alter the salt marsh or mudflats.

38 Eelgrass habitat located adjacent to the Cabrillo Beach Youth Camp would be  
39 approximately 90 feet from the promenade and would not be affected by this  
40 proposed promenade alignment.

1 The alignment of the promenade along Shoshonean Road would avoid locating the  
2 promenade in proximity to the salt marsh and the beach. While impacts on these  
3 resources were identified as less than significant in the draft EIS/EIR, the Alternative  
4 2 alignment does not meet the project goal of providing a continuous water's edge  
5 promenade as effectively as the proposed Project. The promenade in Alternative 2  
6 would depart from a route along the water's edge and extend along the east side of  
7 Shoshonean Road. The alignment of the promenade along Shoshonean Road would  
8 avoid locating the promenade near the salt marsh and the beach. While impacts on  
9 these resources were identified as less than significant in the draft EIS/EIR, the  
10 Alternative 2 alignment does not meet the project goal of providing a continuous  
11 water's edge promenade as effectively as the proposed Project. This alternative  
12 would create logistical and engineering challenges that would require narrowing the  
13 promenade through this area in order to accommodate the Red Car line. Under the  
14 proposed Project, the promenade would extend continuously along the waterfront.  
15 The text in the Executive Summary of the draft EIS/EIR has been modified to reflect  
16 this determination.

## 17 **Response to Comment NMFS-13**

18 Please see Response to Comments NMFS-10 and 11. As presented in Mitigation  
19 Measure Bio-5, once the proposed Project or an alternative has been selected, a  
20 habitat mitigation and monitoring plan will be developed in coordination with NMFS  
21 and the other regulatory and resource agencies and agreed upon protocols will be  
22 implemented. Construction activities in the vicinity of Inner Cabrillo Beach, which  
23 includes the salt marsh habitat area, will be restricted from occurring during the  
24 California least tern nesting season (April through August) per Mitigation Measure  
25 MM BIO-1. As stated in the comment, surveys for eelgrass should be conducted  
26 during the growing season (March to October) and results would only be valid for 60  
27 days, unless completed in September or October; if completed in September or  
28 October, survey results would be valid until resumption of the next growing season  
29 per the protocol. It is anticipated that construction activities in this portion of the  
30 proposed project area would begin shortly after the least tern nesting season  
31 concludes at the end of August. A pre-construction eelgrass survey would be  
32 conducted following the least tern nesting season (likely in September/October) prior  
33 to commencement of construction activities in the vicinity of Inner Cabrillo Beach  
34 and the salt marsh habitat.

35 All eelgrass impacts resulting from salt marsh enhancement and expansion activities  
36 would follow the established protocols and mitigation ratios described in the  
37 *Southern California Eelgrass Mitigation Policy*. The habitat mitigation and  
38 monitoring plan would include the requested additional post-construction eelgrass  
39 monitoring within 30 days following construction and add Years 7 and 8 to the 10-  
40 year monitoring program.

41 Mitigation Measure BIO-4 has been rewritten to add the clarifying details discussed  
42 above as suggested by NFMS:

1 **MM BIO-4. Enhance and expand Salinas de San Pedro Salt Marsh.** To mitigate  
2 impacts associated with shading of the 0.175-acre mudflat habitat at Berth 78–Ports  
3 O' Call and shading created by the installation of the promenade at the inlet to the  
4 Salinas de San Pedro Salt Marsh, 0.07-acre impact to eelgrass, and 0.04-acre impact  
5 to mudflat habitat from placement of the rock groin, LAHD will expand the mudflat  
6 and salt marsh habitat and reestablish eelgrass within Salinas de San Pedro Salt  
7 Marsh in accordance with the *Southern California Eelgrass Mitigation Policy*. It is  
8 anticipated that construction activities in this portion of the project area will begin  
9 shortly after the California least tern nesting season concludes at the end of August.  
10 A pre-construction eelgrass survey will be conducted (likely in September or  
11 October) following the least tern nesting season, which concludes at the end of  
12 August, prior to commencement of construction activities in the vicinity of Inner  
13 Cabrillo Beach and the salt marsh habitat. Surveys for eelgrass will be conducted  
14 during eelgrass growing season (March–October) and results will be valid for 60  
15 days, unless completed in September or October; if completed in September or  
16 October, results will be valid until resumption of next growing season. It is  
17 anticipated that the mudflat area within the salt marsh will be increased  
18 approximately 0.56 acre converting only upland areas to do so. These improvements  
19 will occur by recontouring the side slopes to increase mudflat area, removing the  
20 rock sill within the inlets, removing nonnative vegetation, removing the rock-sloped  
21 island within the marsh, and potentially constructing a rock groin at the marsh inlet to  
22 block littoral sediment from entering the marsh. Figure 3.3-5 illustrates the proposed  
23 improvements to the salt marsh.

24 As described above in Response to Comment NMFS-11, Mitigation Measure MM  
25 BIO-5 has also been rewritten to incorporate suggestions by NMFS.

## 26 Response to Comment NMFS-14

27 The *Caulerpa* survey protocol would be implemented as described under Impact  
28 BIO-4a in Section 3.3, “Biological Resources,” of the draft EIS/EIR and addressed in  
29 this comment; please also see Response to Comment NMFS-9.

## 30 Response to Comment NMFS-15

31 Thank you for your comment. The USACE/LAHD will provide a written response to  
32 this letter at least 10 days prior to final approval of the action.

## 33 Response to Comment NMFS-16

34 The USACE would reinitiate essential fish habitat (EFH) consultation with NMFS to  
35 address the minor dredging and discharges of submerged rock along the rock-  
36 stabilized slopes at Berths 45-47 and 49. If required, reasonable and prudent  
37 alternatives (RPAs) would be incorporated through the consultation process to ensure

1                   that the proposed action would not result in adverse modification to EFH, and that  
2                   impacts remain less than significant.



# United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
Pacific Southwest Region  
1111 Jackson Street, Suite 520  
Oakland, California 94607

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DEC 10 2008

IN REPLY REFER TO:  
ER# 08/1030

Regulatory Branch

*Filed by Hardcopy*

8 December 2008

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

Subject: Review of Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) for the Proposed San Pedro Waterfront Project in the Port of Los Angeles, Los Angeles County, CA (ER 08/1030)

Dear Mr. MacNeil,

USDOI-1 | The Department of the Interior has received and reviewed the subject document and has no comments to offer.

Thank you for the opportunity to review this project.

Sincerely,

Patricia Sanderson Port  
Regional Environmental Officer

cc:  
Director, OEPC

1 **U.S. Department of the Interior (USDOl)**

2 **Response to Comment USDOl-1**

3 Thank you for your comment. Responses are required only for those comments that  
4 address the adequacy of the EIS/EIR. Your comment has been noted.





**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
**REGION IX**  
**75 Hawthorne Street**  
**San Francisco, CA 94105-3901**

December 15, 2008

Dr. Spencer D. MacNeil  
U.S. Army Corps of Engineers  
Los Angeles District  
Attn: Regulatory Division  
P.O. Box 532711  
Los Angeles, California 90053-2325

Subject: Draft Environmental Impact Statement (DEIS) for the San Pedro Waterfront  
Redevelopment Project (Project) in the Port of Los Angeles (CEQ # 20080386)

Dear Dr. MacNeil:

The U.S. Environmental Protection Agency (EPA) has reviewed the DEIS for the Port of Los Angeles (Port) San Pedro Waterfront Redevelopment Project (Project) pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act. These comments were also prepared under the authority of, and in accordance with, the provisions of the Federal Guidelines (Guidelines) promulgated at 40 CFR 230 under Section 404(b)(1) of the Clean Water Act (CWA) and EPA's ocean dumping regulations promulgated at 40 CFR 220-227 under the Marine Protection, Research and Sanctuaries Act (MPRSA). We appreciate your office's accommodation of our request for additional time to submit our comments. Our detailed comments are enclosed.

We appreciate having coordinated with you and Port staff during our review of the DEIS and preparation of our comments for the Project. Based on review of the DEIS we have rated the document EC-2, Environmental Concerns – Insufficient Information (see enclosed EPA Rating Definitions). While the document is very well done, and substantial mitigation efforts have been identified, we remain concerned with significant and unavoidable impacts to air quality and environmental justice communities. We are also concerned with proposed ocean disposal of sediments without sufficient consideration of beneficial reuse. In addition to describing our environmental concerns, we have identified where the DEIS provides insufficient information, and have recommended ways of addressing these concerns and insufficiencies. Our detailed comments are enclosed.

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EPA-1

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EPA-2

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EPA-3

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EPA-4

EPA has previously reviewed several Port NEPA documents, and in all instances we have expressed concern with air quality impacts and resulting health risks to the surrounding Environmental Justice (EJ) community. As noted above, we have similar concerns with the subject DEIS. Almost without exception, the Port has provided high quality health risk assessments (HRAs) for each EIS, including this project; yet while all of these HRAs have demonstrated substantial reductions in project-related health risks following mitigation, all have also demonstrated that, even with such mitigation, increased cancer and acute and chronic non-cancer impacts would still occur. To date, there has been no port-wide HRA that considers cumulative impacts from all the Port projects, including those at the Port of Long Beach. The need exists for a better understanding of the cumulative impacts of port projects. For this reason, we support the Los Angeles Harbor District's development of a port-wide HRA and strongly urge that the results of this study be released prior to, or in conjunction with, the release of any future Port EISs and adoption of the ROD for all Port projects currently undergoing NEPA review.

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EPA-5

We are concerned with the results of the Project HRA that indicate increased health risks for residential, occupational and recreational receptors. Based on our recent conversations with the Corps and Port, it appears that the DEIS could have better reported the results of the HRA, especially with regard to spatial distribution of impacts to various receptors from the different alternatives. We have recommended the Final EIS (FEIS) expand this discussion to demonstrate where health impacts will increase or decrease around the Port, and the extent to which different receptors will be affected.

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EPA-6

Where health impacts are expected to increase, we recommend consideration of additional mitigation measures. A health impact assessment (HIA) - which we have recommended in our comments on several other Ports of Los Angeles and Long Beach EISs, and which we recommend for this project, as well - would be a useful tool for identifying appropriate mitigation measures to reduce the impacts of Port activities on, and the vulnerability of, minority and low income communities around the Port. An HIA looks at health holistically, considering influences beyond just bio-physical effects, in order to understand health impacts better than a traditional HRA might predict. From such a study, appropriate mitigation measures can be developed. In the absence of an HIA, our detailed comments provide several additional mitigation opportunities for the Port to consider to reduce impacts to the already health burdened community. We have also provided recommendations on various air quality mitigation measures in an attempt to build further upon the Port's already aggressive air quality mitigation measures intended to reduce health impacts around the Port and in the greater South Coast Air Basin.

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EPA-7

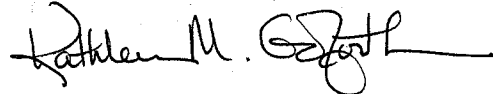
The DEIS lacks sufficient discussion of how the Port would avoid ocean disposal of approximately 605,000 cubic yards of sediment that would be excavated as a result of new harbor cuts. We are concerned that a rigorous analysis of beneficial reuse opportunities has not occurred, and that as a result, the Project would impact ocean resources at the LA-2 and LA-3 disposal sites and fail to meet the Long Term Management Strategy goal of 100 percent beneficial reuse of dredged sediments. We understand, based on our conversations with Corps and Port staff, that beneficial reuse opportunities will be discussed in the FEIS, and the Corps

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EPA-7  
CONT.

and Port intend to avoid ocean disposal if appropriate beneficial reuse opportunities are identified.

We appreciate the opportunity to review this DEIS and look forward to continued coordination with the Corps and the Port. When the FEIS is published, please send a copy to us at the address above (Mail Code: CED-2). If you have any questions, please contact me at 415-972-3521, or contact Paul Amato, the lead reviewer for this project. Paul can be reached at 415-972-3847 or [amato.paul@epa.gov](mailto:amato.paul@epa.gov).

Sincerely,



Kathleen M. Goforth, Manager  
Environmental Review Office

Enclosures: Summary of EPA Rating System  
EPA's Detailed Comments  
September 18, 2008 LA County Public Health Department Letter

cc: Dr. Ralph Appy, Director, Environmental Management Division, Port of LA;  
Ms. Jan Green Rebstock, Port of LA;  
Ms. Cindy Tuck, Assistant Undersecretary, California Environmental Protection Agency;  
Ms. Cynthia Marvin, Assistant Division Chief for Planning and Technical Support,  
California Air Resources Board;  
Ms. Susan Nakamura, South Coast Air Quality Management District;  
Mr. Hassan Ikrhata, Executive Director, Southern California Association of  
Governments;  
Dr. Paul Simon, Director, Division of Chronic Disease and Injury Prevention, Los  
Angeles County Department of Health

### Air Quality

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EPA-8

Similar to our previous comments on Port of Los Angeles (Port) Draft Environmental Impact Statements (DEIS), EPA commends the efforts of the Port and Corps to conduct a high quality health risk assessment (HRA) for toxic air contaminants (TACs) emitted from all alternatives assessed in the DEIS for the Project. We consider this HRA to serve as an excellent example of the level of analysis that should be conducted for projects of this scale, and will encourage other federal agencies to refer to it in developing HRAs to assess health impacts and appropriate mitigations for their projects.

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EPA-9

***Results of a port-wide HRA should be provided as soon as possible to better inform decision making.*** While significant impacts to air quality and human health risk occur in the Port region, we recognize the efforts of the Port and Corps to assess these risks through the HRA and to reduce them with the San Pedro Bay Ports Clean Air Action Plan (CAAP), the Los Angeles Harbor District (LAHD) Sustainable Construction Guidelines, and Project-specific mitigation measures. These mitigation measures would substantially minimize the increase in risks of cancer and both acute and chronic non-cancer health impacts that would result from the Project. However, the HRA indicates that, even with implementation of all of the proposed mitigation measures, cancer risk from the proposed Project will increase by 15, 25 and 38 in a million for residential, occupational, and recreational receptors, respectively, exceeding the 10 in a million threshold of significance. As stated in the DEIS, these are considered significant and unavoidable impacts. According to the HRA, acute non-cancer health risks are also shown to exceed thresholds, though only slightly. These elevated health risks are a concern to EPA, both in the context of the proposed Project and cumulatively, when taking into account the various other proposed Port projects and existing degraded air quality in the Port region.

US  
EPA-10

According to the DEIS, the Los Angeles Harbor District (LAHD) is planning to conduct a port-wide HRA to evaluate impacts from Port of Los Angeles and Port of Long Beach projects. EPA commends the LAHD for committing to this HRA and we strongly encourage completion of this study as soon as possible. We also suggest that the HRA consider other major emission sources outside the Port, or, at a minimum, present the HRA results in the context of the South Coast Air Quality Management District (SCAQMD) Multiple Air Toxics Exposure Study III (MATES III), the California Air Resources Board (CARB) 2006 report titled *Diesel Particulate Matter Exposure Study for the Ports of Los Angeles and Long Beach*, and the Port's own air quality monitoring efforts initiated in February 2005. Ultimately, the Port and Corps and those reviewing NEPA documents for Port projects, should have access to the potential cumulative health risks of Port activities, in addition to the direct health risks, during review and prior to decision making for proposed projects.

US  
EPA-11

***The DEIS does not sufficiently describe spatial distribution of health risks in the Port region.*** EPA continues to have concerns with any increases in cancer risks, and both chronic and acute non-cancer health impacts that may result from Project emissions, both directly and cumulatively. We raised these concerns during our phone call with the Corps, Port, and HRA consultants on December 8, 2008. We appreciate having had the opportunity to discuss the

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EPA-11  
CONT.

results of the HRA with you. Based on our discussion, it became apparent that the DEIS could have provided further detail on the spatial distribution of increased health risks that would result from the Project. For example, according to Air Quality Impact 7, Table 3.2-38, the proposed Project with mitigation would result in a 15 in a million increase in residential receptor cancer risk. However, cancer risk isopleths from Figure 7-10 in Appendix D-3 illustrate that the proposed Project would maintain or reduce residential receptor cancer risk below NEPA baseline in the San Pedro residential community, and that elevated levels would only occur to a small portion of Cabrillo Marina. The DEIS also fails to explain that, based on the HRA, cancer risk in the San Pedro residential community would be greater for Alternatives 1 and 3, due to operation of three cruise ship berths at the Inner Harbor, than for the proposed Project and Alternative 2, which would include operation of two such berths. The FEIS should clarify the spatial distribution of health risk in the Project area, as well as the differences in risks among the alternatives, and clearly demonstrate where the proposed Project will have negative and beneficial impacts to different receptors throughout the Project area.

For questions regarding air quality issues, please contact Francisco Donez, EPA Air Division, in our Los Angeles Office at (213) 244-1834, or by email at [donez.francisco@epa.gov](mailto:donez.francisco@epa.gov).

*Recommendations:*

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EPA-12

The Port should implement a port-wide HRA as soon as possible to better inform the public and the decision making process for this project and other port-related activities. The HRA should either include other major sources of emissions outside the ports or, at a minimum, describe results in the context of SCAQMD, CARB, and other Port studies. A commitment and timeline should be provided in the FEIS and the Record of Decision (ROD) for the Project. We recommend that results of the port-wide HRA be publicly released prior to release of any future Port DEISs and adoption of the ROD for all Port projects currently undergoing NEPA review.

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EPA-13

The FEIS should include an expanded discussion of Air Quality Impact 7 that demonstrates the spatial distribution of cancer risk throughout the Port region. We suggest the study emphasize where increased health risks will occur from the Project alternatives, how much they will increase, and which receptors will be negatively or positively affected.

US  
EPA-14

Given that there will be increased health risks to some receptors, the Port and Corps should commit in the FEIS and the ROD that CAAP measures, Project-specific mitigation, and LAHD Sustainable Construction Guidelines necessary to reduce cancer risk and both acute and chronic non-cancer health impacts, will be fully implemented as described in the DEIS. This should include a commitment to implement additional mitigations if implementation of these measures is delayed or insufficient to meet cancer risk and health impact reduction targets described in the DEIS. We also recommend the Port commit to additional emission reduction measures to further reduce health risks in the Port region.

US  
EPA-15

The FEIS should provide a detailed description of the process by which the Port will ensure that construction contractors and Project operations will comply with CAAP measures, Project-specific mitigation, and LAHD Sustainable Construction Guidelines.

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EPA-16

We appreciate the inclusion of Mitigation Monitoring Table 3.2-141, but recommend additional information on procedures for monitoring, reporting, and enforcement be provided. EPA considers monitoring and reporting requirements to be a critical part of ensuring that these mitigations are affective.

US  
EPA-17

***The FEIS should provide additional information on requirements for low sulfur fuel for ocean going vessels.*** Air Quality Mitigation Measure AQ-10 states that low sulfur fuel (0.2 percent) would be required for all ships calling at the Outer and Inner Harbor Terminals, beginning on Day 1 of operation. Ships with mono-tank systems or technical issues that prohibit the use of low sulfur fuel would be reported and the tenant would make very effort to retro-fit these ships within one year. Based on the assumptions in the air quality analysis, minimum participation was estimated to be 30 percent in 2009 and 90 percent in 2013. We note that beginning in 2009, this would result in the use of fuel with sulfur content below the 0.5 percent CARB requirement. What is not clear in the DEIS is the need for ships to meet the CARB promulgated 0.1 percent sulfur content standard for 2012. We strongly support the Port's efforts to promote greater use of low sulfur fuels; but suggest a date be established by when full (100%) participation would be required. We also suggest providing incentives for operators to retrofit currently incompatible ships within one year.

***Recommendation:***

The FEIS should describe how the Project would meet or exceed CARB requirements for low sulfur fuel, and describe incentives for operators to retrofit incompatible ships within one year. The Port should also set a date when full compliance would be required, and include that information in the FEIS.

US  
EPA-18

***The FEIS should clarify whether emissions from tugboats transporting sediments to the LA-3 ocean disposal site were considered.*** According to the DEIS, analysis of Project emissions included operation of tugboats transporting excavated sediments to the LA-2 ocean disposal site. The DEIS also describes LA-3 as a possible ocean disposal location but the air quality analysis only mentions delivery to LA-2. Based on recent communications between the Port and EPA, disposal at LA-3 has been eliminated from further consideration. The Port should continue to consider LA-3 as a possible disposal site for clean sediments, in the absence of beneficial reuse opportunities and adequate justification that the site is impracticable or unavailable due to capacity limitations.

***Recommendation:***

The FEIS air quality analysis should also consider emissions from tugboats delivering clean sediments to the LA-3 ocean disposal site unless elimination of that site from consideration can be adequately justified to EPA.

US  
EPA-19

***Construction notifications to sensitive receptors should provide additional information.*** The Port has committed to Air Quality Mitigation Measure AQ-8 requiring construction contractors to notify sensitive receptors of construction 30 days prior to start. While it is clearly stated that this mitigation has not been quantified because effectiveness has not been established, it remains unclear what the notification will include and why it is considered a mitigation measure at all. We support notification and suggest that it include information on potential health risks from

construction emissions as well as additional measures that receptors could take to avoid potential impacts.

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EPA-19  
CONT.

*Recommendation:*

Mitigation Measure AQ-8 should be modified to specify that construction contractor notifications will include information on potential health impacts from construction emissions, and avoidance measures receptors should consider.

***Consider accelerated compliance with the Port's Vessel Speed Reduction Program (VSRP).***

Mitigation Measure AQ-11 states that 30 percent of ships calling at the Inner Harbor would comply with the VSRP in 2009 and 100 percent in 2013. Outer Harbor compliance would be 100 percent in 2013, when the proposed terminal would be capable of ship calls. We recognize the importance of the VSRP for reducing emissions from ocean going vessels and encourage the Port to accelerate the rate of compliance, primarily at the Inner Harbor. This is especially important given the proximity of the Inner Harbor to sensitive receptors in the San Pedro community.

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EPA-20

*Recommendation:*

The Port should consider accelerating VSRP compliance to 100 percent in 2009 for all ships calling at the Inner Harbor.

***A General Conformity Determination for Port projects would be more informative at the DEIS stage.*** The General Conformity Statement says that analysis and findings will be made outside of the DEIS and that a detailed determination will be provided in the FEIS to support the ROD.

The Clean Air Act does not require a federal lead agency to determine conformity with the most recently approved State Implementation Plan as part of the DEIS; however we recommend the Corps and Port provide this information at the DEIS stage for future Port projects, given the already degraded air quality conditions in the South Coast Air Quality Basin. This information would be more beneficial to interested parties as part of the DEIS.

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EPA-21

*Recommendation:*

The Corps and Port should provide a General Conformity Determination during the DEIS stage as part of the air quality analysis for future Port projects.

***Cumulative impacts to air quality should be quantified and reported accordingly.*** The cumulative impacts analysis indicates that after mitigation, construction and operations of the proposed Project and Alternatives 1 through 5 would make a considerable and unavoidable contribution to a cumulatively significant impact for volatile organic compounds (VOC), carbon monoxide (CO), nitrogen dioxide (NO<sub>x</sub>), sulfur dioxide (SO<sub>x</sub>), particulate matter greater than ten microns (PM<sub>10</sub>) and particulate matter greater than 2.5 microns (PM<sub>2.5</sub>). As stated earlier, the cumulative air quality impacts of the proposed Project are of concern to EPA; however the degree of impact cannot be determined without a quantification of emissions of specific pollutants as was done for air quality impacts assessed in Section 3.2, Air Quality and Meteorology. This lack of quantified cumulative emissions leaves the reader uncertain as to how significant these cumulative impacts could be.

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*Recommendation:*

The FEIS should include a quantification of cumulative emissions from the Project and, at a minimum, other Port of LA and Long Beach projects where emissions have already been quantified. Results should be provided in impact tables similar to those provided in Section 3.2 of the DEIS.

**Environmental Justice**

The Environmental Justice (EJ) analysis in Chapter 5 addresses the impacts of the San Pedro Waterfront project on the communities adjacent to the project. The analysis is very well done, particularly the following parts:

- Page 5-2: consideration of the high cost of living in Southern California and factoring that into the low-income calculations.
- Figures 5-1 and 5-2. These maps are very clear and easy to interpret.
- Section 5.3 on Applicable Regulations is very thorough and provides good context for the rest of the chapter.
- Section 5.4.1 clearly explains the methodology to be used.
- Page 5-15 where “meaningfully greater” is interpreted to mean simply “greater”, which provides for a conservative analysis.
- Section 5.4.2 summarizes the public comments that have been received.
- Section 5.4.2.1 and Section 5.4.2.2 are very thorough in that they address every resource with a clear discussion on whether there are environmental justice impacts or not.
- Section 5.5 summarizes the public outreach efforts and describes efforts made beyond what is required.
- Table 5-3 presents a clear, relatively easy to understand summary of the environmental justice impacts.

EPA acknowledges the efforts of the Port and Corps to analyze impacts of the Project on the EJ community. We note, however, that the analysis concludes that there will be disproportionately high and adverse effects on minority and/or low-income populations related to air quality, noise, recreation, and ground traffic and transportation. The local community is already heavily impacted, a condition which could be exacerbated by the many projects currently planned at and around the Port. In addition, we note that Wilmington and East San Pedro are designated as Health Professional Shortage Areas.<sup>1</sup> Therefore, all impacts, even seemingly small impacts, are important to consider and mitigate in order to fully offset the adverse Project-related impacts to the local community.

***The DEIS does not propose any measures to mitigate significant and unavoidable impacts identified in Chapter 5.*** Considering the magnitude of potential cumulative health impacts related to the Project, and Council on Environmental Quality (CEQ) guidance<sup>2</sup> that encourages agency consideration of mitigation measures and preference of the local community, the Port

<sup>1</sup> <http://hpsafind.hrsa.gov/HPSASearch.aspx>

<sup>2</sup> Council on Environmental Quality, CEQ Guidance Regarding Environmental Justice, Section III.B.2, December 10, 1997



should commit to additional mitigation measures to offset impacts to the EJ community. EPA has provided examples of potential resources for identifying community-based mitigations in our recent NEPA comment letters on three Port of LA and one Port of Long Beach projects. We encourage the Port to solicit these resources. We also provide a list of potential mitigation measures that may be appropriate for offsetting health impacts to the EJ community. The Port and Corps should consider and work with communities to further develop these mitigation measures:

*Recommendation:*

- EPA strongly encourages the Port to implement additional emission reduction measures as soon as possible to prevent increased health risk from greater exposure opportunities.
- Contact those involved with the Port Community Mitigation Trust Fund to get their input on appropriate mitigation measures for this project.
- Recommendations of the Port Community Advisory Committee (PCAC) such as the recommendation for a Public Health Trust Fund, Health Survey, Partners for Kids Health (mobile clinic) and the Health and Environmental Directory should be considered as potential environmental justice mitigations.
- Engage in proactive efforts to hire local residents and train them to do work associated with the project in order to improve economic status and access to healthcare;
- Provide public education programs about environmental health impacts and land use planning issues associated with the Port to better enable local residents to make informed decisions about their health and community;
- Improve access to healthy food through establishment of farmer's markets or retail outlets on Port lands;
- Continue expansion and improvements to the local community's parks and recreation system in order to ensure access to open space and exercise opportunities, and to make the area visually attractive and aesthetically pleasing.

***The Port should conduct a port-wide health impact assessment (HIA) as a tool to inform appropriate mitigation for the EJ community.*** EPA has described why we consider a port-wide HIA a useful tool in our past Port of LA and Port of Long Beach NEPA comment letters.<sup>3</sup> We believe that a port-wide HIA is critical to fully understanding the status of the health burden, or burdens that may currently increase the vulnerability of the EJ communities near the Port. Dr. Jonathan Fielding, Director and Health Officer of the County of Los Angeles Public Health Department agreed with this in his enclosed September 18, 2008 letter to the Port<sup>4</sup>, in which he also stated that his agency is a most willing partner in the HIA process. Absent the information that would be gained through an HIA, it is uncertain whether current HRAs and proposed

<sup>3</sup> See letters to Dr. Spencer D. MacNeil, U.S. Army Corps of Engineers (USACE), re: RDEIS for the Berth 97-109 Container Terminal Project and Pacific L.A. Marine Terminal LLC Pier 400, Berth 408 Project, July 21, 2008 and August 20, 2008, respectively; letter to Mr. Antal Szijj, USACE, re: DEIS for the Port of Long Beach Middle Harbor Redevelopment Project, August 8, 2008; and letter to Ms. Joy Jaiswal, USACE, re: DSEIS for the Port of Los Angeles Channel Deepening Project, August 29, 2008.;

<sup>4</sup> Dr. Fielding states that the EISs "...provide a relatively narrow and incomplete perspective on potential health impacts of proposed port expansion projects" and that an HIA would consider the influences of social and economic factors as well.

mitigations are properly considering and most effectively addressing the health impacts on the community.

*Recommendation:*

We recommend the Ports and Corps consider development of a port-wide health impact assessment (HIA). Given the magnitude and complexity of potential health impacts related to Port projects, EPA recommends the Corps and Port partner with the local health department and the local community to conduct a HIA which encompasses this project and all upcoming Corps/Port projects. An additional resource that provides information about Health Impact Assessments is the following Center for Disease Control and Prevention (CDC) website: <http://www.cdc.gov/healthyplaces/hia.htm>.

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EPA is available to participate as a partner with the community, the Port, and the Corps to assist in the identification of mitigation measures to reduce the impacts on the affected communities for this and future projects. For further coordination with EPA on EJ issues, please contact Zoe Heller at (415) 972-3074 or by email at [heller.zoe@epa.gov](mailto:heller.zoe@epa.gov). You can also contact Steven John, Director of EPA's Los Angeles Office at (213) 244-1804, or by email at [john.steven@epa.gov](mailto:john.steven@epa.gov).

**Waters of the U.S.**

*The FEIS should include a discussion of beneficial reuse of clean sediments, and identify beneficial reuse opportunities.* According to the DEIS, approximately 605,000 cubic yards of material would be excavated to create the proposed 7<sup>th</sup> Street, Downtown, and North Harbors. The Port proposes to dispose of this material at the LA-2 or LA-3 ocean disposal sites or at an upland location, depending on results of sediment pollutant analysis. EPA is concerned with the proposal to use ocean disposal in the absence of a sufficient discussion of beneficial reuse opportunities. We are also concerned with the potential inconsistency with the Los Angeles Regional Contaminated Sediment Task Force (CSTF), Long Term Management Strategy (LTMS) goal of 100 percent beneficial reuse of sediment.<sup>5</sup> EPA will require a rigorous analysis of beneficial reuse opportunities that demonstrates a need for ocean disposal prior to issuing concurrence for disposal at LA-2 and LA-3.

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As we discussed during our December 2, 2008 telephone call between EPA, the Corps and the Port, the FEIS will include this discussion. EPA appreciates the Port and Corps recognizing the importance of this issue and committing to providing an adequate discussion in the FEIS.

The FEIS should also discuss how the Project would not exceed current annual disposal caps of one million cubic yards at LA-2 and 2.5 million cubic yards at LA-3, if ocean disposal were approved and in light of disposal demand of other Port and non-Port dredging projects.

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<sup>5</sup> See the LTMS at: <http://www.coastal.ca.gov/sediment/long-term-mgmt-strategy-5-2005.pdf>. The long-term goal of the CSTF is to achieve 100 percent beneficial reuse of contaminated sediments, eliminating the need for aquatic disposal.

*Recommendation:*

The FEIS should discuss beneficial reuse of sediment from the Project consistent with the LTMS goal of 100 percent beneficial reuse. The FEIS should also commit to avoidance of ocean disposal at the LA-2 and LA-3 sites, to the maximum extent practicable.

**Biological Resources**

*Permanent impacts to mudflat and eelgrass habitats should be clarified and mitigated at ratios of 3:1.* The DEIS describes permanent impacts to 0.175 acre of existing mudflat habitat at Berth 78-Ports O'Call and 0.04 acre at the inlet of the Salinas de San Pedro Salt Marsh. Impacts would result due to shading from the proposed promenade. In addition, permanent impacts would occur to approximately 0.07 acre of eelgrass habitat due to construction of a rock groin intended to improve circulation at the salt marsh. The DEIS states that mudflat impacts would be mitigated at ratio of 1:1; however mitigation for impacts to mudflat and eelgrass habitats would consist of expanding and enhancing the salt marsh habitat approximately 0.56 acre by excavating, recontouring, revegetating, and monitoring the site (Mitigation Measure BIO-4). It appears that this would actually result in a total mitigation ratio of approximately 3:1, though the specific ratios for eelgrass habitat and mudflat habitat are not clear. EPA supports improving the salt marsh to mitigate for impacts to existing mudflat and we recommend the Port specify how much new mudflat and eelgrass habitat would be created at the salt marsh. The Port should commit to minimum mitigation ratios of 3:1 to ensure permanent and temporary impacts are adequately offset.

*Recommendation:*

The FEIS should describe separately the acreage of eelgrass and mudflat habitats that would be created to mitigate for permanent impacts and clarify the mitigation ratios for each. The Port should commit in the ROD to minimum mitigation ratios of 3:1.

*The FEIS should describe how the proposed mudflat and eelgrass mitigation will comply with the new Corps/EPA Compensatory Mitigation Rule for Losses of Aquatic Resources; Final Rule (June 9, 2008, 33 CFR Parts 325-332, 40 CFR Part 230).* As described above, the Port proposes to mitigate for permanent impacts to mudflat and eelgrass habitats by expanding and improving the Salinas de San Pedro Salt Marsh. As part of the application to the Corps for a Clean Water Act (CWA) Section 404 authorization to fill these waters of the U.S., the Port will need to submit a mitigation plan to the Corps District Engineer for review<sup>6</sup>. The mitigation plan has several requirements, including long-term site protection, performance standards, and adaptive management.

*Recommendation:*

The FEIS should briefly mention how the Port intends to comply with the new rule and commit to developing an appropriate mitigation plan.

<sup>6</sup> Details of the twelve components of a mitigation plan can be found in the new rule at 33 CFR 332.4(c)/40 CFR 230.92.4(c)

***Avoid building the promenade along the Cabrillo Youth Camp and Salinas de San Pedro Sal Marsh.*** The proposed Project and Alternatives 1 through 4 would construct a new 30 foot wide promenade across the length of the waters edge at the youth camp and the salt marsh. The Alternative 5 alignment would be located along Shoshonean Road. EPA is concerned with the potential impacts of locating the promenade through the length of the currently undeveloped waters edge and finds insufficient information in the DEIS to adequately assess these impacts. We suggest that locating the promenade along the existing road and proposed Red Car alignment would better isolate disturbance to an already developed area and better avoid impacts to wildlife, habitat and aesthetics that might otherwise occur.

***Recommendation:***

The Port should limit the alignment of the promenade to the Shoshonean Road side of the youth camp and salt marsh to avoid potential impacts to the undeveloped waters edge.

**Traffic Comments**

***Acceptable traffic mitigation should be determined and disclosed.*** The Level of Service (LOS) for traffic would be reduced at various intersections, depending on the alternative. Mitigation measures would reduce impacts to LOS; however some of the mitigation measures may not be adopted because they would increase traffic lanes on Harbor Boulevard and would not contribute to a pedestrian friendly environment. In this case, impacts would be worse. The Port should make a final determination of what mitigation measures would be acceptable and include this information in the FEIS. If proposed mitigation measures are determined to be unacceptable, the resulting impacts to traffic should be described. The FEIS should also clarify whether effects of reduced mitigation on traffic congestion have been accounted for in the air quality analysis.

***Recommendation:***

The FEIS should identify acceptable mitigation measures and disclose the most accurate impacts to traffic. Impacts on air quality from reduced mitigation should also be described.

**Noise**

***Consider changes in the construction schedule to reduce noise impacts on the local community.*** The DEIS clearly describes basic information on noise, baseline noise conditions, and potential human health affects associated with excessive noise. The analysis indicates a significant and unavoidable impact from construction and operations of the proposed Project and Alternatives 1 through 5. Cumulative impacts to sensitive receptors from construction of the proposed Project or Alternatives 1 through 4 are considered cumulatively considerable.

Several mitigation measures are proposed to reduce noise impacts from construction, including consistency with construction hours prescribed in the City of Los Angeles Noise Ordinance. This includes prohibiting construction between the hours of 7:00 AM and 9:00 PM on weekdays and between 8:00 AM and 6:00 PM on Saturdays. Given the construction duration and close proximity to sensitive receptors that are already disproportionately affected by noise and other

port-related health impacts, EPA suggests soliciting input from the local community to determine whether construction until 9:00 PM on weekdays could be characterized to be, "In a manner as to disturb the peace and quiet of neighboring residents or any reasonable person of normal sensitiveness residing in the area" (41.40 LAMC- Construction Noise). The Port should also consider whether it would be appropriate to further mitigate noise impacts by avoiding the use of louder equipment, like hydro hammers, after 6:00 PM on weekdays.

*Recommendation:*

To further reduce noise-related health impacts to sensitive receptors near the Project, the Corps and Port should solicit input from the local community to determine whether construction until 9:00 PM on weekdays would be a disturbance. Consider avoiding the use of louder construction equipment, like hydrohammers, after 6:00 PM.

**Purpose and Need**

*The Project purpose is defined too narrowly and should be refined in the FEIS.* Section 2.3.2 of the DEIS defines the basic purpose of the project to "...improve waterfront accessibility and use." The document goes on to describe overall purposes, including implementing modifications to improve accessibility and use without impeding public navigation. EPA agrees with this definition of project purpose but we suggest modifying the additional purpose of "...increasing the open water area approximately 7 acres to provide a variety of waterfront uses..." to be less specific. This appears to be an objective of the proposed Project and some, but not all alternatives, and including it as a Project purpose could unfairly bias selection of alternatives that create 7 acres of open water.

*Recommendation:*

The purpose and need statement should be modified such that the creation of 7 acres of open water is a Project objective, and not a specific part of the purpose of improving waterfront accessibility and use.

**Green Building**

*LEED certification should be sought for all new and refurbished Project structures.* We commend the Port for committing to construct new structures that meet Leadership in Energy and Environmental Design (LEED) certification standards, consistent with the Port's Green Building Policy. According to the DEIS, new terminal buildings would be Gold certified and all new structures greater than 7,500 square feet would be minimum Silver certified. While we recognize that this is an important environmental commitment, it is unclear what percentage of buildings would be less than 7,500 square feet and why they would not be required to meet LEED certification. We encourage the Port to consider achieving LEED certification for new and refurbished Project buildings, even if they are smaller than 7,500 square feet. Studies

indicate that LEED certification results in environmental benefits while not necessarily costing more to build<sup>7</sup>.

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*Recommendation:*

The Port should commit in the FEIS and ROD to LEED certification for new and refurbished Project structures, even if they are less than 7,500 square feet.

## Climate Change

*The climate change discussion could better illustrate annual emissions, and should consider additional offsets, and impacts of climate change on the Project.* Anthropogenic greenhouse gas emissions have been linked to global climate change<sup>8</sup>. The DEIS provides an inventory of greenhouse gas emissions from the proposed Project, and mitigation measures that specifically target these emissions. EPA recognizes the importance of this analysis and mitigation measures; however, we suggest that the FEIS include additional information to better illustrate the amount of greenhouse gas emissions the Project would produce. Table 3.2-43 provides annual carbon dioxide equivalent (CO<sub>2</sub>e) emissions in metric tons per year, after mitigation. Based on the table, the proposed Project would produce 4,126 metric tons of CO<sub>2</sub>e in 2011, and 17,735 metric tons of CO<sub>2</sub>e in 2037. To better illustrate the amount of emissions released, the Port could equate these emissions to the number of passenger cars that would release an equivalent amount of comparable emissions.<sup>9</sup> For example, using the EPA sponsored Greenhouse Gas Equivalencies Calculator, proposed Project annual emissions in 2037 would be 17,735 metric tons, which is equivalent to 2,771 passenger vehicles being driven for one year. In addition, while some mitigation measures are provided, we recommend the Port consider additional voluntary mitigation measures to further offset greenhouse gas emissions<sup>10</sup>.

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*Recommendations:*

The FEIS should provide a discussion that better illustrates Project greenhouse gas emissions, and the Port should consider additional mitigation measures to further offset these emissions.

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We also recommend the FEIS include a discussion of potential effects on the Project from climate change and sea level rise and how the Port would adapt to these changes.

<sup>7</sup> Lisa Fay Matthiessen and Peter Morris of Davis Langdon in their 2007 paper, "The Cost of Green Revisited" found that there is no significant difference in average costs for LEED certified buildings.

<sup>8</sup> See the Intergovernmental Panel on Climate Change (IPCC), Climate Change 2007: Synthesis Report at [http://www.ipcc.ch/pdf/assessment-report/ar4/syr/ar4\\_syr.pdf](http://www.ipcc.ch/pdf/assessment-report/ar4/syr/ar4_syr.pdf)

<sup>9</sup> For example, see the U.S. Climate Technology Corporation Gateway website, which is sponsored by the EPA and the U.S. Agency for International Development. See <http://www.epa.gov/cleanenergy/energy-resources/calculator.html> /.

<sup>10</sup> For example, see the discussion of potential mitigation measures at Climate Vision: <http://www.climatevision.gov/>.

# SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

## ENVIRONMENTAL IMPACT OF THE ACTION

### *"LO" (Lack of Objections)*

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

### *"EC" (Environmental Concerns)*

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

### *"EO" (Environmental Objections)*

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

### *"EU" (Environmentally Unsatisfactory)*

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

## ADEQUACY OF THE IMPACT STATEMENT

### *Category 1" (Adequate)*

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

### *"Category 2" (Insufficient Information)*

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

### *"Category 3" (Inadequate)*

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

\*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

# U.S. Environmental Protection Agency (USEPA), Region IX

## Response to Comment USEPA-1

Thank you for your comment. Your concerns, including the significant and unavoidable impacts on air quality and environmental justice communities, as well as the need to consider beneficial reuse of dredge material prior to ocean disposal, will be forwarded to the Board of Harbor Commissioners and USACE commander for consideration.

## Response to Comment USEPA-2

LAHD and the USACE have prescribed a number of mitigation measures in the draft EIS/EIR that together would substantially reduce the cancer-risk impact of the proposed Project and alternatives. Health risk impacts are analyzed under Impact AQ-7 in Section 3.2, “Air Quality and Meteorology,” of the draft EIS/EIR. As discussed in the draft EIS/EIR, prior to mitigation, the proposed Project’s largest emission contributors would be the cruise vessels. Mitigation would reduce cruise ship emissions by nearly 75% in the Inner Harbor and nearly 90% in the Outer Harbor by 2013. To further reduce emissions, LAHD is also actively pursuing dialogs with USEPA and the International Maritime Organization (IMO) to enact low-emission fuel regulations for all ocean-going vessels.

In addition to the detailed health risk analysis presented in the draft EIS/EIR, Chapter 5, “Environmental Justice,” evaluates whether the proposed Project or its alternatives would result in disproportionately high and adverse human health or environmental impacts on minority populations and/or low-income populations. The environmental justice analysis looks at the project-specific and cumulative impacts of the proposed Project and alternatives, as assessed in Chapters 3 and 4 of the draft EIS/EIR, on minority and/or low-income individuals in the local communities surrounding the Port. Chapter 7, “Socioeconomics and Environmental Quality,” encompasses a number of topical areas, including employment and income, population, and housing. Within each of these areas, subtopics include an examination of conditions at different geographical scales that are relevant to the potential impacts associated with implementation of the proposed Project or an alternative.

## Response to Comment USEPA-3

LAHD is participating with USEPA and other agencies on the Contaminated Sediments Task Force (CSTF) to identify the percentage of clean versus contaminated sediment that would be produced from the water cuts and dredging in the proposed Project or alternative and to identify a list of beneficial reuse options for the clean sediment. The CSTF’s Long-Term Management Strategy (2005) discusses



1 certain variables that are used to guide decisions regarding the beneficial reuse of  
2 both clean and contaminated sediments, as well as proposes preliminary options for  
3 beneficial reuse of clean sediments. The CSTF has identified beach nourishment as  
4 the priority beneficial reuse and has targeted Outer Cabrillo Beach as the recipient for  
5 this clean sand. Other beneficial reuse options include an agreement with the Port of  
6 Long Beach to take clean sediment for fill, dependent upon timing. LAHD will  
7 coordinate further with the CSTF Advisory Committee to identify potential reuse  
8 sites; a CSTF meeting was held on March 3, 2009, to review the Downtown Harbor  
9 and 7<sup>th</sup> Street Harbor sampling results and recommendations for material placement.

10 Based on testing conducted as part of the *Final Report Downtown and 7th Street*  
11 *Water Cuts Soil and Sediment Assessment* (Weston 2009), all soil material excavated  
12 to +5.43 feet mean lower low water at the Downtown Harbor and 7<sup>th</sup> Street Harbor is  
13 potentially suitable for beneficial reuse. Although not suitable for ocean disposal,  
14 these soils were determined to be relatively clean (nearly all concentrations below  
15 Effects Range - Low [ERL] values and all below Effects Range - Median [ERM]  
16 values) and coarse (approximately 77 to 85% coarse-grained materials), thus making  
17 it potentially suitable for reuse at an approved Port construction site, or even for  
18 beach replenishment.

19 LAHD will continue to work with USEPA to identify beneficial reuse options for the  
20 excavated soils and dredged sediments, with the goal of reducing ocean disposal of  
21 clean dredged materials. The draft EIS/EIR presented a conservative analysis from  
22 an ocean-disposal perspective, by assuming all sediment determined to be clean  
23 would go to ocean disposal. The final sedimentation report for the Downtown  
24 Harbor and 7<sup>th</sup> Street Harbor states that the Port will consider beneficial use of dredge  
25 quantities from both harbor cuts, i.e., 68,200 cubic yards and 29,100 cubic yards  
26 respectively.

27 LAHD will continue to work with USEPA to identify beneficial reuse options for the  
28 excavated soils and dredged sediments, with the goal of reducing ocean disposal of  
29 clean dredged materials. The draft EIS/EIR presented a conservative analysis from  
30 an ocean-disposal perspective, by assuming all sediment determined to be clean  
31 would go to ocean disposal. From *Final Report, San Pedro Waterfront Program –*  
32 *Downtown Harbor and 7<sup>th</sup> Street Water Cuts Soil and Sediment Assessment at the*  
33 *Port of Los Angeles*, March 2009, the Port will consider beneficial reuse of materials  
34 dredged (i.e., below +5.43 MLLW) from Downtown Harbor and 7<sup>th</sup> Street Harbor,  
35 68,200 cubic yards and 29,100 cubic yards, respectively.

36 Ocean disposal of suitable material would remain an option, but only after all  
37 potential reuse sites have been exhausted and only for material qualifying for ocean  
38 disposal (i.e., meeting specific physical, chemical, and biological criteria). Material  
39 not suitable for reuse or ocean disposal would be taken to a confined disposal facility.

40 In the absence of available and practicable beneficial use options, materials  
41 determined to be suitable for unconfined in-water disposal would be placed at the  
42 LA-2 or LA-3 offshore disposal sites. These are sites designated by the USEPA for  
43 limited disposal of suitable (non-toxic) dredge material off the Los Angeles/Orange

1 County shoreline. Ocean Disposal Sites LA-2 and LA-3 have been previously  
2 assessed for oceanography and water quality effects in environmental documents  
3 approving the use of those sites for use (USEPA and USACE 2005).

#### 4 **Response to Comment USEPA-4**

5 As part of the development of the San Pedro Bay Standards, the LAHD and Port of  
6 Long Beach will complete a Port-wide health risk assessment (HRA) covering both  
7 the Port of Los Angeles and the Port of Long Beach that will include a quantitative  
8 estimate of health risk impacts from diesel particulate matter (DPM) emissions of the  
9 Ports' overall existing and planned operations. As of the time of the release of the  
10 draft EIS/EIR, the Port-wide HRA is still a work in progress. A completion date for  
11 the Port-wide HRA has not been set.

12 The Port-wide HRA was not intended to, and cannot fully, describe cumulative  
13 health-risk impacts for purposes of CEQA or NEPA review of individual Port  
14 projects, for several reasons. First, the Port-wide HRA includes only DPM  
15 emissions, and includes only emissions from industrial port operations and port-  
16 related activity along transportation corridors. Therefore, the Port-wide HRA cannot  
17 supply certain other information that must be included when evaluating cumulative  
18 health-risk impacts under CEQA and NEPA, such as toxic air contaminant emissions  
19 from cumulative non-port sources (for example, refineries in Wilmington) or  
20 cumulative non-diesel sources (such as toxic emissions from gasoline-fueled cars).  
21 Second, because the Port-wide HRA was used to evaluate the effect of San Pedro  
22 Bay Clean Air Action Plan (CAAP) implementation over a broad sub-regional area, it  
23 employed certain inputs that are different than those used to model localized project-  
24 specific health-risk impacts under CEQA and NEPA. These different inputs include  
25 a more generalized representation of emissions source locations, agglomerated spatial  
26 allocation of emissions sources, fleet-average versus project-specific modeling source  
27 parameters, coarser Cartesian grids to represent off-site receptors, and certain model  
28 inputs based on information available today that is likely to change in the future as  
29 scientific understanding progresses and/or new data become available. The result is  
30 that the Port-wide HRA does not provide the highly detailed information about  
31 incremental, project-specific changes at individual points of maximum health risk  
32 impact that is used to assess health-risk impacts under CEQA and NEPA. Third,  
33 because the Port-wide HRA focuses on emissions in only two milestone years (the  
34 baseline year 2005 and the target year 2023), it does not provide accurate information  
35 regarding cumulative emissions or cancer-risks in interim years, and so will not  
36 accurately describe baseline cumulative conditions surrounding ports' projects  
37 proposed in those interim years.

38 For these reasons, CEQA and NEPA documents prepared for both LAHD and the  
39 Port of Long Beach projects will discuss consistency of individual proposed projects  
40 with the San Pedro Bay Standards, and will disclose information from the Port -wide  
41 HRA (when published) as part of their description of cumulative impacts, but will not  
42 rely solely on the Port-wide HRA to describe those cumulative impacts.

1 The forecasting used to develop the San Pedro Bay Standards assumed  
2 implementation of the CAAP and on projected future ports' operations through the  
3 specified CAAP implementation mechanisms and also assumed implementation of  
4 existing regulations. As long as the project is consistent with growth projection  
5 assumptions used to develop the San Pedro Bay Standards, and the CAAP  
6 mitigations for the project are consistent with the mitigation assumptions used to  
7 develop the San Pedro Bay Standards, then the project can be deemed consistent with  
8 the San Pedro Bay Standards. The proposed Project or an alternative would be  
9 consistent with the San Pedro Bay Standards, as it is consistent with projections of  
10 the Ports' future operations used in formulating the San Pedro Bay Standards, and as  
11 it exceeds compliance with applicable CAAP measures as shown in Table 3.2-25 in  
12 Section 3.2, "Air Quality and Meteorology," of the draft EIS/EIR.

13 As discussed in Chapter 4, "Cumulative Analysis," of the draft EIS/EIR, the  
14 cumulative analysis relies on a number of regional health analyses that examined the  
15 human health impacts from a variety of sources in the San Pedro Bay region.

16 As of the time of the release of the draft EIS/EIR, the Port-wide HRA is still a work  
17 in progress. It is not known when the Port-wide HRA will be completed. However,  
18 the Ports of Los Angeles and Long Beach have been working on HRA-related  
19 policies and standards that will be ready for full implementation after completion of  
20 the Port-wide HRA analysis.

## 21 Response to Comment USEPA-5

22 Thank you for this comment. Figures D3.7-13 through D3.7-16 of Appendix D.3,  
23 "Health Risk Assessment," have been prepared and are included in Chapter 3,  
24 "Modifications to the Draft EIS/EIR," of the final EIS/EIR. These new figures show  
25 the mitigated impacts (shown as health risk isopleths) of Alternatives 1 and 4 in  
26 comparison to the CEQA and NEPA baselines. The new figures further illustrate  
27 findings presented in the draft EIS/EIR and do not represent new impacts that would  
28 trigger recirculation. Discussion below is provided on the spatial distribution of the  
29 cancer risk associated with the mitigated proposed Project and Alternatives 1, 4, and  
30 6. Results are first presented relative to the CEQA baseline followed by a discussion  
31 on the NEPA baseline.

## 32 Spatial Distribution Impacts Relative to the CEQA Baseline

33 **Proposed Project.** As presented and discussed in the draft EIS/EIR, Figure D3.7-9  
34 shows the spatial distribution for the mitigated residential cancer risk minus the  
35 CEQA baseline. The only areas showing an increased residential health risk are  
36 those located in the Outer Harbor Park, Outer Harbor parking, Outer Harbor  
37 Terminals, and water areas over the East and Main Channels. However, as shown in  
38 Figure D3.3-2, there are no residential receptors in these areas of increased risk and  
39 therefore, residential health risk is not increased as a result of the proposed Project in  
40 the Outer Harbor area. In the Inner Harbor, residential cancer risks are reduced at all

1 locations, as compared to baseline conditions, and are reduced the greatest in the  
2 vicinity of Berths 87–90 and Berths 91–92. The maximum reduced risk is -1,566 per  
3 1 million located at Berth 91. A reduced risk of over -100 per 1 million extends as  
4 far west as the Interstate 110 and Route 47 interchange.

5 **Alternative 1.** As presented in the final EIS/EIR, Figure D3.7-13 shows the spatial  
6 distribution for the mitigated residential cancer risk minus the CEQA baseline.  
7 Similar to the proposed Project, the only areas showing an increased risk are those  
8 located in the Outer Harbor Park, Outer Harbor parking, Outer Harbor Terminal, and  
9 water areas over the East and Main Channels. However, the areal extent of increased  
10 risk is slightly larger than that of the proposed Project because the Outer Harbor ship  
11 emissions in the proposed Project are split equally between Berths 45–47 and Berths  
12 49–50, while in Alternative 1 all of the emissions associated with the Outer Harbor  
13 area are related to one cruise ship located at Berths 45–47. Like the proposed  
14 Project, however, there are no residential receptors in the areas of increased  
15 residential risk and therefore, residential health risk is not increased in the Outer  
16 Harbor area. In the Inner Harbor, all risks are reduced relative to the CEQA baseline  
17 and the maximum reduced risk is -1,542 per 1 million located at Berths 91–92. This  
18 risk reduction is only slightly less than that of the proposed Project due to the greater  
19 fraction of ship emissions located in the Inner Harbor, but is offset with lower  
20 emissions from a smaller Inner Harbor parking structure and a reduced number of  
21 ship calls under Alternative 1.

22 **Alternative 4.** As presented in the final EIS/EIR, Figure D3.7-15 shows the spatial  
23 distribution for the mitigated residential cancer risk minus the CEQA baseline. No  
24 areas show an increase in cancer risk. However, the areal extent of the risk reduction  
25 is less than for the proposed Project and the maximum risk reduction is -1,259 per 1  
26 million in the Inner Harbor. For example, under the proposed Project, the -500 per 1  
27 million risk decrease contour extends out to the Vincent Thomas Bridge, while for  
28 Alternative 4 this contour is 150 meters south of the bridge. These results are  
29 consistent with the higher emissions found in the Inner Harbor under this alternative.  
30 Thus relative to the proposed Project, Alternative 4 exposes the surrounding  
31 population to a slightly higher risk over a broader area surrounding the proposed  
32 Project.

33 **Alternative 6.** As presented and discussed in the draft EIS/EIR, Figure D3.7-12  
34 shows the spatial distribution for the mitigated residential cancer risk minus the  
35 CEQA baseline. Alternative 6 shows little change in cancer risk between the CEQA  
36 baseline and Alternative 6 except in proximity to Berths 87–90, 91–92, and 93. This  
37 decrease is associated with the persistent use of Type 1 ships (smaller cruise ships  
38 representative of the 2006 fleet) in the CEQA baseline while under Alternative 6  
39 these are Type 2 and Type 3 ships (larger ships based on the Vision Legend of the  
40 Seas and Voyager Adventure of the Seas similar or similar cruise ship) with slightly  
41 higher stacks and exit velocity leading to lower risk in the near field and higher risk  
42 in the far field. Also, under Alternative 6 increased activity occurs in the total  
43 number of passenger vehicles and buses arriving and departing from the Inner Harbor  
44 Terminal.

## 1 Spatial Distribution Impacts Relative to the NEPA Baseline

2 **Proposed Project.** As presented and discussed in the draft EIS/EIR, Figure D3.7-10  
3 shows the spatial distribution for the mitigated residential cancer risk minus the  
4 NEPA baseline. A broad area of increased risk associated with the two berths  
5 operating in the Outer Harbor is seen throughout the outer peninsula area extending  
6 beyond the Cabrillo Beach area. However, the only land area in which the risk  
7 increase is greater than 10 in 1 million is confined to the Outer Harbor Park, Outer  
8 Harbor parking area, and Outer Harbor Terminals along with a small southern portion  
9 of the Hurricane Gulch Yacht Club. Except for possible liveaboards in the Hurricane  
10 Gulch Yacht Club (as of 2009, the Hurricane Gulch area is being redeveloped as part  
11 of the Cabrillo Phase II redevelopment; liveaboards will not be allowed in the  
12 redeveloped marina area), there are no residential receptors in these areas of  
13 increased risk and therefore, residential health risk is not increased as a result of the  
14 proposed Project in the Outer Harbor area. In the Inner Harbor, the risks are  
15 relatively modest with cancer risks reduced the most in the vicinity of the Inner  
16 Harbor berths. The maximum reduced risk is -165 per 1 million located at Berths  
17 91–92. A reduced risk of more than -10 in 1 million extends as far west as the  
18 Interstate 110 and Route 47 interchange.

19 **Alternative 1.** As presented in the final EIS/EIR, Figure D3.7-14 shows the spatial  
20 distribution for the mitigated residential cancer risk minus the NEPA baseline. A  
21 broad area of increased risk associated with the two berths operating in the Outer  
22 Harbor is seen throughout the outer peninsula area extending well beyond the  
23 Cabrillo Beach area. However, the only land area in which the risk increase is  
24 greater than 10 in 1 million is confined to the Outer Harbor Park, Outer Harbor  
25 parking area, and Outer Harbor Terminal along with a small southern portion of the  
26 Hurricane Gulch Yacht Club. This areal extent of increased risk is slightly larger  
27 than that of the proposed Project because the Outer Harbor ship emissions in the  
28 proposed Project are split equally between Berths 45–47 and Berths 49–50, while in  
29 Alternative 1, all of the Outer Harbor ship emissions are located at Berths 45–47.  
30 Like the proposed Project, except for possible liveaboards in the Hurricane Gulch  
31 Yacht Club (as of 2009, the Hurricane Gulch area is being redeveloped as part of the  
32 Cabrillo Phase II redevelopment; liveaboards will not be allowed in the redeveloped  
33 marina area, there are no residential receptors in these areas of increased risk and  
34 therefore, residential health risk is not increased in the Outer Harbor area. In the  
35 Inner Harbor, the risks are relatively modest with cancer risks reduced the most in the  
36 vicinity of the Inner Harbor berths. The maximum reduced risk is -140 in 1 million  
37 located at Berths 91–92. A reduced risk of more than -10 in 1 million extends  
38 westward to about 400 meters east of the Interstate 110 and Route 47 interchange.  
39 This risk reduction is only slightly less than that of the proposed Project due to the  
40 greater fraction of ship emissions located in the Inner Harbor, but is offset with lower  
41 emissions from a smaller Inner Harbor parking structure and a reduced number of  
42 ship calls under Alternative 1.

43 **Alternative 4.** As presented in the final EIS/EIR, Figure D3.7-16 shows the spatial  
44 distribution for the mitigated residential cancer risk minus the NEPA baseline. No  
45 areas show a decrease in cancer risk. However, the increase in risk is small with a

1 value of just under 4 in 1 million increased risk. Alternative 4 differs from the NEPA  
2 baseline because Alternative 4 would include development of the waterfront  
3 promenade, the Downtown Harbor, 7<sup>th</sup> Street Harbor, 7<sup>th</sup> Street Pier, and the  
4 relocation of the S.S. Lane Victory to the Ports O'Call. Activity associated with the  
5 development of these sites is responsible for the increased risk.

6 The spatial distribution patterns of health risk for Alternatives 2 and 3 are not  
7 necessary because:

- 8 ■ Alternative 2 is very similar to the proposed Project except for additional Outer  
9 Harbor parking. The parking would generate small amounts of additional  
10 emissions, but these emissions would be offset by a reduction in shuttle  
11 emissions in the same area. Therefore, emissions, and the distribution of  
12 emissions, are relatively the same between the two alternatives.
- 13 ■ Alternative 3 is very similar to Alternative 1 except for some reduction in  
14 parking and redevelopment activity, which would result in minimal changes to  
15 emissions.

16 The proposed Project, Alternative 5 (the NEPA baseline), and Alternative 6, (the No-  
17 Project Alternative) were already presented in the draft EIS/EIR.

18 This issue is also discussed in Response to Comment PCACAQS-4.

## 19 Response to Comment USEPA-6

20 The comment suggests conducting a port-wide Health Impact Assessment (HIA).  
21 According to the World Health Organization (WHO), an HIA is “a combination of  
22 procedures, methods and tools by which a policy, program or project may be judged  
23 as to its potential effects on the health of a population, and the distribution of those  
24 effects within the population.” Recommendations are produced for decision makers  
25 and stakeholders, with the aim of maximizing the proposal’s positive health effects  
26 and minimizing the negative health effects. Because the draft EIS/EIR discloses the  
27 environmental impacts, including health risk impacts, of the proposed Project and  
28 alternatives; the draft EIS/EIR is not required to additionally include a separate HIA.  
29 Nevertheless, the draft EIS/EIR included a number of health assessment tools to  
30 accomplish many of the goals of an HIA. These tools include a full project-specific  
31 HRA, criteria pollutant modeling, morbidity/mortality analysis, environmental justice  
32 analysis, and socioeconomic analysis. These analyses are presented in the draft  
33 EIS/EIR for the proposed Project and all project alternatives (including the No-  
34 Federal Action [Alternative 5] and No-Project [Alternative 6] Alternatives), allowing  
35 the reader, and subsequently the Board of Harbor Commissioners and the USACE  
36 (the decision makers), to compare and contrast the benefits and costs among all  
37 proposals.

38 The HRA, as presented in Section 3.2, “Air Quality and Meteorology,” and Appendix  
39 D3, “Health Risk Assessment,” of the draft EIS/EIR, examines the cancer risks and  
40 the acute and chronic noncancer health risks associated with the proposed Project and

1 all project alternatives on the local communities. Health risks are analyzed for five  
2 different receptor types: residential, sensitive (elderly and immuno-compromised),  
3 student, recreational, and occupational. Health risks are reported over geographical  
4 areas (for example, the HRA includes cancer risk isopleths to illustrate risk patterns  
5 in the communities). The HRA is based on procedures developed by public health  
6 agencies, most notably the California Office of Environmental Health Hazards  
7 Assessment (OEHHA). Section 3.2 and Appendix D3 also include a discussion of  
8 some recent studies that link pollution, specifically DPM, to various health impacts  
9 including cancer, asthma, and cardiovascular disease.

10 The draft EIS/EIR also includes a particulate matter mortality analysis that assesses  
11 the incidence (as opposed to risk) of premature death that could occur as a result of  
12 the proposed Project and alternatives. As discussed in Section 3.2, epidemiological  
13 studies substantiate the correlation between the inhalation of ambient particulate  
14 matter (PM) and increased mortality and morbidity. The analysis is based on  
15 guidance from the California Air Resources Board (CARB) and relies on numerous  
16 studies and research efforts that focused on PM and ozone because these represent a  
17 large portion of known risk associated with exposure to outdoor air pollution.  
18 CARB's analysis of various studies allowed large-scale quantification of the health  
19 effects associated with emission sources.

20 Chapter 5, "Environmental Justice," of the draft EIS/EIR evaluates whether the  
21 proposed Project and its alternatives would result in disproportionately high and  
22 adverse human health or environmental impacts on minority populations and/or low-  
23 income populations. The environmental justice analysis looks at the proposed  
24 Project and alternatives and cumulative impacts on minority and/or low-income  
25 individuals in the local communities surrounding the Port, as assessed in Chapters 3,  
26 "Environmental Analysis," and 4, "Cumulative Analysis," of the draft EIS/EIR.  
27 Chapter 7, "Socioeconomics and Environmental Quality," encompasses a number of  
28 topical areas including employment and income, population, and housing. Within  
29 each of these areas, subtopics include an examination of conditions at different  
30 geographical scales that are relevant to the potential impacts associated with  
31 implementation of the proposed Project.

32 In addition, through a Memorandum of Understanding (MOU), LAHD previously  
33 agreed to establish a Port Community Mitigation Trust Fund geared towards  
34 addressing the overall off-Port impacts created by Port operations outside the context  
35 of project-specific NEPA and/or CEQA documents. This fund includes, for example,  
36 approximately \$6 million for air filtration in schools and funding for an initial study  
37 of off-Port impacts on health and land use in the communities of Wilmington and San  
38 Pedro, as well as a more detailed subsequent study of off-Port impacts of existing  
39 Port operations, examining aesthetics, light and glare, traffic, public safety and  
40 effects of vibration, recreation, and cultural resources related to Port impacts on  
41 harbor area communities. The Port would contribute \$1.50 per cruise passenger, as  
42 listed in the MOU, up to an amount of approximately \$1.66 million. The off-Port  
43 community benefits of the MOU are designed to offset overall effects of existing Port  
44 operations. While the MOU does not alter the legal obligations of the lead agencies  
45 under NEPA or CEQA to disclose and evaluate mitigation measures to reduce or

1 avoid cumulative impacts of the proposed Project or an alternative, and therefore, is  
2 not an environmental justice mitigation per se, it would have particular benefits for  
3 harbor area communities where disproportionate effects could occur.

4 The USEPA, in a January 28, 2009 letter to the USACE regarding the *Final EIS for*  
5 *the Berths 97–109 (China Shipping) Container Terminal Project*, recognizes that  
6 “such an HIA may be beyond the scope of any one Port project NEPA document,”  
7 and suggests that preparing an HIA may better fall within the scope of the Port  
8 Community Mitigation Trust Fund. The USEPA indicated its willingness to help  
9 organize a team of willing partners to jointly prepare a Port-wide HIA for the Ports of  
10 Los Angeles and Long Beach. The Port of Los Angeles supports the USEPA in  
11 preparing an HIA through this process.

12 This issue is also discussed in Response to Comment PCACAQS-4.

### 13 **Response to Comment USEPA-7**

14 Please see the Response to Comment USEPA-3.

### 15 **Response to Comment USEPA-8**

16 Thank you for your comment. The draft EIS/EIR health risk assessment was  
17 conducted based on procedures developed by the state public health agencies, most  
18 notably the California Air Resources Board (ARB) and the California Office of  
19 Environmental Health Hazards Assessment (OEHHA), and uses USEPA approved  
20 models. The specific LAHD HRA protocol was reviewed by and approved by ARB  
21 and OEHHA. LAHD and the USACE appreciate USEPA’s time and participation in  
22 development of the proposed Project and alternatives and we will continue to strive  
23 to perform high-quality health risk assessments.

### 24 **Response to Comment USEPA-9**

25 Thank you for your comment. While the draft EIS/EIR does show that the proposed  
26 Project has an area (Outer Harbor) in which the cancer risk would exceed the  
27 significant threshold levels, the vast majority of areas in the San Pedro Waterfront  
28 would experience a significant decrease in risk. As of 2009, the area with the  
29 elevated cancer risk, the Hurricane Gulch area, is being redeveloped as part of the  
30 Cabrillo Phase II redevelopment; liveaboards will not be allowed in the redeveloped  
31 marina area. This is best illustrated by viewing the NEPA impact assessment shown  
32 in Figure D 3.7-10, which shows that a large area (approx 0.25 square mile) of  
33 residential population would experience a decrease in cancer risk between 10 and 100  
34 in 1 million as a result of the proposed Project. Occupational receptors south of  
35 Harbor Boulevard would experience an even greater decrease in risk. The net effect  
36 is that the proposed Project risk reductions are far greater than the small area of



1 increase seen in the Outer Harbor. Please see the detailed Response to Comment  
2 USEPA-4 for additional discussion regarding the Port-wide HRA. This issue is also  
3 discussed in Response to Comment PCACAQS-4.

#### 4 **Response to Comment USEPA-10**

5 Thank you for your comment. As described above in the Response to Comment  
6 USEPA-4, the Port will complete a Port-wide HRA covering both the Port of Los  
7 Angeles and the Port of Long Beach that will include a quantitative estimate of health  
8 risk impacts from DPM emissions of the Ports' overall existing and planned  
9 operations. As of the time of the release of the final EIS/EIR, the HRA is still a work  
10 in progress. A completion date for the Port-wide HRA has not been set.

11 The Port-wide HRA was not intended to, and cannot fully, describe cumulative  
12 health-risk impacts for purposes of CEQA or NEPA review of individual ports  
13 projects, for several reasons. First, the Port-wide HRA includes only DPM  
14 emissions, and includes only emissions from on-ports operations and ports-related  
15 activity along transportation corridors. Therefore, the Port-wide HRA cannot supply  
16 certain other information that must be included when evaluating cumulative health-  
17 risk impacts under CEQA and NEPA, such as toxic air contaminant emissions from  
18 cumulative non-ports sources or cumulative non-diesel sources. Second, because the  
19 Port-wide HRA was used to evaluate the effect of CAAP implementation over a  
20 broad sub-regional area, it employed certain inputs that are different than those used  
21 to model localized project-specific health-risk impacts under CEQA and NEPA.  
22 These different inputs include a more generalized representation of emissions source  
23 locations, agglomerated spatial allocation of emissions sources, fleet-average versus  
24 project-specific modeling source parameters, coarser Cartesian grids to represent off-  
25 site receptors, and certain model inputs based on information available today that is  
26 likely to change in the future as scientific understanding progresses and/or new data  
27 become available. The result is that the Port-wide HRA does not provide the highly  
28 detailed information about incremental, project-specific changes at individual points  
29 of maximum health risk impact that is used to assess health-risk impacts under  
30 CEQA and NEPA. Third, because the Port-wide HRA focuses on emissions in only  
31 two milestone years (the baseline year 2005, and the target year 2023), it does not  
32 provide accurate information regarding cumulative emissions or cancer-risks in  
33 interim years, and so will not accurately describe baseline cumulative conditions  
34 surrounding ports projects proposed in those interim years.

35 For these reasons, CEQA and NEPA documents prepared for ports projects will  
36 discuss consistency of individual proposed projects with the San Pedro Bay  
37 Standards, and will disclose information from the Port-wide HRA (when published)  
38 as part of their description of cumulative impacts, but will not rely solely on the Port-  
39 wide HRA to describe those cumulative impacts.

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## 1 Response to Comment USEPA-11

2 Thank you for your comment. Please see the detailed Response to Comment  
3 USEPA-5.

## 4 Response to Comment USEPA-12

5 Thank you for your comment. Please see the detailed Response to Comment  
6 USEPA-4.

## 7 Response to Comment USEPA-13

8 Thank you for your comment. Please see the detailed Response to Comment  
9 USEPA-5.

## 10 Response to Comment USEPA-14

11 All feasible mitigation measures have been identified for each environmental  
12 resource topic addressed in the draft EIS/EIR, including those measures that reduce  
13 human health risk impacts. The mitigation measures prescribed for the proposed  
14 Project or alternative would be required in the construction contracts or become part  
15 of the applicant's lease and would no longer be tied to implementation of the *San*  
16 *Pedro Bay Clean Air Action Plan (CAAP)* or the LAHD *Sustainable Construction*  
17 *Guidelines*. Any changes to the *CAAP* or the *Sustainable Construction Guidelines*  
18 would not affect the proposed construction and operational mitigation measures.  
19 Therefore, the mitigation measures would not automatically change if the *CAAP* or  
20 *Sustainable Construction Guidelines* change. However, should the *CAAP* or  
21 *Sustainable Construction Guidelines* be strengthened in the future, Mitigation  
22 Measure MM AQ-5 provides a means for additional Best Management measures and  
23 practices to be incorporated into construction contracts and Mitigation Measure MM  
24 AQ-22 provides a means for these additional measures to be incorporated into the  
25 applicant's lease if determined to be feasible for the proposed Project (or selected  
26 alternative). Under Mitigation Measure MM AQ-22, the opportunity to add new  
27 measures to the lease would occur once every 7 years. While the draft and final  
28 EIS/EIR disclose and discuss various construction and operational impacts and  
29 mitigation measures for the proposed Project and alternatives, the record of decision  
30 (ROD) would recognize that most of the mitigation measures identified in the draft  
31 and final EIS/EIR, particularly those focused on upland operations, would be  
32 implemented, maintained, and monitored by LAHD, as the local agency with  
33 continuing program control and responsibility, pursuant to the Mitigation Monitoring  
34 and Reporting Program (MMRP) required by the certified EIR and through its  
35 construction contracts and tenant leases.

## 1 Response to Comment USEPA-15

2 Thank you for your comment. The Port would ensure that construction contractors  
3 comply with *CAAP* measures, Project-specific mitigation, and LAHD *Sustainable*  
4 *Construction Guidelines* through the environmental compliance plan. The  
5 environmental compliance plan must be submitted to LAHD for review prior to  
6 commencing construction. LAHD reserves the right to modify the plan, in  
7 conjunction with the contractor, to identify additional measures, practices, or project  
8 elements to further reduce environmental impacts. The environmental compliance  
9 plan will be developed by the contractor and must:

- 10 ■ identify the overall construction area;
- 11 ■ identify work hours and days;
- 12 ■ describe the overall construction scope of work;
- 13 ■ identify all construction equipment to be used to complete the project;
- 14 ■ identify all applicable mitigation measures depending on scope of work and  
15 construction equipment list;
- 16 ■ develop a plan to adhere to all applicable mitigation measures;
- 17 ■ develop a record-keeping system to track mitigation and any pertinent permits  
18 and/or verification documents, such as equipment specifications, equipment logs,  
19 and receipts;
- 20 ■ develop a tracking system to ensure mitigation is completed within the specified  
21 plan;
- 22 ■ identify one lead person, plus one backup person, to be responsible for  
23 environmental compliance; and
- 24 ■ identify additional measures, practices, or project elements to further reduce  
25 environmental impacts.

26 The environmental compliance plan must be submitted to LAHD for review prior to  
27 commencing construction. LAHD reserves the right to modify the plan, in  
28 conjunction with the contractor, to identify additional measures, practices, or project  
29 elements to further reduce environmental impacts. Per the environmental compliance  
30 plan, LAHD would monitor all onsite construction activities and enforce the  
31 contractors to comply with all South Coast Air Quality Management District  
32 (SCAQMD) rules and regulations. Please see the detailed Response to Comment  
33 USEPA-14. This issue is also discussed in Response to Comments SCAQMD-7 and  
34 SCAQMD-8.

## 35 Response to Comment USEPA-16

36 Thank you for your comment. Please see the detailed Response to Comments  
37 USEPA-14 and USEPA-15. This issue is also discussed in Response to Comments  
38 SCAQMD-7 and SCAQMD-8.

## 1 Response to Comment USEPA-17

2 The comment calls for 100% use of low-sulfur fuel upon commencement of project  
3 operations, with exceptions as indicated in the draft EIS/EIR and cruise ship tank  
4 retrofits to enable the use of low-sulfur fuel within 6 months of calling at the Port.  
5 The comment also calls for the use of 0.1% sulfur fuel to maintain consistency with  
6 California Air Resources Board's (CARB's) *Low-Sulfur Fuel in Ocean-Going*  
7 *Vessels* regulation.

8 Mitigation Measure MM AQ-10 states that 100% of ships calling at the Inner and  
9 Outer Harbor Cruise Terminals will use low-sulfur fuel (maximum sulfur content of  
10 0.2%) in auxiliary engines, main engines, and boilers within 40 nautical miles of  
11 Point Fermin (including hoteling for non-alternative maritime power ships) beginning  
12 on day one of operation. Ships with mono-tank systems or having technical issues  
13 prohibiting use of low-sulfur fuel would be exempt from this requirement.

14 Although the mitigation measure stipulates 100% compliance upon commencement  
15 of the proposed Project or alternative, the following annual participation rates were  
16 conservatively assumed in the air quality analysis:

17 Inner Harbor:

- 18 ■ 30% of all calls in 2009, and
- 19 ■ 90% of all calls in 2013 and thereafter.

20 Outer Harbor:

- 21 ■ 90% of all calls in 2013.

22 The use of 0.2% is consistent with the San Pedro Bay Clean Air Action Plan  
23 (CAAP). In developing and approving the CAAP, the Ports of Los Angeles and  
24 Long Beach met and collaborated with agencies (including CARB, South Coast Air  
25 Quality Management District [SCAQMD], and USEPA), environmental and  
26 community groups, and the shipping industry. As a result of this collaborative  
27 process, 0.2% sulfur fuel was found to be the lowest sulfur-level fuel feasible. To  
28 allow for some margin of error and product contamination in the distribution system,  
29 when a shipping line orders 0.2% sulfur fuel, the shipping line is actually receiving a  
30 fuel with a lower sulfur content of between 0.13 and 0.16% (POLA 2007).  
31 Therefore, if the mitigation measure required 0.1% fuel, the supplier would have to  
32 provide fuel at a content of lower than 0.1%, which might not be possible currently  
33 from area refineries (POLA 2007).

34 The CARB regulation requires 0.1% starting in 2012 (current regulations restrict fuel  
35 to 1.5% or 0.5% sulfur depending on source fuel). However, this requirement to  
36 meet 0.1% is contingent on results of a feasibility study slated to start 12-18 months  
37 prior to 2012. The 0.1% fuel represents a goal under the CARB rule and may be  
38 amended due to the results of the study. However, if 0.1% fuel was found to be

1 feasible, all ships would be subject to the CARB regulation starting in 2012.  
2 Mitigation Measure MM AQ-10 simply accelerates and ensures compliance pending  
3 legal or other regulatory delays with the statewide measure and provides a stopgap to  
4 0.2% low sulfur fuel if the 0.1% fuel is found infeasible.

5 The mitigation measure also states that the tenant will notify LAHD of such vessels  
6 prior to arrival and will make every effort to retrofit such ships within 1 year. It is  
7 infeasible to retrofit ships within 6 months since ships are only removed from the  
8 water for regular maintenance at a minimum of once per year.

## 9 **Response to Comment USEPA-18**

10 Estimated emissions of tugboats hauling dredged sediment from the harbor cuts to  
11 the ocean disposal site(s) were calculated based upon 4 operating hours per round  
12 trip. This estimate applies to both the LA-2 and LA-3 disposal sites. Based upon a  
13 vessel speed of 12 knots, a tugboat will travel a distance of up to 27.6 miles in 2  
14 hours; therefore, it would take the tugboat approximately 4 hours to make the round  
15 trip to the LA-3 disposal site, located approximately 27.6 nautical miles from the  
16 proposed harbor cut sites. The LA-2 disposal site is located approximately 9.9 miles  
17 from the harbor cut sites, and tugboats would also be able to achieve a round trip to  
18 this site in the 4 operating hours per round trip assumption. A revision to Figure 3.2-  
19 3, "Tugboat Construction Haul Route," will include a path from the harbor cuts to the  
20 LA-2 and LA-3 disposal sites.

## 21 **Response to Comment USEPA-19**

22 The primary purpose of the public notification is to inform the sensitive receptors  
23 about the potential inconvenience to their lifestyle that may occur due to construction  
24 activities. While this measure is not intended to directly address potential health  
25 impacts, the result of this measure could be a reduction in the amount of outdoor  
26 activity at the affected locations and, therefore, a reduction in the amount of human  
27 exposure to construction emissions.

## 28 **Response to Comment USEPA-20**

29 The comment calls for acceleration of compliance with the vessel speed reduction  
30 program (VSRP) in the Inner Harbor because of the proximity of the Inner Harbor to  
31 sensitive receptors. A full response is presented in Response to Comment  
32 SCAQMD-11.

## 1 Response to Comment USEPA-21

2 Thank you for your recommendation that the USACE conduct a general conformity  
3 determination during the draft EIS/EIR stage as part of the air quality analysis for  
4 future Port projects. LAHD acknowledges that there would be a benefit to provide  
5 the draft general conformity analysis as early as possible, such as with the draft  
6 EIS/EIR.

7 Preliminary analysis of the emissions generated by the Federal action associated with  
8 the proposed Project indicates that the current 25 tpy NO<sub>x</sub> threshold and recently  
9 proposed 10 tpy NO<sub>x</sub> threshold would be exceeded, and therefore, a General  
10 Conformity Determination has been prepared for the Federal action.

11 The Draft Conformity Determination is included as Appendix Q in the Final  
12 EIS/EIR.

## 13 Response to Comment USEPA-22

14 Please see Response to Comment USEPA-4. A quantitative analysis of cumulative  
15 emissions and health risk impacts is not feasible for this draft EIS/EIR because the  
16 data necessary to conduct such an analysis are not available and cannot be obtained  
17 with reasonable effort. For example, for every cumulative project identified in Table  
18 4-1 of the draft EIS/EIR, a quantitative analysis would require detailed project-level  
19 information on the types of stationary and mobile emission sources, activity levels,  
20 fuel usage, chemical usage, emission controls, operating schedule, stack parameters,  
21 vehicle trip generation, routes driven, building configuration, and project  
22 construction schedule. This is an enormous amount of information that is not  
23 currently available in sufficient detail for most of the cumulative projects. Without  
24 such information, an attempt to quantify cumulative air quality impacts would  
25 produce speculative and unreliable results. The magnitude and geographic  
26 distribution of modeled health risk impacts around each cumulative project are very  
27 dependent on such detailed information. Without such information, it would be  
28 impossible to predict whether, and to what degree, risk impacts from the cumulative  
29 projects would overlap to produce a combined effect.

30 Because of the infeasibility of collecting sufficient information needed for a  
31 quantitative cumulative air analysis on a project-specific level; cumulative impacts  
32 were assessed qualitatively based on quantitative regional analyses. Broader regional  
33 studies were used to gain an indication of the magnitude of impacts from the  
34 cumulative projects. For example, the 2006 California Air Resources Board (CARB)  
35 report *Diesel Particulate Matter Exposure Assessment Study for the Ports of Los*  
36 *Angeles and Long Beach* estimated that diesel particulate matter (DPM) emissions  
37 from the two ports result in potential cancer risk levels exceeding 500 in 1 million  
38 near the Port boundaries. Furthermore, the SCAQMD MATES-III report, which  
39 considered all emission sources in the South Coast Air Basin, predicted cancer risk  
40 values ranging from 1,100 to 2,900 in 1 million near the ports. Given these two  
41 studies, health risk impacts from the cumulative projects were considered to be

1 significant. Therefore, a cumulatively considerable contribution to this impact from  
2 the proposed Project or alternative would represent a significant cumulative impact.

3 Regarding the USEPA's suggestion to perform a quantitative "cumulative" analysis  
4 with only Port of Los Angeles and Port of Long Beach projects for which emissions  
5 have been quantified, LAHD believes such an analysis would produce inaccurate and  
6 potentially misleading quantitative results. For example, such an analysis would  
7 likely grossly overestimate cumulative impacts by considering only a few specific  
8 projects while omitting substantial emission reductions that will occur throughout  
9 both ports through port-wide *San Pedro Bay Clean Air Action Plan (CAAP)*  
10 implementation. Of the 27 terminals in the Port, quantitative health risk analyses  
11 have only been completed for two existing terminals and one proposed. Therefore,  
12 until such time as the port-wide HRA is available and provides more quantitative  
13 information on future Port-wide impacts, the qualitative cumulative analysis as  
14 presented in Section 4.2.2 of Chapter 4, "Cumulative Analysis," is appropriate.

## 15 Response to Comment USEPA-23

16 Thank you for your comment. The draft EIS/EIR identifies substantial mitigation  
17 that would be applied to the selected alternative to address project-level impacts to air  
18 quality, transportation, recreation, and noise. These mitigation measures would also  
19 minimize the contribution of the proposed Project (or alternative) to cumulative  
20 impacts. In Chapter 5, "Environmental Justice," of the draft EIS/EIR, LAHD and the  
21 USACE have put forth a tremendous level of effort to identify all feasible measures  
22 to reduce or avoid impacts of the proposed Project or an alternative that would  
23 disproportionately affect minority and/or low-income populations.

24 The USACE and LAHD are committed to mitigating disproportionate effects to the  
25 extent feasible. LAHD's primary means of mitigating the disproportionate effects of  
26 air quality impacts is to address the source of the impact through a variety of Port-  
27 wide clean air initiatives, including the *San Pedro Bay Clean Air Action Plan*  
28 (CAAP), the *Sustainable Construction Guidelines*, and the proposed *CAAP San*  
29 *Pedro Bay (Health) Standards*. As part of the San Pedro Bay Standards, LAHD will  
30 complete a Port-wide HRA covering both the Port of Los Angeles and the Port of  
31 Long Beach that will include a quantitative estimate of health risk impacts from  
32 diesel particulate matter (DPM) emissions of the ports' overall existing and planned  
33 operations. Current and future projects' approvals will be dependent on meeting the  
34 San Pedro Bay Standards.

35 The primary purpose of the proposed San Pedro Bay Standards is to provide a  
36 valuable tool for long-term air quality planning, aiding the ports and agencies with  
37 evaluating and substantially reducing the long-term overall health risk effects of  
38 future projects and ongoing port operations' emissions over time. The ports will use  
39 the San Pedro Bay Standards in CEQA documents as a tool in the cumulative health  
40 risk discussions, although consistency with the San Pedro Bay Standards will not  
41 serve as a standard of impact significance. When evaluating projects, a consistency  
42 analysis, with the assumptions used to develop the health risk and criteria pollutant

1 San Pedro Bay Standards, will be performed in order to ensure that the proposed  
2 Project or an alternative is fully contributing to attainment of the San Pedro Bay  
3 Standards. The forecasting used to develop the San Pedro Bay Standards assumed  
4 implementation of the CAAP and on projected future Ports' operations through the  
5 specified CAAP implementation mechanisms and also assumed implementation of  
6 existing regulations. As long as the project is consistent with growth projection  
7 assumptions used to develop the San Pedro Bay Standards, and the CAAP  
8 mitigations for the project are consistent with the mitigation assumptions used to  
9 develop the San Pedro Bay Standards, then the project can be deemed consistent with  
10 the San Pedro Bay Standards. The proposed Project or an alternative would be  
11 consistent with the San Pedro Bay Standards as it is consistent with projections of the  
12 Ports' future operations used in formulating the San Pedro Bay Standards, and as it  
13 exceeds compliance with applicable CAAP measures as shown in Table 3.2-25 in  
14 Section 3.2, "Air Quality and Meteorology," of the draft EIS/EIR.

15 LAHD is also developing a comprehensive climate change action plan to address  
16 green house gas (GHG) emissions from Port operations. GHG emissions at the Port  
17 are largely a function of diesel combustion; addressing these emissions will not only  
18 help address potential climate change effects but also local health issues from diesel  
19 sources.

20 In addition, through a Memorandum of Understanding (MOU), LAHD previously  
21 agreed to establish a Port Community Mitigation Trust Fund geared towards  
22 addressing the overall off-port impacts created by Port operations outside of the  
23 context of project-specific NEPA and/or CEQA documents. This fund includes, for  
24 example, approximately \$6 million for air filtration in schools and funding for an  
25 initial study of off-Port impacts on health and land use in the communities of  
26 Wilmington and San Pedro, as well as a more detailed subsequent study of off- Port  
27 impacts of existing Port operations, examining aesthetics, light and glare, traffic,  
28 public safety and effects of vibration, recreation, and cultural resources related to  
29 Port impacts on harbor area communities. The Port would contribute \$1.50 per  
30 cruise passenger, as listed in the MOU, up to an amount of approximately \$1.66  
31 million. The off-Port community benefits of the MOU are designed to offset overall  
32 effects of existing Port operations. While the MOU does not alter the legal  
33 obligations of the lead agencies under NEPA or CEQA to disclose and evaluate  
34 mitigation measures to reduce or avoid cumulative impacts of the proposed Project or  
35 an alternative, and therefore, is not environmental justice mitigation per se, it would  
36 have particular benefits for harbor area communities where disproportionate effects  
37 could occur.

38 Despite identification of all feasible mitigation measures, as required by CEQA,  
39 significant unavoidable adverse impacts will remain after implementation of the  
40 mitigation measures (under both CEQA and NEPA). The environmental justice  
41 evaluation bases its identification of high and adverse impacts on minority and/or  
42 low-income populations upon these significant unavoidable adverse NEPA impacts.  
43 Regarding the comment that the draft EIS/EIR does not propose any measures to  
44 mitigate significant and unavoidable impacts identified in Chapter 5, "Environmental  
45 Justice," all feasible mitigation measures have been identified for each environmental



1 resource topic addressed in the draft EIS/EIR and would be implemented and tracked  
2 by the LAHD, as the local agency with continuing program responsibility throughout  
3 the life of the project, via the mitigation monitoring and reporting plan (MMRP)  
4 required under CEQA. Mitigation determined appropriate and enforceable by the  
5 USACE, in consideration of its limited continuing program responsibility, would be  
6 included in the ROD and any USACE permit issued for the proposed Project or an  
7 alternative. The expectation is that such mitigation would be limited to construction  
8 activities with a nexus to aquatic ecosystem impacts or navigation.

## 9 Response to Comment USEPA-24

10 Please see Response to Comments USEPA-4, USEPA-6, and USEPA-23. All  
11 feasible mitigation measures as required by CEQA and NEPA have been applied to  
12 the proposed Project and alternatives in the draft EIS/EIR. It should be noted that the  
13 mitigation measures provided in the draft EIS/EIR are consistent with the CAAP,  
14 which has undergone extensive public review and serves as the overall guide to  
15 minimizing Port-wide air quality impacts to local communities. Regarding the  
16 recommendation to provide a health care clinic, such a measure would not reduce air  
17 emissions from the proposed Project or alternative, and so would not be an effective  
18 mitigation measure under CEQA or NEPA to avoid or reduce any significant impacts  
19 of the proposed Project or alternative on the physical environment. It is the intention  
20 of LAHD to directly reduce or eliminate the source of emissions and, therefore, to  
21 reduce any long-term health care costs that might be associated with Port project  
22 development.

23 However, please also see Response to Comment USEPA-23. As discussed, the  
24 LAHD has established a Port Community Mitigation Trust Fund geared towards  
25 addressing the overall off-port impacts created by Port operations outside of the  
26 context of project-specific NEPA and/or CEQA documents. This fund includes, for  
27 example, approximately \$6 million for air filtration in schools and funding for an  
28 initial study of off-Port impacts on health and land use in the communities of  
29 Wilmington and San Pedro, as well as a more detailed subsequent study of off-Port  
30 impacts of existing Port operations, examining aesthetics, light and glare, traffic,  
31 public safety and effects of vibration, recreation, and cultural resources related to  
32 Port impacts on harbor area communities. While the MOU does not alter the legal  
33 obligations of the lead agencies under NEPA or CEQA to disclose and evaluate  
34 mitigation measures to reduce or avoid cumulative impacts of the proposed Project,  
35 which means it is not an environmental justice mitigation per se, it would have  
36 particular benefits for harbor area communities where disproportionate effects could  
37 occur.

38 Regarding the suggestion to engage in proactive efforts to hire local workers and the  
39 suggestion to provide public education programs, LAHD has an ongoing set of  
40 mechanisms to promote inclusion of small, minority, woman-owned, and similar  
41 business enterprises, many of which are in the local area, in its contracting. In  
42 addition, job training targeted at harbor area communities is provided by economic  
43 development organizations, the City of Los Angeles, and other entities. LAHD

1 provides outreach to the communities in the form of meetings with the Port  
2 Community Advisory Committee (PCAC), other community groups, and individuals.  
3 LAHD also provides educational information on its web site, in newsletters that are  
4 available in English and Spanish, through outreach at community events and  
5 festivals, and by other means. Related to the suggestion to improve access to healthy  
6 food by establishing markets on Port lands, reuse of the existing Warehouses Nos. 9  
7 and 10 as a potential mercado is discussed under the proposed Project and  
8 alternatives. Downtown San Pedro hosts a farmers market near LAHD property on  
9 6<sup>th</sup> Street near Pacific Avenue every Friday. There is also an existing community  
10 garden located within the proposed project area on Harbor Boulevard near 14<sup>th</sup> Street.  
11 A farmer's market/mercado has also been proposed for the Port's Wilmington  
12 Waterfront Project, which was approved in June 2009.

13 Finally, related to the suggestion to continue expansion of and improvements to the  
14 local community's parks and recreation system, as described above and in detail in  
15 Response to Comment USEPA-23, LAHD's Community Mitigation Trust Fund will  
16 fund a study of off-Port impacts, including recreation and other topics. In addition,  
17 the proposed Project, the San Pedro Waterfront Enhancements Project, Berths 136–  
18 147 [TraPac] Container Terminal Project (specifically, the Harry Bridges Buffer  
19 project element), the Berth 97–109 [China Shipping] Container Terminal Project  
20 (specifically, the Plaza Park mitigation measure), and the Wilmington Waterfront  
21 Project, all include project elements that create or improve open space, recreation,  
22 and pedestrian amenities.

## 23 **Response to Comment USEPA-25**

24 Please see Response to Comments USEPA-6 and USEPA-23. As part of the San  
25 Pedro Bay Standards, the Port will complete a Port-wide HRA covering both the  
26 Ports of Los Angeles and Long Beach that will include a quantitative estimate of  
27 overall health risk impacts from the Ports' existing and planned operations. Current  
28 and future projects' approval will be dependent on meeting the San Pedro Bay  
29 Standards.

## 30 **Response to Comment USEPA-26**

31 Please see Response to Comment USEPA-3.

## 32 **Response to Comment USEPA-27**

33 Please see the Response to Comment USEPA-3. Insufficient information regarding  
34 sediment disposal from other, non-Port projects is available to provide meaningful  
35 assessment of projected annual disposal at sites LA-2 and LA-3. However, annual  
36 sediment disposal at these is tracked and requires approval by the USACE and

1 USEPA. Each site's limits would certainly be considered in the decision-making  
2 process.

### 3 Response to Comment USEPA-28

4 Please see Response to Comment USEPA-3 and USEPA-27.

### 5 Response to Comment USEPA-29

6 USEPA's support for the proposed salt marsh expansion and enhancement activities  
7 is acknowledged. The proposed Project would permanently impact 0.22 acre of  
8 mudflat and 0.07 acre of eelgrass. The proposed mitigation ratios have been  
9 determined by working with the resource agencies and accepted protocols. This  
10 includes a 1:1 ratio for impacts on mudflat and 1.2:1 ratio for eelgrass impacts. The  
11 proposed restoration at Salinas de San Pedro Salt Marsh would meet these mitigation  
12 ratios. In addition, the design of the restoration would provide mudflat and eelgrass  
13 habitat area above and beyond what is required to mitigate impacts resulting from the  
14 proposed Project (see Table 2-4, below).

15 **Table 2-4.** Permanent Impacts on Mudflat and Eelgrass Habitat and Proposed  
16 Mitigation (Proposed Project)

<i>Habitat</i>	<i>Permanent Impact</i>	<i>Proposed Creation</i>
Mudflat	0.22 acre	0.56 acre
Eelgrass	0.07 acre	>0.10 acre <sup>1</sup>
Total	0.29 acre	0.66 acre (or more)
<sup>1</sup> The HMMP for the expansion and enhancement of the Salinas de San Pedro Salt Marsh is expected to increase eelgrass habitat area by more than the 1.2-acre ratio generally required by the Southern California Eelgrass Mitigation Policy.		

### 17 Response to Comment USEPA-30

18 Once the preferred alternative has been selected, a habitat mitigation and monitoring  
19 plan (HMMP) will be developed in coordination with the USEPA and the other  
20 resource agencies as described in Mitigation Measure MM BIO-5. The HMMP will  
21 comply with the cited USACE/USEPA *Compensatory Mitigation Rule for Losses of*  
22 *Aquatic Resources* and will include performance standards, long-term site protection,  
23 and adaptive management.

## 1 Response to Comment USEPA-31

2 Impact BIO-2b provides a detailed analysis of potential impacts to habitat and  
3 vegetation from placement of the promenade at the Salinas de San Pedro Salt Marsh.  
4 The analysis determined all of the impacts associated with the proposed waterfront  
5 promenade to be less than significant. Under the proposed Project or Alternatives 1,  
6 3, and 4, only the inlet to the salt marsh would be affected by shading from the  
7 promenade for some part of each day. However, because the waterfront promenade  
8 would be elevated approximately 18 feet above the sediment surface, only 30 feet  
9 wide, and primarily located above the unvegetated inlet to the salt marsh, the shaded  
10 vegetated area would change constantly during the morning hours, and only a small  
11 area directly under the waterfront promenade would be completely shaded.  
12 Furthermore, this area generally contains only bare sand. As a result, it is unlikely  
13 that shade from the promenade would measurably alter the salt marsh or mudflats.

14 Eelgrass habitat located adjacent to the Cabrillo Beach Youth Camp would be  
15 approximately 90 feet from the promenade and would not be affected by this  
16 proposed promenade alignment.

17 Under Alternatives 2 and 5, the proposed promenade would extend along the east  
18 side of Shoshonean Road, along the interior edge of the salt marsh, rather than along  
19 the water's edge. Alternatives 2 and 5 would slightly reduce the less-than-significant  
20 impact caused by the proposed Project to the habitat located across the length of the  
21 water's edge at the youth camp and salt marsh. Please also see Response to  
22 Comments NMFS-3 and NMFS-12. The Board of Harbor Commissioners and the  
23 USACE will separately consider and determine whether to approve of the proposed  
24 Project or an alternative.

## 25 Response to Comment USEPA-32

26 This comment is in reference to Page 3.11-38 of the draft EIS/EIR, which states that  
27 "While these mitigation measures are available to the LAHD, the LAHD may decide  
28 not to adopt Mitigation Measure TC-6 and portions of Mitigation Measures TC-7,  
29 TC-8, TC-9, TC-12 and TC-13 (involving configuring Harbor Boulevard to provide  
30 three lanes both northbound and southbound) because the provision of three lanes  
31 both northbound and southbound on Harbor Boulevard would increase speeds along  
32 Harbor Boulevard and would not contribute to a pedestrian-friendly environment  
33 along Harbor Boulevard." The commenter expresses concern that if the proposed  
34 mitigation is determined to be unacceptable, the resulting traffic and air quality  
35 impacts should be described. While there are some improvements to the east-west  
36 running streets that intersect Harbor Boulevard, most of the capacity improvements  
37 related to these mitigation measures result from the restriping of Harbor Boulevard to  
38 provide a third travel lane in each direction. Thus, the traffic impacts related to not  
39 implementing this mitigation measure are roughly equivalent to the proposed Project  
40 without mitigation detailed on Pages 3.11-35 through 3.11-36 of the draft EIS/EIR  
41 (CEQA thresholds) and 3.11-40 through 3.11-42 (NEPA thresholds), as well as in  
42 Chapter IV of Appendix M.1, "Traffic Impact Study Report." Therefore, the draft

1 EIS/EIR does describe these impacts. The final decision on the feasibility of  
2 mitigation measures will be determined by decision makers when they consider the  
3 proposed Project for approval.

#### 4 **Response to Comment USEPA-33**

5 This comment expresses a concern about disturbing residents even if construction  
6 takes place during the hours permitted by the City of Los Angeles Noise Ordinance.  
7 As discussed on Page 3.9-30 of the draft EIS/EIR, the comment is correct in noting  
8 that construction activity would be limited to the hours of 7:00 a.m. to 9:00 p.m. on  
9 weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, consistent with the City of Los  
10 Angeles Noise Ordinance. However, Mitigation Measure MM NOI-2 has been added  
11 to the final EIS/EIR to further restrict construction in noise sensitive areas between  
12 6:00 p.m. and 7:00 a.m., as shown below:

13 **MM NOI-2. Construction Hours:** Construction activities for the proposed  
14 Project would not exceed the ambient noise level by 5 dBA at a noise  
15 sensitive use between the hours of 6:00 p.m. and 7:00 a.m. Monday through  
16 Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on  
17 Sunday. If extended construction hours are needed during weekdays under  
18 special circumstances, LAHD and the contractor will provide at least 72  
19 hours notice to sensitive receptors within 0.5 mile of the construction area.  
20 Under no circumstances will construction hours exceed the range prescribed  
21 by the City of Los Angeles Municipal Code.

22 The proposed mitigation incorporates the selection of quiet construction equipment  
23 whenever possible. In addition, Mitigation Measure MM BIO-3 has been revised to  
24 include the following:

25 The contractor will be required to use sound abatement techniques to reduce  
26 both noise and vibrations from pile driving activities. Sound abatement  
27 techniques will include, but are not limited to, vibration or hydraulic  
28 insertion techniques, drilled or augured holes for cast-in-place piles, bubble  
29 curtain technology, and sound aprons where feasible. At the initiation of  
30 each pile driving event, and after breaks of more than 15 minutes, the pile  
31 driving will also employ a “soft-start” in which the hammer is operated at  
32 less than full capacity (i.e., approximately 40–60% energy levels) with no  
33 less than a 1-minute interval between each strike for a 5-minute period.

34 Even with the inclusion of NOI-1 and NOI-2, the location of the sensitive receptors  
35 in proximity to the construction, and the scale of construction required, would  
36 ultimately result in significant and unavoidable noise impacts. Therefore, findings  
37 would remain the same.

38 The recommendation by the USEPA to solicit residents would be difficult to  
39 implement and would not yield additional information. The public has been given  
40 the opportunity to comment on the noise impact analysis in the draft EIS/EIR during

1 the public review period and at a public meeting held during the review period. A  
2 Notice of Availability (NOA) for the draft EIS/EIR was released in accordance with  
3 CEQA Guidelines Sections 15085 and 15087, 40 CFR 1506.6, and 33 CFR 230.18.  
4 The draft EIS/EIR and NOA were released on September 22, 2008 for a 78-day  
5 review period. The NOA, which included information on the public meeting, was  
6 distributed in English and Spanish. The notice was published in the Long Beach  
7 Press-Telegram, Los Angeles Times, Hoy, Daily Breeze, Metropolitan News-  
8 Enterprise, The Torrance Daily Breeze, and Los Angeles Sentinel. In addition, the  
9 notice was sent to the Federal Register, the California State Clearing House, the Los  
10 Angeles County and Los Angeles City Clerks Offices, and was posted at the  
11 following libraries: Los Angeles Public Library, Central Branch; Los Angeles Public  
12 Library, San Pedro Branch; and the Los Angeles Public Library, Wilmington Branch.  
13 Furthermore, a Reader's Guide was released in English and Spanish at the time of the  
14 NOA which specifically identified all significant and unavoidable impacts including  
15 those associated with noise.

16 A public meeting was held on October 27, 2008 and was conducted in English and  
17 Spanish. Over 229 people attended the meeting. Even after the extensive  
18 distribution of the NOA, Reader's Guide, and draft EIS/EIR, and a well attended  
19 public meeting, minimal public comments were received on this issue.

## 20 Response to Comment USEPA-34

21 The overall proposed Project will be revised to be less specific (i.e., deletion of  
22 "approximately 7 acres").

## 23 Response to Comment USEPA-35

24 The comment recommends the Port consider achieving LEED certification for new  
25 and refurbished proposed project buildings that are smaller than 7,500 square feet.  
26 Approximately 25% to 35% of the new square footage of the proposed Project would  
27 be less than 7,500 square feet. Although new buildings under 7,500 square feet  
28 would not go through the specific LEED certification process, the implementation of  
29 energy efficient project design features and/or mitigation measures would be applied  
30 to these buildings that would attempt to meet many LEED standards. For example,  
31 these buildings would require the use of: sustainable engineering design guidelines in  
32 their siting and design; the use of sustainable construction guidelines for  
33 construction; reclaimed water for irrigation of all building landscaping and toilet  
34 flushing (in the form of dual flushing); 15% of the landscaping as native plants;  
35 faucet flows, high-efficiency urinals, and weather based irrigation controllers. Many  
36 of these proposed project design features and/or mitigation measures are in fact  
37 required by LEED to gain certification. These features and/or mitigation measures  
38 would increase the energy efficiency of the smaller buildings of the proposed Project  
39 without the potentially lengthy and fairly costly LEED certification process.

## 1 Response to Comment USEPA-36

2 According to the calculator referenced by USEPA (2009), the average annual  
3 emissions from cars are 5.46 million tons (MT) equivalent carbon dioxide (CO<sub>2</sub>e) per  
4 vehicle per year. On this basis, Table 2-5 below expresses the benefits of the  
5 proposed mitigation measures as the equivalent number of cars removed from the  
6 road.

7 **Table 2-5.** Benefits of Proposed Mitigation Measures as Equivalent to Number of  
8 Cars Removed from the Road

Alternative	Operational Emissions Reduction With Mitigation (MT CO <sub>2</sub> e/yr)	Equivalent Number of Cars Removed Per Year
Proposed Project	10,638	1,948
1	9,423	1,726
2	10,638	1,948
3	9,423	1,726
4	5,308	972
5	6,002	1,099
6	0	0

9 The following mitigation measures specifically target the proposed project GHG  
10 emissions:  
11

- 12 ■ MM AQ-25. Recycling
- 13 ■ MM AQ-26. Leadership in Energy and Environmental Design
- 14 ■ MM AQ-27. Compact Fluorescent Light Bulbs
- 15 ■ MM AQ-28. Energy Audit
- 16 ■ MM AQ-29. Solar Panels
- 17 ■ MM AQ-30. Tree Planting

18 These were developed through an applicability and feasibility review of possible  
19 measures identified in the *Climate Action Team Report* to Governor Schwarzenegger  
20 and the California Legislature (State of California 2006), and California Air  
21 Resources Board's (CARB's) *Proposed Early Actions to Mitigate Climate Change in  
22 California* (CARB 2007). The strategies proposed in these two reports for the  
23 commercial/industrial sector are listed in Table 3.2-42 of the draft EIS/EIR. In  
24 addition, proposed project elements and mitigation measures were also developed in  
25 response to the Attorney Generals' May 2008 memo.

26 LAHD is also developing a comprehensive Climate Change Action Plan to address  
27 GHG emissions from Port operations. Through this program, the Port is exploring  
28 Port-wide options for reducing GHG at the Port-wide level, including a solar energy  
29 program agreed to with the California Attorney General. The Port is an active

1 member of the California Climate Action Registry (CCAR) and is currently  
2 embarking on a Port-wide inventory of GHG emissions.

3 In addition to specific GHG mitigation measures, as discussed in the draft EIS/EIR,  
4 greenhouse gas (GHG) emissions at the Port are largely a function of diesel  
5 combustion; therefore, a number of mitigation measures aimed at reducing diesel  
6 emissions were also applied to reduce GHG. Mitigation measures to reduce diesel  
7 emissions for proposed Project and alternatives were derived, where feasible, from  
8 the proposed no net increase (NNI) measures, PCAC recommended measures, the  
9 CAAP, LAHD's Sustainable Construction Guidelines, and consultation with LAHD.  
10 Table 3.2-18 in Section 3.2, "Air Quality and Meteorology," of the draft EIS/EIR  
11 summarizes all construction mitigation measures and regulatory requirements  
12 assumed in the mitigated emission calculations. Table 3.2-25 in the draft EIS/EIR  
13 details how the mitigation measures for the proposed Project compare to those  
14 identified in the CAAP. Table 3.2-26 in the draft EIS/EIR summarizes all  
15 operational mitigation measures and regulatory requirements included in the  
16 mitigated emissions calculations. LAHD believes it has identified and considered all  
17 voluntary GHG mitigation measures that are feasible at present. Through its  
18 continuing planning processes as well as project planning and development, LAHD  
19 will consider any additional mitigation measures that are identified.

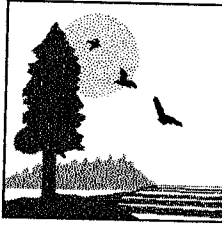
## 20 Response to Comment USEPA-37

21 As discussed in the draft EIS/EIR, according to the *Sea-level Rise and Global*  
22 *Climate Change – A Review of Impacts to U.S. Coasts*, the modeling conducted by  
23 the Intergovernmental Panel on Climate Change (IPCC) indicate that increases in  
24 global temperatures over the next century could accelerate the rate of sea-level rise to  
25 an average of 5 mm/yr (50 cm/century), with a range of uncertainty of 2–9 mm/yr.  
26 According to *The Future is Now: An Update on Climate Change Science, Impacts,*  
27 *and Response Options for California*, from 1993-2003, sea levels rose 0.12 in/yr or  
28 3 mm/yr. Therefore, sea level is expected to rise between 3 and 5 mm every year  
29 throughout the proposed project period.

30 The proposed Project is located at a minimum elevation of 4 meters or 13.1 feet  
31 above mean sea-level. Using the 5 mm/year sea-level rise estimate, at the end of  
32 proposed project build out and over thirty years of operations, sea-level would rise  
33 approximately 14 cm or 5.5 inches. While the current elevations would likely be able  
34 to accommodate an increase in sea-level caused by storm surges, future elevations  
35 may be lower (due to the rise in sea-level from climate change) and there may be  
36 impacts from sea level rise due to storm surges. Given the elevations of the proposed  
37 Project, the anticipated amount of sea-level rise and the tropical storm patterns on the  
38 west coast being minimal, the Port has adequate elevation to not be significantly  
39 impacted by sea level rise.



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December 8, 2008

File Ref: SCH# 2005061041

**Jan Green Rebstock**

Los Angeles Harbor Department  
 425 S. Palos Verdes Street  
 San Pedro, California

**Subject: San Pedro Waterfront Project**

Dear Ms. Rebstock:

The staff of the California State Lands Commission (CSLC) has reviewed the Draft Environmental Impact Report (DEIR) [SCH#2004052013] for the San Pedro Waterfront Project and submits the following comments for your consideration.

As you have indicated in the DEIR, the proposed project will involve lands legislatively granted, in trust, to the City of Los Angeles, pursuant to Chapter 656, Statutes of 1911. The grant has been amended a number of times, most recently by Chapter 1130, Statutes of 2002. The Port, as Trustee of these sovereign lands for the people of California, must ensure that the specific uses proposed in the project are consistent with the provisions of the relevant granting statutes and the Public Trust Doctrine. Further-more, project proposals for uses of public trust resources must serve a statewide, or at least, a regional benefit and caution must be taken so as to not confuse local or municipal benefits with public trust benefits. Acceptable trust uses include, but are not limited to, uses that promote water-oriented or water-dependent recreation and commerce, navigation, fisheries, public access, and the conservation of natural resources.

CSLC-1

The majority of proposed uses of the San Pedro Waterfront Park appear generally consistent with the public trust. However, staff requests additional information regarding the children's play area within the San Pedro Park. The development project anticipates approximately 175,000 square feet for commercial uses. It is important to note that not all retail uses are consistent with the public trust and, as such, care should be taken to secure tenants whose commercial enterprises are consistent with the use restrictions on the land. Trust consistent uses may provide necessary and incidental facilities for waterfront visitors rather than a general commercial shopping experience.

CSLC-2

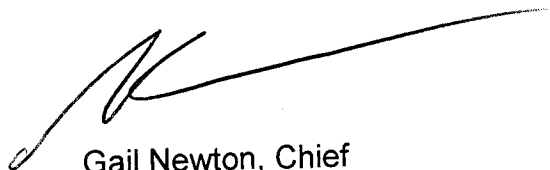
CSLC-3

CSLC-4

Staff's previous comments on the Red Car Expansion portion of this Project (via letter dated February 15, 2007 - attached) are still applicable.

If you have any jurisdictional questions, please contact Grace Kato, Public Land Management Specialist, at (916) 574-1811 or by e-mail at [katog@slc.ca.gov](mailto:katog@slc.ca.gov). If you have any questions on the environmental review, please contact Mary Ann Hadden at (916) 574-2274 or by e-mail at [haddenm@slc.ca.gov](mailto:haddenm@slc.ca.gov).

Sincerely,



Gail Newton, Chief  
Division of Environmental Planning  
and Management

cc: Office of Planning and Research  
Grace Kato - CSLC  
Mary Ann Hadden - CSLC

CALIFORNIA STATE LANDS COMMISSION  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202



PAUL D. THAYER, Executive Officer  
(916) 574-1800 FAX (916) 574-1810  
Relay Service From TDD Phone 1-800-735-2929  
from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-1814  
Contact FAX: (916) 574-1885

February 15, 2007

File Ref: SCH# 2005061041

Ralph G. Appy  
Los Angeles City Harbor Department  
425 S. Palos Verdes Street  
PO Box 151  
San Pedro, CA 90731-0151

Subject: The San Pedro Waterfront Project – Red Car Expansion Project

Dear Mr. Appy:

Staff of the California State Lands Commission (CSLC) has reviewed the revised Notice of Preparation (NOP) for the San Pedro Waterfront Project – Red Car Expansion.

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable rivers, sloughs, lakes, etc. The CSLC has certain residual and review authority for tide and submerged lands legislatively granted in trust to local jurisdictions (Public Resources Code §6301 and §6306). All tide and submerged lands, granted or ungranted, as well as navigable rivers, sloughs, etc., are impressed with the Common Law Public Trust.

The project area involves sovereign lands which were initially legislatively granted to the City of Los Angeles pursuant to Chapter 656, Statutes of 1911. The grant has been amended a number of times, most recently by Chapter 1130, Statutes of 2002. The Port, as a Trustee of these sovereign lands, must ensure that the specific uses proposed in the plan are consistent with the provisions of the relevant granting statutes and the Public Trust. Furthermore, project proposals for use of public trust resources must serve a statewide or at least regional benefit and caution must be taken so as to not confuse purely local or municipal benefits with public trust benefits.

CSLC-5

As the vintage trolley line connecting the World Cruise Center with various attractions along the San Pedro waterfront, CSLC staff believes that the construction of

CSLC-5  
CONT.

a Red Car Museum and maintenance facility for current Red Car use is generally consistent with the applicable granting statutes and the public trust doctrine. The revised NOP states that there is a new project element concerning the potential extension of the Red Car line to Cabrillo Beach, the Outer Harbor Cruise Terminal, and Warehouse No. 1. The new project element includes the construction of additional stations and the project area will be expanded to include the 22nd Street Landing Area, Crescent Avenue, Shoshosean Way, and Cabrillo Beach.

CSLC-6

Staff considers the expenditure of trust monies for a feasibility study on the Red Car expansion to be generally consistent with the applicable granting statutes and the public trust doctrine. However, if the feasibility study concludes that expansion of the Red Car line into areas outside the Port's jurisdiction and onto non-trust lands is feasible and will be undertaken, it is staff's position that the local municipal transportation authority would participate in the funding of such an expansion, including any maintenance costs associated with the expansion.

We appreciate the opportunity to comment. If you have any questions concerning the CSLC's jurisdiction, please do not hesitate to contact Grace Kato at 916-574-1227. Thank you.

Sincerely,



Marina R. Brand, Assistant Chief  
Division of Environmental Planning  
and Management

cc: Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, CA 95812-3044

Grace Kato, CSLC

## 1   **2.3.3     State Government**

### 2   **California State Lands Commission (CSLC)**

#### 3   **Response to Comment CSLC-1**

4                   Thank you for your comment. The proposed Project and several alternatives include  
5                   the enhancement of the waterfront and its maritime uses; as such, consistency with  
6                   the Public Trust and relevant granting statutes is planned.

#### 7   **Response to Comment CSLC-2**

8                   Thank you for your comment. At this time there are no detailed proposed project  
9                   design features available for the children's play area. Currently, it is just a single  
10                  component of the larger plan for the proposed San Pedro Park. Further information  
11                  will be shared once a detailed design plan has been created.

#### 12   **Response to Comment CSLC-3**

13                  Thank you for your comment. Consistency with the Public Trust would be upheld  
14                  during tenant approval.

#### 15   **Response to Comment CSLC-4**

16                  Thank you for your comment. Please see the detailed Response to Comments CSLC-  
17                  5 and CSLC -6.

#### 18   **Response to Comment CSLC-5**

19                  Thank you for your comment acknowledging that a Red Car Museum and  
20                  maintenance facility is generally consistent with the relevant granting statues and the  
21                  Public Trust doctrine guiding development of the waterfront.

#### 22   **Response to Comment CSLC-6**

23                  Thank you for your comment. The extension of the Waterfront Red Car Line into  
24                  downtown may be considered as a separate project but is not a part of the proposed  
25                  Project analyzed in the draft EIS/EIR. The extension of the Waterfront Red Car Line  
26                  into downtown San Pedro has been studied in the *Waterfront Red Car Line*

1                    *Expansion Feasibility Study Draft Final Report*, prepared by Wilson & Company.  
2                    LAHD acknowledges that a Downtown San Pedro Red Car extension will require  
3                    additional planning studies to identify and refine the various alignment alternatives,  
4                    operating options and station requirements. The Downtown extension would not be  
5                    on POLA property; therefore, LAHD does not have jurisdiction over proposed  
6                    project elements outside of its boundaries. Furthermore, a greater level of  
7                    interagency and stakeholder coordination, including discussions regarding operating  
8                    and maintenance costs, would be required. LAHD will continue to explore funding  
9                    opportunities and partnerships with other city agencies to develop a Downtown  
10                    extension. Any future extension to downtown San Pedro would require the City of  
11                    Los Angeles Department of City Planning or Community Redevelopment Agency to  
12                    develop and implement such proposals within their jurisdiction. However, LAHD is  
13                    open to collaborating with LADCP, CRA/LA, and LADOT on future development of  
14                    the Waterfront Red Car line. CSLC Staff's position that the local municipal  
15                    transportation authority should participate in the funding and maintenance costs of  
16                    the Downtown extension is noted. This issue is also discussed in Response to  
17                    Comment LADCP-16 and CRA-11.



# Metro

December 4, 2008

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

DEC 4 2008  
ENVIRONMENTAL  
MANAGEMENT  
DIVISION

Dear Mr. Appy:

Los Angeles County Metropolitan Transportation Authority (Metro) is in receipt of the Draft EIS/EIR for the San Pedro Waterfront project. This letter conveys recommendations concerning issues that are germane to Metro's statutory responsibilities in relation to the proposed project.

METRO-1

The Traffic Impact Analysis prepared for the Draft EIS/EIR satisfies the traffic and transit requirements of the proposed project. However, the following issue should be addressed for the Final EIR:

METRO-2

Several transit corridors with Metro bus service could be impacted by the project. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. Other Municipal Bus Service Operators may also be impacted and therefore should be included in construction outreach efforts.

Metro looks forward to reviewing the Final EIS/EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Final EIR to the following address:

Metro CEQA Review Coordination  
One Gateway Plaza MS 99-23-2  
Los Angeles, CA 90012-2952  
Attn: Susan Chapman

Sincerely,

Susan Chapman  
Program Manager, Long Range Planning

cc: Spencer D. MacNeil

## 2.3.4 Regional Government

### Metropolitan Transportation Authority (METRO)

#### Response to Comment METRO-1

Thank you for your comment acknowledging that the traffic impact analysis included in the draft EIS/EIR satisfies the requirements to assess the potential traffic and transit impacts of the proposed Project.

#### Response to Comment METRO-2

As discussed in Section 3.11, Impact TC-1, the draft EIS/EIR concludes “Construction activities could disrupt existing transit service in the proposed project vicinity. Impacts may include temporary route detours, reduced or no service to certain destinations, or service delays.” Impacts would be mitigated to less than significant by implementing Mitigation Measure MM TC-1” Develop and implement a Traffic Control Plan throughout proposed project construction.” As part of this Traffic Control Plan the construction contractor would be required to “Maintain access to Metro, LADOT, MAX, PVPTA, and LAHD transit services and ensure that public transit vehicles are detoured.” Additional elements of that plan may be the temporary rerouting of affected bus routes and relocation of bus stops, with appropriate signage and notification. Implementation of these elements of Mitigation Measure MM TC-1 would entail outreach to and coordination with the Metro Bus Operations Control Special Events Coordinator and staff at other transit providers whose service would be affected is conducted in the event that transit stops are temporarily relocated or public transit vehicles are temporarily detoured. As further discussed under Mitigation Measure MM TC-1 the construction contractor would receive “written approval to implement traffic control from other agencies, as needed.” Please see Mitigation Measure MM TC-1 on Page 3.11-33 for additional detail.





South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • www.aqmd.gov

**E-MAILED: December 2, 2008**

December 5, 2008

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

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

Dear Dr. MacNeil and Dr. Appy:

**Draft Environmental Impact Statement/Environmental Impact Report  
(DEIS/EIR) for the San Pedro Waterfront Project**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Statement/Report.

The SCAQMD staff acknowledges the efforts of the Lead Agency to incorporate many of the Clean Air Action Plan (CAAP) control measures to reduce project emissions. Due to the level of significance still remaining after full implementation of the proposed mitigation measures, the SCAQMD staff is concerned that the proposed mitigation measures are not consistent with the measures proposed for other POLA terminal expansion projects (e.g., TraPac, China Shipping) because the measures don't go as far, or are not implemented as fast as the other terminal expansion projects. To address this, SCAQMD staff recommends that the mitigation measures for cruise vessel AMP, low sulfur fuel, and vessel speed reduction be accelerated. These and other recommendations are discussed in more detail in Attachment I.

SCAQMD-1

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Statement/Report. The SCAQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact me at (909) 396-3105, if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Nakamura", with a long horizontal flourish extending to the right.

Susan Nakamura  
Planning Manager

Attachment

**Attachment I**  
**Comments on the DEIS/EIR for the**  
**San Pedro Waterfront Project**

The following includes more detailed and specific comments on the proposed San Pedro Waterfront Project.

***Mitigation Measures***

***MM AQ-1: Harbor Craft used during Construction***

MM AQ-1 proposes that all harbor craft used during construction shall be at a minimum repowered to meet the cleanest existing marine engine emission standards, or USEPA Tier 2, or where available USEPA Tier 3, unless circumstances exist which prevent the cleanest marine engine from being used. This mitigation measure should rely on the cleanest feasible technologies which become available during the construction phase of the proposed project. To the extent feasible, SCAQMD staff recommends that harbor craft engines meeting the proposed U.S. EPA Tier 4 marine engine standards be used when they become available.

***MM AQ-3: Fleet Modernization for On-road Trucks***

MM AQ-3 requires that all on-road heavy-duty diesel trucks used during construction shall comply with EPA 2004 on-road PM emission standards and be the cleanest available with respect to NOx. In addition, all on-road trucks shall be equipped with a CARB verified diesel emission reduction control strategy (VDECS) that will achieve Level 3 diesel emission reductions during construction. SCAQMD staff urges the lead agency to require as part of this mitigation measure, use of the cleanest available trucks, prior to 2011. Specifically, trucks used during construction should operate on engines with the lowest certified NOx emissions levels, but must meet at a minimum the 2007 NOx emission standards. It is also recommended that these requirements apply during circumstances where a piece of compliant equipment is on order and becomes available during the timeframe of construction.

***MM AQ-4: Fleet Modernization for Construction Equipment***

MM AQ-4 requires that prior to 2011, all off-road diesel-powered construction equipment greater than 50 horsepower meet Tier 2 non-road emission standards with CARB certified Best Available Control Technology (BACT) that will achieve Level 2 or 3 emission reductions. This mitigation measure does not represent the cleanest technology available since Tier 3 certified construction equipment has been available since 2006. SCAQMD staff recommends that MM AQ-4 be revised to require all construction equipment to meet the cleanest off-road engine emission standard available, but at a minimum equipment meeting the Tier 3 NOx emission standards, and be equipped with Level 2 or 3 CARB verified diesel emission control technology.

MM AQ-4 also requires between 2010 and 2012, all off-road diesel-powered construction equipment greater than 50 horsepower meet Tier 3 non-road emission standards with CARB certified BACT. However, Tier 4 construction equipment may be available sooner for certain engine models, and SCAQMD staff recommends all construction equipment be required to meet the cleanest off-road engine emission standard in the event Tier 4 standard engines become available. It is also recommended that these requirements apply during circumstances where a

SCAQMD-5  
CONT.

piece of compliant equipment is on order and becomes available during the timeframe of construction.

SCAQMD-6

*MM AQ-5: Additional Fugitive Dust Controls*

MM AQ-5 requires the construction contractor to comply with SCAQMD Rule 403 by reducing fugitive dust emissions to 90 percent from uncontrolled levels. Based on control efficiencies from the Western Regional Air Partnership (WRAP) Fugitive Dust Handbook (September 2006), the more appropriate control efficiency of 61 percent to estimate mitigated fugitive dust impacts from soil disturbance is a typical assumption. However, if 90 percent control efficiency is achievable by the lead agencies, the Final SEIS/SEIR should specify those measures and quantify the effects of the control measures to demonstrate the control efficiencies of those measures.

SCAQMD-7

In addition, SCAQMD staff recommends the following additions to MM AQ-5:

- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;
- Sweep all streets at least once a day using SCAQMD Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water);
- Apply water three times daily, or non-toxic soil stabilizer according to manufacturers' specification, to all unpaved parking or staging areas or unpaved road surfaces;
- Pave roads and shoulders; and
- Apply water three times daily or as needed to areas where soil is disturbed.

SCAQMD-8

*MM AQ-6 Best Management Practices (BMPs)*

MM AQ-6 requires the use four BMP measures on construction equipment, such as diesel oxidation catalysts and diesel particulate traps; maintaining equipment to manufacturers' specifications; restricting idling to a maximum of 5 minutes when not in use; and installing high-pressure fuel injectors. SCAQMD staff recommends that the lead agencies consider adding the following additional BMP measures to further reduce construction air quality impacts from the project, if applicable and feasible:

- Use electricity from power poles rather than temporary diesel or gasoline power generators;
- Provide temporary traffic controls such as flag person, during all phases of construction to maintain smooth traffic flow;
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent possible;
- Reroute construction trucks away from congested street or sensitive receptor areas;
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
- Configure construction parking to minimize traffic interference;
- Improve signal flow by traffic synchronization;
- All vehicles and equipment will be properly tuned and maintained according to manufacturer' specifications; and
- If all roads are not paved according to the MM AQ-5 SCAQMD staff recommendation, traffic speeds on all unpaved roads to be reduced to 15 mph or less.

*MM AQ-9: Alternative Maritime Power (AMP) for Cruise Vessels*

MM AQ-9 requires Inner Harbor cruise vessels to AMP while hoteling for 30% of all calls in 2009 and 80% of all calls in 2013 and thereafter. In addition, this mitigation measure requires cruise ships calling at the Outer Harbor to AMP 97% of all calls in 2013 and thereafter. SCAQMD staff is concerned that the 2013 AMP requirement for the inner Harbor Cruise Terminal is not consistent with the AMP requirement for other POLA projects such as the TraPac and China Shipping Terminal expansions. Both the TraPac and China Shipping Terminal expansion projects required 100% of vessels use AMP while hoteling. During preliminary discussions with Port staff, it was SCAQMD staff's understanding that a 100% AMP requirement for all cruise vessels was the proposed project's goal, however, due to certain instances where cruise vessels that would typically not call at the terminals would arrive such as the Queen Mary 2. The AMP requirement of 80% of all calls in 2013 and thereafter at the Inner Harbor Cruise Terminal is inconsistent with the AMP requirement at the Outer Harbor Cruise Terminal and all previously proposed container terminal projects. Due to the fact that the AMP requirement of 80% of all calls in 2013 and thereafter at the Inner Harbor Cruise Terminal was left out in the air quality analysis, the SCAQMD staff is concerned about the potential lack of commitment to implement this mitigation measure by the Lead Agency. SCAQMD staff recommends that the mitigation measure be consistent with other POLA expansion projects and require AMP for 100% of all calls in 2013 and thereafter for the Inner Harbor Cruise Terminal.

SCAQMD-9

*MM AQ-10: Low-Sulfur Fuel*

MM AQ-10 requires use of low sulfur (<0.2 percent sulfur) marine fuel in all cruise ship engines calling at the Inner and Outer Harbor Cruise Terminals upon commencement of project operation. However, SCAQMD staff has noted that annual participation rates assumed in the air quality analysis for the Inner Harbor Cruise Terminal were 30% of calls in 2009 and 90% of calls in 2013 and thereafter. In addition the annual participation rate that was assumed in the air quality analysis for the Outer Harbor Cruise Terminal was 90% of calls in 2013.

SCAQMD staff recommends the Lead Agency commit to use low sulfur (<0.2 percent sulfur) marine fuel in all (100%) cruise ships calling at the Inner and Outer Harbor Cruise Terminal upon commencement of project operations with exceptions as indicated in the DEIS/EIR. The Lead Agency should also require those cruise vessels requiring tank retrofits to be retrofitted to use low sulfur fuel within 6 months of calling at the Port. In addition, SCAQMD staff recommends the Lead Agency require as part of this mitigation measure the use of 0.1 percent sulfur marine fuel in all cruise vessels calling at the Inner and Outer Harbor Cruise Terminals by 2012 in order to be consistent with CARB's Low Sulfur Fuel in Ocean-Going Vessels regulation. Reducing fuel sulfur is one of the most significant and feasible means of expeditiously reducing particulate and sulfur oxides emissions from the San Pedro Waterfront Project. The SCAQMD staff is concerned about the potential lack of commitment to implement this mitigation measure by the Lead Agency in only assuming in the air quality analysis 30% of all calls in 2009 and 90% in 2013 using 0.2 percent low-sulfur fuel.

SCAQMD-10

*MM AQ-11: Vessel Speed-Reduction Program*

MM AQ-11 requires 30% of ship calls at the Inner Harbor Cruise Terminal to comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area by 2009. In addition, this mitigation measure requires 100% of ship calls at the Inner and Outer

SCAQMD-11

SCAQMD-11  
CONT.

Harbor Cruise Terminal to comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area by 2013 and thereafter. SCAQMD staff recommends accelerating the commitment date to 100% of all calls by 2009 for both the Inner and Outer Harbor Cruise Terminals to be consistent with CAAP Measure OGV-1 (requires 100% if OGVs by 2008) and the CARB SIP strategy (100% compliance with VSR Program out to 40 nm starting 2008/2009).

*MM AQ-12: New Vessel Builds*

This mitigation measure lacks commitments that are specific or enforceable. SCAQMD staff urges inclusion of language in the mitigation measure requiring new vessel builds for the Inner and Outer Harbor Cruise Terminals to meet at a minimum the SIP requirement for main engine controls for new vessel builds. The SIP assumes that new and existing vessels will utilize a combination of advanced control technologies to achieve fleet average emission reductions of 30% for NOx and particulates by 2014, and a 70% reduction of NOx and 50% reduction of particulates by 2023.

The relative feasibility of installing advanced control in new builds as discussed below underscores the importance of acting immediately to establish control requirements for new vessels in the proposed Inner and Outer Harbor Cruise Terminals.

Slide valves and other control technologies could be used in combination to obtain higher control rates, and can be retrofitted to existing vessels. These additional control technologies can feasibly be applied to ship main engines and should be required by the project approval. Below is a table listing feasible measures with the associated emission reduction estimates compiled by SCAQMD staff.

SCAQMD-12

**List of Feasible Controls**

Control	Control Details	Estimated Emission Reductions		
		PM	NO <sub>x</sub>	Other
SCR and DOC	Selective Catalytic Reduction with Urea Injection and Diesel Oxidation Catalyst	25-50%	90%	90% CO
Engine Optimization	Slide Valves, Injection Timing Delay	20-30%	30%	N/A
Exhaust Gas Water Treatment	Exhaust Gas Mixes with Sea Water	80%	N/A	70-90% SO <sub>2</sub>
Water Injection	Humidification of Fuel-Air Mixture	10-20%	20-40%	N/A

Slide valves that provide a 30 percent reduction in NOx emissions and 20-30% reduction in PM emissions are available from Mann, one of the leading marine engine manufacturers. These slide valves have been installed on several ocean-going vessels and are being demonstrated as part of a joint effort with the California Air Resources Board (CARB). Water injection, emulsified fuels, or humid air are established technologies in use in Europe. In addition, SCR is a mature technology in use on a wide variety of sources including marine vessels. It has not to the

SCAQMD-12  
CONT. SCAQMD staff's knowledge been applied to a large marine vessel. However, based on SCAQMD staff visits to European marine vessel operators, such an application is feasible and merely a matter of appropriate engineering. Utilization of the control device could be limited to areas adjacent to the coast. Space constraints would be an issue, thus making installation most feasible in new builds, but SCR may be retrofitted if space issues are addressed.

Many of the above retrofit technologies are summarized in a report by Lovblad and Fridell (2006). The report can be found at [www.profu.se](http://www.profu.se) or can be obtained from SCAQMD staff.

There are currently an extraordinary number of vessels on order to be constructed. Once those vessels are built and in the water, the technical and economic challenges to control them will be much greater. The Port has eluded to the fact that MM AQ-22 (Periodic Review of New Technology and Regulations) as a "back-up" measure to MM AQ-12 in re-opening the lease agreements to require feasible advanced control technologies in the future. However, SCAQMD staff is concerned that MM AQ-22 waits until a mutual agreement on operational feasibility and cost sharing to occur prior to requiring advanced controls. Reductions from advanced controls on new vessel builds are feasible now and needed to ensure consistency with the adopted air quality plans to meet federal attainment deadlines.

SCAQMD-13 The feasibility of using advanced controls on marine vessel engines, including main engines, is supported by the recent proposal by the Marine Environmental Protection Committee of the International Maritime Organization to establish increasingly stringent marine vessel emissions limits. These proposed limits include a requirement that new vessels built after January 2016 and operated in Emission Control Areas control NOx emissions by 80% beyond pre-existing standards. Approximately 100 nations agreed to propose these limits. The limits are similar to those in a proposal made by the United States government that was supported by the World Shipping Council – an industry organization made up of carriers of over 90% of containerized cargo. Under these circumstances, the failure of the San Pedro Waterfront Project DEIS/EIR to include emissions standards that are at least as stringent as those proposed at IMO is a failure to include all feasible mitigation measures. Indeed, we believe that, given that the proposed IMO standards are based on existing technologies, the San Pedro Waterfront Project EIR can and should accelerate implementation of such standards sufficiently for the emission reductions assumed in the SIP to be achieved.

*MM AQ-18: Engine Standards for Tugboats*

SCAQMD-14 MM AQ-18 requires 100% of tugboats calling at the North Harbor Cut in 2014 and 2020 to be repowered to meet U.S. EPA Tier 2 and U.S. EPA Tier 3 marine engine emission standards, respectively. This mitigation measure is inconsistent with San Pedro Bay Ports Clean Air Action Plan measure HC-1: Performance Standards for Harbor Craft and may not meet the CARB Harbor Craft Regulation. SCAQMD staff recommends all tugboats calling at the North Harbor cut meet U.S. EPA Tier 2 marine engine emission standards upon commencement of project operation and meet U.S. EPA Tier 3 marine engine emission standards by 2014. This mitigation measure should rely on the cleanest feasible technologies. SCAQMD staff recommends that harbor craft engines meeting the proposed U.S. EPA Tier 4 marine engine standards be used when they become available.

*MM AQ-21: Catalina Express Ferry Engine Standards*

MM AQ-21 requires ferries calling at the Catalina Express Terminal to be 100% repowered to meet the U.S. EPA Tier 2 marine engine emissions standards by 2014. This mitigation measure is inconsistent with San Pedro Bay Ports Clean Air Action Plan measure HC-1: Performance Standards for Harbor Craft and may not meet the CARB Harbor Craft Regulation. SCAQMD staff recommends all ferries calling at the Catalina Express Terminal to meet U.S. EPA Tier 2 marine engine emission standards upon commencement of project operation and meet U.S. EPA Tier 3 marine engine emission standards by 2014. This mitigation measure should rely on the cleanest feasible technologies. To the extent feasible, SCAQMD staff recommends that harbor craft engines meeting the proposed U.S. EPA Tier 4 marine engine standards be used when they become available.

SCAQMD-15

*Air Quality Analysis*

*Catalina Express.* Page 2-38, line 18 of the DEIS/EIR provides a description of the proposed project element of relocating the Catalina Express Terminal berthing facilities from Berths 95-96 to the existing location of the S.S. Lane Victory at Berth 94. However, no information is provided regarding the Catalina Express ferry operations and assumptions used in regards to future operational growth. SCAQMD staff recommends the Lead Agency provide additional information such as the total of amount of ferry vessels, ferry trips, idling time, and future operational growth that is assumed in the air quality emissions analysis for the proposed relocated Catalina Express Terminal.

SCAQMD-16

*Cruise Ship Operations.* Page 2-29, line 36 of the DEIS/EIR references a 2006 Port of Los Angeles Cruise Study by Bermello Ajamil & Partners showing an increase in cruise ship operations. The DEIS/EIR indicates that the study results were used to determine the project throughput assumptions in calculating the project emissions. The 2006 project CEQA baseline of 258 annual cruise ships is consistent with the study results. However, the proposed project annual cruise ship calls for years 2015 (275 ship calls) and 2037 (287 ship calls) is inconsistent with the findings in the cruise ship study. The Executive Summary of the cruise ship study found on the Port's website states that "...cruise vessel calls would climb from 258 to nearly 400 calls by 2020."<sup>1</sup> SCAQMD staff recommends the Lead Agency use the appropriate growth numbers found in the 2006 Port of Los Angeles Cruise Study in the Final DEIS/EIR air quality analysis.

SCAQMD-17

*Baseline Assumptions.* Page 3.2-15, line 10 of the DEIS/EIR states as part of the baseline emissions calculations, it was assumed that fifty-nine percent of cruise ships complied with the Vessel Speed Reduction Program (VSRP) to 20 nautical miles (nm). However, according to Page 3.2-39, line 4 states that VSRP compliance rate assumptions in the 2006 baseline would be 80% to 20 nautical miles, without mitigation. Please clarify the actual assumption used for the VSRP compliance rate for cruise ships in the Final DEIS/EIR.

SCAQMD-18

*Cruise Ship Assumptions.* Page 3.2-39, line 13 of the DEIS/EIR states that most cruise ships would proceed directly to the berth and would not spend time in anchorage. Please clarify in the Final DEIS/EIR the reason for anchorage, the annual percentage that would anchor, the amount

SCAQMD-19

<sup>1</sup> "2006 Port of Los Angeles Cruise Study," Draft Executive Summary, July 2006.  
[http://www.portoflosangeles.org/DOC/REPORT\\_Cruise\\_Study\\_2006\\_Executive\\_Summary.pdf](http://www.portoflosangeles.org/DOC/REPORT_Cruise_Study_2006_Executive_Summary.pdf)



SCAQMD-19  
CONT.

of time a cruise ship would anchor prior to proceeding to berth, and if the hoteling duration assumption of 12 hours includes the anchorage time for the cruise vessels. If anchorage does occur, SCAQMD staff recommends including it in the analysis.

SCAQMD-20

*Construction Tugboat Assumptions.* Page 3.2-35, line 27 of the DEIS/EIR states that “During dredging activities, a tugboat would operate at 8 hours per day hauling a barge off site for sediment disposal at sea. The round-trip distance would be 2 nm.” However, Figure 3.2-3 (Tugboat Construction Haul Route) shows the route to LA-2 Disposal Site to be approximately 18 miles roundtrip or roughly 15.65 nautical miles, based on the map scale. SCAQMD staff recommends the Lead Agency correct the construction tugboat assumption discrepancy in the Final EIS/EIR.

SCAQMD-21

*Water Taxi Emissions.* Page 3.2-40, line 2 of the DEIS/EIR provides assumptions on Tugboats, Catalina Express, and other Harbor Craft. However, no assumptions are made in the air quality analysis on water taxi service described in the Project Description section (Figure 2-6a and Page 2-21 line 24) of the DEIS/EIR. SCAQMD staff recommends that the Lead Agency provide all air quality analysis assumptions regarding the planned water taxi service. Furthermore, if U.S. Water Taxi service located near Warehouse No. 1 at Berth 60 is part of the project description, those emissions should also be analyzed in the Final EIS/EIR.

SCAQMD-22

*Crowley and Millenium Tugboat Transit Distance Assumptions.* Page 3.2-70, line 30 of the DEIS/EIR states that “...the Crowley and Millenium tugboats would be relocated to the North Harbor, thereby reducing their transit distance to Angels Gate.” SCAQMD staff is concerned that the transit distance to Angels Gate is not reduced as indicated by the DEIS/EIR. Based on information found in the DEIS/EIR, the Port’s website, and the Los Angeles & Long Beach Harbors Automobile of Southern California Map, Crowley Tugboat operations are currently located at Berths 86 and 74, which is closer in proximity to Angels gate than the proposed North Harbor Cut. SCAQMD staff recommends the lead agency correct this assumption in the Final EIS/EIR air quality analysis. In addition, SCAQMD staff recommends including any additional tugboat operations that would occupy the proposed North Harbor Cut in the Final EIS/EIR air quality analysis and any growth assumptions for future years, such as increasing fleet size.

SCAQMD-23

*Peak Daily Truck Trips Assumptions.* Page 3.2-70, line 36 of the DEIS/EIR provides a breakdown of peak daily truck trips to the cruise terminals, Ports O’Call, and other small proposed project sites for 2011, 2015, and 2022, and 2037 without additional explanation of the source and how this was determined. SCAQMD staff recommends a clear breakdown of the peak daily truck trips by Port destination, how the truck trips were determined, truck trip distances, and any references in the Final EIS/EIR.

SCAQMD-24

*Health Risk Assessment.* The Health Risk Assessment (HRA) of the DEIS/EIR did not include a figure showing the locations of the sources modeled. Since there were two meteorological stations used to simulate the Inner and Outer Harbor conditions, this additional figure will also be helpful in determining the appropriate meteorological station data to use for the dispersion modeling. SCAQMD staff recommends the Lead Agency provide this additional figure showing the location of the sources modeled in the Final EIS/EIR.

SCAQMD-25

In reviewing Table D2.3-2 of Appendix D2 and Table D3.4-1 of Appendix D3, no explanation or justification was provided as to why the sigma z (initial vertical dimension) was calculated using twice the plume rise increments as compared to the vertical dimension. SCAQMD staff recommends the Lead Agency provide an explanation or justification in the Final EIS/EIR.

SCAQMD-26

The AERMOD electronic files of the DEIS/EIR indicated that only the Type 3 vessel was modeled at the Outer Harbor. However, Table D2.3-2 of Appendix D2 and Table D3.4-1 of Appendix D3, indicates that all three vessel types will be utilizing the Outer Harbor. SCAQMD staff recommends the Lead Agency correct this discrepancy and analysis accordingly, in the Final EIS/EIR.

SCAQMD-27

In the California Air Resources Board's (CARB) Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach (DPM Study), dated April 2006, a release height of 4 meters was used for heavy duty trucks. However, a release height of 15 feet or 4.6 meters was used for heavy duty trucks in the proposed projects DEIS/EIR dispersion modeling (Appendix D2, Table D2.3-2) and HRA (Appendix D3, Table 3.4-1). SCAQMD staff recommends the Lead Agency provide justification in the Final EIS/EIR regarding the difference in release heights for heavy duty trucks, when comparing the proposed project to the CARB DPM Study for the Ports.

## 1 South Coast Air Quality Management District (SCAQMD)

### 2 Response to Comment SCAQMD-1

3 The comment calls for accelerating compliance of Alternative Maritime Power  
4 (AMP), Vessel Speed Reduction program (VSRP), and low-sulfur fuel mitigation  
5 measures. Response to Comment SCAQMD-9 addresses the acceleration of AMP  
6 mitigation measure. Response to Comment SCAQMD-11 addresses the acceleration  
7 with VSRP. Response to Comment SCAQMD-10 addresses the acceleration of low-  
8 sulfur fuel mitigation measures. In all these cases, acceleration of mitigation  
9 measures would result in emissions lower than those identified, but not sufficiently  
10 low that any significant and unavoidable impact would be reduced to a less-than-  
11 significant level. Therefore, the findings would remain unchanged. However, as  
12 discussed below, the phase-in schedule found in the draft EIS/EIR is the most  
13 feasible based on project-specific conditions for AMP and low-sulfur fuel. As  
14 discussed in Response to Comment SCAQMD-11, the VSRP phase in schedule has  
15 been modified per the comment.

16 Mitigation measures were developed based on industry standards, technology  
17 developments, cruise industry expertise, input from community advisory groups, and  
18 mitigation measures deemed feasible for other Port projects. However, it is  
19 important to note that each project, and thus mitigation measures appropriate to that  
20 project, carry individual technological feasibility, operational feasibility and lease  
21 agreement considerations. Reasonable assumptions were made in the analysis to  
22 account for technological restrictions, existing lease agreements with cruise lines and  
23 terminal operators, and project implementation phasing. Although mitigation  
24 measures from other projects were considered in developing mitigation measures for  
25 the draft EIS/EIR, final mitigation measures are project-specific, are based on  
26 feasibility and existing lease agreements.

### 27 Response to Comment SCAQMD-2

28 As stated in the draft EIS/EIR, all harbor craft used during construction will be, at a  
29 minimum, repowered to meet the cleanest existing marine engine emission standards  
30 or EPA Tier 3 (which are proposed to be phased-in beginning 2009) or cleaner  
31 marine engine emission standards. The construction mitigation measures were based  
32 on the recently approved *Sustainable Construction Guidelines for Reducing Air*  
33 *Emissions* (LAHD 2008). LAHD conducted a survey in early 2008 of construction  
34 contractors and equipment providers, including information on future equipment  
35 orders. The survey found there would be limited availability of Tier 3 tugboats in  
36 2009 with inventories increasing over the years. As discussed in the mitigation  
37 measure, LAHD will encourage contractors to use EPA Tier 4 engines in their harbor  
38 craft as soon as they become available as specified and required by Mitigation  
39 Measure MM AQ-22 in Section 3.2, "Air Quality and Meteorology."

## 1 Response to Comment SCAQMD-3

2 Per the LAHD *Sustainable Construction Guidelines for Reducing Air Emissions*, all  
3 on-road heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of  
4 19,500 pounds or greater will comply with EPA 2004 on-road emission standards for  
5 PM10 and NO<sub>x</sub> prior to December 31, 2011. Beginning January 1, 2012, all on-road  
6 heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater will comply with  
7 EPA 2007 on-road emission standards for PM10 and NO<sub>x</sub>. According to the draft  
8 EIS/EIR's proposed project construction schedule, construction will begin in June  
9 2009 and be completed by December 2014. Although the construction schedule has  
10 generally been shifted by approximately two or more years, the phasing would  
11 generally remain the same. Even with the delay in the start of construction, all  
12 construction beginning January 1, 2012, will require the use of EPA 2007 on-road  
13 trucks. It should be noted that construction equipment is presumed to become  
14 cleaner in future years, and thus the analysis in the draft EIS/EIR should be  
15 considered a conservative estimate of construction emissions. The guidelines were  
16 developed based on equipment availability. LAHD conducted a survey in early 2008  
17 of construction contractors and equipment providers, which included information on  
18 future equipment orders. As described in Response to Comment SCAQMD-7 and  
19 SCAQMD-8, LAHD will encourage use of EPA 2007-compliant trucks through the  
20 environmental compliance plan required of all contractors.

## 21 Response to Comment SCAQMD-4

22 As stated in the draft EIS/EIR, all construction equipment would meet, at a  
23 minimum, engine emission standards of EPA Tier 3, which were phased in from  
24 2006 to 2008. Additionally, where available, construction equipment would meet the  
25 proposed EPA Tier 4 (which are proposed to be phased-in from 2008 to 2015) or  
26 cleaner engine emission standards.

## 27 Response to Comment SCAQMD-5

28 Please refer to Response to Comment SCAQMD-4.

## 29 Response to Comment SCAQMD-6

30 Thank you for your comment. As stated in the draft EIS/EIR, the unmitigated  
31 fugitive dust emissions during proposed project construction would be reduced by  
32 75% from uncontrolled levels to reflect the required compliance with SCAQMD Rule  
33 403. The *Western Regional Air Partnership's (WRAP's) Fugitive Dust Handbook*  
34 provides a selection of additional dust control measures for construction. The  
35 handbook noted that fugitive dust control efficiency rates will increase with the  
36 application of additional control measures. LAHD has determined that the measures  
37 listed as examples in Mitigation Measure MM AQ-5, and additional measures listed

1 in the WRAP Fugitive Dust Handbook and other sources, provide enough additional  
2 control to further reduce fugitive dust emissions by 90% from uncontrolled levels.  
3 Mitigation Measure MM AQ-5 gives the applicant the responsibility of developing a  
4 dust control plan with a combination of measures necessary to reach the 90%  
5 reduction requirement. The plan will need to demonstrate to the satisfaction of the  
6 LAHD that a 90% reduction in fugitive dust emissions would be met. LAHD would  
7 monitor and enforce the use of the stringent fugitive dust control measures during  
8 construction through the environmental compliance plan required of all contractors.  
9 In addition, Mitigation Measure MM AQ-5 has been revised as follows to ensure all  
10 contractors apply for and obtain a 403 Permit prior to construction:

11 **MM AQ-5. Additional Fugitive Dust Controls.** The calculation of fugitive  
12 dust (PM10) from unmitigated proposed project earth-moving activities assumes  
13 a 75% reduction from uncontrolled levels to simulate rigorous watering of the  
14 site and use of other measures (listed below) to ensure proposed project  
15 compliance with SCAQMD Rule 403.  
16

17 The construction contractor shall apply for a SCAQMD Rule 403 Dust  
18 Control Permit.

19 The construction contractor shall further reduce fugitive dust emissions to  
20 90% from uncontrolled levels. The construction contractor shall designate  
21 personnel to monitor the dust control program and to order increased  
22 watering or other dust control measures, as necessary, to ensure a 90%  
23 control level. Their duties shall include holiday and weekend periods when  
24 work may not be in progress.

25 The following measures, at minimum, must be part of the contractor Rule  
26 403 dust control plan:

- 27 ■ Active grading sites shall be watered one additional time per day beyond  
28 that required by Rule 403;
- 29 ■ Contractors shall apply approved nontoxic chemical soil stabilizers to all  
30 inactive construction areas or replace groundcover in disturbed areas;
- 31 ■ Construction contractors shall provide temporary wind fencing around  
32 sites being graded or cleared;
- 33 ■ Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at  
34 least 2 feet of freeboard in accordance with Section 23114 of the  
35 California Vehicle Code;
- 36 ■ Construction contractors shall install wheel washers where vehicles enter  
37 and exit unpaved roads onto paved roads or wash off tires of vehicles and  
38 any equipment leaving the construction site;
- 39 ■ The grading contractor shall suspend all soil disturbance activities when  
40 winds exceed 25 mph or when visible dust plumes emanate from a site;  
41 disturbed areas shall be stabilized if construction is delayed; ~~and~~
- 42 ■ Trucks hauling materials such as debris or fill shall be fully covered  
43 while operating off LAHD property;

- 1 ■ Appoint a construction relations officer to act as a community liaison
- 2 concerning on-site construction activity including resolution of issues
- 3 related to PM10 generation;
- 4 ■ Sweep all streets at least once a day using SCAQMD Rule 1186, 1186.1
- 5 certified street sweepers or roadway washing trucks if visible soil
- 6 materials are carried to adjacent streets;
- 7 ■ Apply water three times daily, or non-toxic soil stabilizer to all unpaved
- 8 parking or staging areas or unpaved road surfaces;
- 9 ■ Pave roads and shoulders; and
- 10 ■ Apply water three times daily or as needed to areas where soil is
- 11 disturbed.

## 12 **Response to Comment SCAQMD-7**

13 LAHD will encourage use of BMPs through the environmental compliance plan  
14 required of all contractors. Each contractor is required to submit an environmental  
15 compliance plan for work completed as part of the proposed Project. The  
16 environmental compliance plan will be developed by the contractor and must:

- 17 ■ Identify the overall construction area.
- 18 ■ Identify work hours and days.
- 19 ■ Describe the overall construction scope of work.
- 20 ■ Identify all construction equipment to be used to complete the project.
- 21 ■ Identify all applicable mitigation measures depending on scope of work and
- 22 construction equipment list.
- 23 ■ Develop a plan to adhere to all applicable mitigation measures.
- 24 ■ Develop a record-keeping system to track mitigation and any pertinent permits
- 25 and/or verification documents, such as equipment specifications, equipment logs,
- 26 and receipts.
- 27 ■ Develop a tracking system to ensure mitigation is completed within the specified
- 28 plan.
- 29 ■ Identify one lead person, plus one backup person, to be responsible for
- 30 environmental compliance.
- 31 ■ Identify additional measures, practices, or project elements to further reduce
- 32 environmental impacts.

33 The ECP must be submitted to LAHD for review prior to commencing construction.  
34 LAHD reserves the right to modify the plan, in conjunction with the contractor, to  
35 identify additional measures, practices, or project elements to further reduce  
36 environmental impacts. Per the ECP, LAHD would monitor all onsite construction  
37 activities and enforce the contractors to comply with all SCAQMD rules and

1 regulations. This issue is also discussed in Response to Comment SCAQMD-8  
2 below.

3 In addition, Mitigation Measure MM AQ-5 will be amended to include the following,  
4 per SCAQMD's recommendation:

5 **MM AQ-5. Additional Fugitive Dust Controls.** The calculation of  
6 fugitive dust (PM10) from unmitigated proposed project earth-moving  
7 activities assumes a 75% reduction from uncontrolled levels to simulate  
8 rigorous watering of the site and use of other measures (listed below) to  
9 ensure proposed project compliance with SCAQMD Rule 403.

10 The construction contractor shall apply for a SCAQMD Rule 403 Dust  
11 Control Permit.

12 The construction contractor shall further reduce fugitive dust emissions to  
13 90% from uncontrolled levels. The construction contractor shall designate  
14 personnel to monitor the dust control program and to order increased  
15 watering or other dust control measures, as necessary, to ensure a 90%  
16 control level. Their duties shall include holiday and weekend periods when  
17 work may not be in progress.

18 The following measures, at minimum, must be part of the contractor Rule  
19 403 dust control plan:

- 20 ■ Active grading sites shall be watered one additional time per day beyond  
21 that required by Rule 403;
- 22 ■ Contractors shall apply approved nontoxic chemical soil stabilizers to all  
23 inactive construction areas or replace groundcover in disturbed areas;
- 24 ■ Construction contractors shall provide temporary wind fencing around  
25 sites being graded or cleared;
- 26 ■ Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at  
27 least 2 feet of freeboard in accordance with Section 23114 of the  
28 California Vehicle Code;
- 29 ■ Construction contractors shall install wheel washers where vehicles enter  
30 and exit unpaved roads onto paved roads or wash off tires of vehicles and  
31 any equipment leaving the construction site;
- 32 ■ The grading contractor shall suspend all soil disturbance activities when  
33 winds exceed 25 mph or when visible dust plumes emanate from a site;  
34 disturbed areas shall be stabilized if construction is delayed; ~~and~~
- 35 ■ Trucks hauling materials such as debris or fill shall be fully covered  
36 while operating off LAHD property;:
- 37 ■ Appoint a construction relations officer to act as a community liaison  
38 concerning on-site construction activity including resolution of issues  
39 related to PM10 generation;

- 1 ■ Sweep all streets at least once a day using SCAQMD Rule 1186, 1186.1
- 2 certified street sweepers or roadway washing trucks if visible soil
- 3 materials are carried to adjacent streets;
- 4 ■ Apply water three times daily, or non-toxic soil stabilizer to all unpaved
- 5 parking or staging areas or unpaved road surfaces;
- 6 ■ Pave roads and shoulders; and
- 7 ■ Apply water three times daily or as needed to areas where soil is
- 8 disturbed.

## 9 **Response to Comment SCAQMD-8**

10 As stated in Mitigation Measure MM AQ-6 in the draft EIS/EIR, LAHD would  
11 implement a process to select additional best management practices (BMPs) to  
12 further reduce air emissions during construction. LAHD will determine the BMPs  
13 once the contractor identifies and secures a final equipment list. LAHD will include  
14 the following measures as BMPs:

- 15 ■ Use electric power in favor of diesel power when available.
- 16 ■ Provide temporary traffic controls, such as a flag person, during all phases of
- 17 construction to maintain smooth traffic flow.
- 18 ■ Schedule construction activities that affect traffic flow on the arterial system to
- 19 off-peak hours to the extent possible.
- 20 ■ Reroute construction trucks away from congested street or sensitive receptor
- 21 areas.
- 22 ■ Provide dedicated turn lanes for movement of construction trucks and equipment
- 23 on and off site.
- 24 ■ Configure construction parking to minimize traffic interference.
- 25 ■ Improve signal flow by traffic synchronization.
- 26 ■ Properly tune and maintain all vehicles and equipment according to manufacturer
- 27 specifications.
- 28 ■ Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.

29 LAHD will encourage use of BMPs through the ECP required of all contractors. As  
30 discussed in Response to Comment SCAQMD-7, each contractor is required to  
31 submit an ECP for work completed as part of the proposed Project. The ECP will be  
32 developed by the contractor and must:

- 33 ■ Identify the overall construction area.
- 34 ■ Identify work hours and days.
- 35 ■ Describe the overall construction scope of work.
- 36 ■ Identify all construction equipment to be used to complete the project.



- 1 ■ Identify all applicable mitigation measures depending on scope of work and  
2 construction equipment list.
- 3 ■ Develop a plan to adhere to all applicable mitigation measures.
- 4 ■ Develop a record-keeping system to track mitigation and any pertinent permits  
5 and/or verification documents, such as equipment specifications, equipment logs,  
6 and receipts.
- 7 ■ Develop a tracking system to ensure mitigation is completed within the specified  
8 plan.
- 9 ■ Identify one lead person, plus one backup person, to be responsible for  
10 environmental compliance.
- 11 ■ Identify additional measures, practices, or project elements to further reduce  
12 environmental impacts.
- 13 The environmental compliance plan must be submitted to LAHD for review prior to  
14 commencing construction. LAHD reserves the right to modify the plan, in  
15 conjunction with the contractor, to identify additional measures, practices, or project  
16 elements to further reduce environmental impacts. Per the environmental compliance  
17 plan, LAHD would monitor all onsite construction activities and enforce the  
18 contractors to comply with all SCAQMD rules and regulations. This issue is also  
19 discussed in Response to Comment SCAQMD-7.

## 20 **Response to Comment SCAQMD-9**

- 21 The comment calls for consistency of AMP requirements between the proposed  
22 Project and other recent LAHD projects. The comment also calls for 100% AMP for  
23 all calls in 2013 and thereafter at both the Inner and Outer Harbor Terminals.
- 24 The AMP compliance rate at the Outer Harbor is 97% (to allow time for ships to tie  
25 up to AMP). The lower AMP compliance rate of 30% of all calls in 2009 at the Inner  
26 Harbor Terminal is driven by existing lease agreements with home-ported vessels.  
27 The mitigation measure requires 80% AMP of all calls in the Inner Harbor in 2013  
28 and thereafter to accommodate existing lease agreements with home-ported vessels.
- 29 Mitigation measures were developed based on industry standards, technology  
30 developments, cruise industry expertise, input from community advisory groups, and  
31 mitigation measures deemed feasible for other Port projects. However, it is  
32 important to note that each project, and thus mitigation measures appropriate to that  
33 project, carry individual technological feasibility, operational feasibility and lease  
34 agreement considerations. Although mitigation measures from other projects were  
35 considered in developing mitigation measures for the draft EIS/EIR, final mitigation  
36 measures are project-specific, are based on feasibility and existing lease agreements.

## 1 Response to Comment SCAQMD-10

2 Please see Response to Comment USEPA-17. The comment calls for 100% use of  
3 low-sulfur fuel upon commencement of proposed project operations, with exceptions  
4 as indicated in the draft EIS/EIR and cruise ship tank retrofits to enable the use of  
5 low-sulfur fuel within 6 months of calling at the Port. The comment also calls for the  
6 use of 0.1% sulfur fuel to maintain consistency with California Air Resources  
7 Board's (CARB's) Low-Sulfur Fuel in Ocean-Going Vessels regulation.

8 Mitigation Measure MM AQ-10 states that 100% of ships calling at the Inner and  
9 Outer Harbor Cruise Terminals will use low-sulfur fuel (maximum sulfur content of  
10 0.2%) in auxiliary engines, main engines, and boilers within 40 nautical miles of  
11 Point Fermin (including hoteling for non-alternative maritime power ships) beginning  
12 on day one of operation. Ships with mono-tank systems or having technical issues  
13 prohibiting use of low-sulfur fuel would be exempt from this requirement.

14 Although the mitigation measure stipulates 100% compliance upon commencement  
15 of the proposed Project, the following annual participation rates were conservatively  
16 assumed in the air quality analysis:

17 Inner Harbor:

- 18 ■ 30% of all calls in 2009, and
- 19 ■ 90% of all calls in 2013 and thereafter.

20 Outer Harbor:

- 21 ■ 90% of all calls in 2013.

22 The use of 0.2% is consistent with the CAAP. In developing and approving the  
23 CAAP, the Ports of Los Angeles and Long Beach met and collaborated with agencies  
24 (including CARB, South Coast Air Quality Management District [SCAQMD], and  
25 USEPA), environmental and community groups, and the shipping industry. As a  
26 result of this collaborative process, 0.2% sulfur fuel was found to be the lowest  
27 sulfur-level fuel feasible. To allow for some margin of error and product  
28 contamination in the distribution system, when a shipping line orders 0.2% sulfur  
29 fuel, the shipping line is actually receiving a fuel with a lower sulfur content of  
30 between 0.13 and 0.16% (POLA 2007). Therefore, if the mitigation measure  
31 required 0.1% fuel, the supplier would have to provide fuel at a content of lower than  
32 0.1%, which might not be possible currently from area refineries (POLA 2007).

33 The CARB regulation requires 0.1% starting in 2012 (current regulations restrict fuel  
34 to 1.5% or 0.5% sulfur depending on source fuel). However this requirement to meet  
35 0.1% is contingent on results of a feasibility study slated to start 12-18 months prior  
36 to 2012. The 0.1% fuel represents a goal under the CARB rule and may be amended  
37 due to the results of the study. However, if 0.1% fuel was found to be feasible, all  
38 ships would be subject to the CARB regulation starting in 2012. Mitigation Measure

1 MM AQ-10 simply accelerates and ensures compliance pending legal or other  
2 regulatory delays with the statewide measure and provides a stopgap to 0.2% low  
3 sulfur fuel if the 0.1% fuel is found infeasible.

#### 4 **Response to Comment SCAQMD-11**

5 The comment calls for accelerating participation in the VSRP to 100% of all calls by  
6 2009 for both Inner and Outer Harbors to be consistent with CAAP Measure OGV-1  
7 and the California Air Resources Board (CARB) State Implementation Plan (SIP)  
8 Strategy. LAHD will accelerate the VSRP commitment date to 75% of all calls by  
9 2009 for both Inner and Outer Harbors to be consistent with the CAAP Measure  
10 OGV-1 and CARB SIP Strategy analysis. Therefore Mitigation Measure MM AQ-11  
11 is revised to read as follows:

12 **MM AQ-11. Vessel Speed-Reduction Program.** Ships calling at the Inner  
13 Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots  
14 between 40 nm from Point Fermin and the Precautionary Area in the following  
15 implementation schedule: 75% ~~30%~~ of all calls in 2009 and 100% of all calls in  
16 2013 and thereafter. Ships calling at the Outer Harbor Cruise Terminal shall  
17 comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin  
18 and the Precautionary Area in the following implementation schedule: 75%  
19 ~~30%~~ of all calls in 2009 and 100% of all calls in 2013 and thereafter.

20 However, acceleration of mitigation measures would result in emissions lower than  
21 those identified, but not sufficiently low that any significant and unavoidable impact  
22 would be reduced to a less-than-significant level. Therefore, findings would remain  
23 the same as presented in the draft EIS/EIR.

#### 24 **Response to Comment SCAQMD-12**

25 The comment calls for greater commitment and enforceability of Mitigation Measure  
26 MM AQ-12. Mitigation Measure MM AQ-12 specifies that new vessel builds will  
27 incorporate NO<sub>x</sub> and PM control devices on auxiliary and main engines and  
28 identifies the types of control technologies that may be included in new vessel builds.  
29 However, the specific emission-reduction technologies used on new vessels would  
30 depend on availability and feasibility of the technology on a case-by-case basis;  
31 therefore, the effectiveness of this measure was not quantified. LAHD expects the  
32 types of technologies identified in Mitigation Measure MM AQ-12 will be feasible  
33 and available in the future. Therefore, the Port will change the language of  
34 Mitigation Measure MM AQ-12 to require that new vessel builds for the Inner and  
35 Outer Harbor Cruise Terminals to meet at a minimum the SIP requirements for main  
36 engine controls for the new vessel builds if such technology is available and feasible.  
37 Mitigation Measure MM AQ-12 will now read as:

38 **MM AQ-12. New Vessel Builds.** All new vessel builds shall incorporate  
39 NO<sub>x</sub>, PM and GHG control devices on ships' engines. These control devices

1 include, but are not limited to, the following technologies, where appropriate:  
2 1) SCR technology, 2) exhaust gas recirculation, 3) in-line fuel  
3 emulsification technology, 4) DPFs or exhaust scrubbers, 5) common rail  
4 direct fuel injection, 6) low-NO<sub>x</sub> burners for boilers, 7) implementation of  
5 fuel economy standards by vessel class and engine, ~~and~~ 8) diesel-electric  
6 pod-propulsion systems, and 9) main engine controls consistent with CA SIP  
7 requirements.

8 Future technology would also be implemented through Mitigation Measure MM AQ-  
9 22. Under Mitigation Measure MM AQ-22, the opportunity to add new measures to  
10 the lease would occur not less frequently than once every 7 years. The time limit of 7  
11 years was chosen based on observations by Port staff that requests from customers  
12 for terminal improvements or modifications averaged every 7 years, creating the  
13 opportunity for lease modifications.

## 14 **Response to Comment SCAQMD-13**

15 Thank you for your comment. Mitigation Measure MM AQ-22 provides a process to  
16 consider new or alternative emission control technologies in the future and an  
17 implementation strategy to ensure compliance. Under Mitigation Measure MM AQ-  
18 22, the opportunity to add new measures to the lease would occur not less frequently  
19 than once every 7 years. The periodic review time frame required by Mitigation  
20 Measure MM AQ-22 is based on an historical average for tenants requesting terminal  
21 modifications, thereby allowing lease modifications.

22 Regarding the recent proposal by the International Maritime Organization (IMO),  
23 LAHD fully supports such efforts. The IMO regulation, however, sets emissions  
24 limits and does not dictate specific technology. The effectiveness of Mitigation  
25 Measure MM AQ-22 depends on the advancement of new technologies and the  
26 outcome of future feasibility or pilot studies. Until such time as advanced  
27 technologies become feasible and available, LAHD cannot require such technology.

28 This issue is also discussed in PCACAQS-15.

## 29 **Response to Comment SCAQMD-14**

30 The comment states that that CAAP measures are different than Mitigation Measure  
31 MM AQ-18 and calls for tugboats in the North Harbor Cut to meet EPA Tier 2  
32 standards upon commencement of the proposed Project. The comment also calls for  
33 tugboat engines to meet Tier 3 standards by 2014, and Tier 4 standards when marine  
34 engines meeting Tier 4 standards become available.

35 All tugboats will meet CARB's Harbor Craft rule, which sets a schedule for engine  
36 replacement/retrofit for harbor craft home-ported in the SCAQMD. Mitigation  
37 Measure MM AQ-18 accelerates CARB's tugboat engine replacement schedule by

1 requiring 100% fleet turnover to Tier 2 (at minimum) in 2014 and 100% fleet  
2 turnover to Tier 3 (at minimum) in 2020.

3 The draft EIS/EIR analysis conservatively assumed Tier 2 standards for all tugboats  
4 by the end of 2014, even though some operators may replace ferry engines with Tier  
5 3 engines, as would be dictated by the CARB Harbor Craft rule in the year of retrofit.  
6 The analysis also conservatively assumed Tier 3 standards for all tugboats by the end  
7 of 2020, even though some operators may replace ferry engines with Tier 4 engines,  
8 as would be dictated by the CARB Harbor Craft rule in the year of retrofit.

9 The Mitigation Measure MM AQ-18 language will be altered to better reflect the  
10 intent of the accelerated replacement as follows:

11 **MM AQ-18. Engine Standards for Tugboats.** Tugboats calling at the North  
12 Harbor cut shall be repowered to meet the cleanest existing marine engine  
13 emission standards or EPA Tier 2, whichever is more stringent at the time of  
14 engine replacement, as follows (minimum percentages): 30% in 2010 and 100%  
15 in 2014.

16 Tugs calling at the North Harbor cut shall be repowered to meet the cleanest  
17 existing marine engine emission standards or EPA Tier 3, whichever is more  
18 stringent at the time of engine replacement, as follows (minimum percentages):  
19 20% in 2015, 50% in 2018, and 100% in 2020.

20 This issue is also discussed in Response to Comment CSPNC3-4 and PCACAQS-12.

## 21 Response to Comment SCAQMD-15

22 Mitigation Measure MM AQ-21 applies only to the Catalina Express Ferries, and is  
23 based on specific operations at the Catalina Express terminal.

24 All ferries will at a minimum meet CARB's Harbor Craft rule, which sets a schedule  
25 for engine replacement/retrofit for ferries home-ported in the SCAQMD. Mitigation  
26 Measure MM AQ-21 accelerates CARB's ferry engine replacement schedule by  
27 requiring that in 2014 all engines be replaced with engines that meet marine engine  
28 standards at the time of replacement, which depending on the year of replacement  
29 and engine size would be either Tier 2 or Tier 3 engines. The EIS/EIR analysis  
30 conservatively assumed Tier 2 standards for all ferries by the end of 2014. However,  
31 it is likely that operators would replace ferry engines with some Tier 3 engines,  
32 depending on the year of retrofit.

33 The Mitigation Measure MM AQ-21 language will be altered to better reflect the  
34 intent of the accelerated replacement as follows:

35 **MM AQ-21. Catalina Express Ferry Engine Standards.** Ferries calling at the  
36 Catalina Express Terminal shall be repowered to meet the cleanest ~~existing~~

1 marine engine emission standards in existence at the time of repowering ~~or EPA~~  
2 ~~Tier 2~~ as follows (minimum percentages): 30% in 2010 and 100% in 2014.

3 Table 3.2-141, “Mitigation Monitoring for Air Quality and Meteorology,”  
4 erroneously identifies tugboat operators Crowley and Millennium as the responsible  
5 parties under this measure (Mitigation Measure MM AQ-21). Table 3.2-141,  
6 “Mitigation Monitoring for Air Quality and Meteorology,” erroneously identifies  
7 tugboat operators Crowley and Millennium as the responsible parties under this  
8 measure (Mitigation Measure MM AQ-21). The language in Table 3.2-141 has been  
9 be changed to refer to the Catalina Express Ferries and LAHD. This issue is also  
10 discussed in PCACAQS-13, CSPNC3-44, and JONWAR-41.

## 11 **Response to Comment SCAQMD-16**

12 Your comment is noted and a basis for the draft EIS/EIR is provided. The Catalina  
13 Express fleet size was assumed to remain unchanged because the size of the fleet is  
14 limited by the availability of Catalina Island hotel capacity and restrictions on the  
15 growth of the Island. Furthermore, there is a limited berth capacity for ferries on the  
16 Island, which limits the number of ferries that can service the island at one time.  
17 Therefore, it is reasonable to assume that the fleet size would remain unchanged.

## 18 **Response to Comment SCAQMD-17**

19 The cruise ship study identifies projections for future demand. Based on the study,  
20 LAHD would need to provide five berths to accommodate projected demand.  
21 Because LAHD is only proposing four berths, a reduced number was used, projecting  
22 the number of ships that could call on the Port with four berths.

23 Thank you for your comment. The following ship calls were assumed in the analysis:  
24 258 in years 2006-2009, 275 in year 2015, and 287 in year 2037. Cruise vessel  
25 projections in the original 2006 study by Bermello Ajamil & Partners (BA) were  
26 refined by BA for use in the more current environmental analysis.

## 27 **Response to Comment SCAQMD-18**

28 Thank you for your comment. Baseline assumptions on Page 3.2-15, line 10 of the  
29 draft EIS/EIR states the assumption that 59% of cruise ships complied with the  
30 vehicle speed reduction program (VSRP), while Page 3.2-39 line 4 states the  
31 assumption of 80% compliance. The 80% is an error in the text. The air quality  
32 analysis was based on the assumption that 59% of cruise ships complied with VSRP  
33 during baseline conditions.

## 1     **Response to Comment SCAQMD-19**

2                     Thank you for your comment. Cruise ships were not assumed to spend time at  
3                     anchorage, per Port of Los Angeles *Inventory of Air Emissions for 2007*.

## 4     **Response to Comment SCAQMD-20**

5                     Thank you for your comment. The travel distance of 2 nautical miles is incorrect.  
6                     The construction tugboats emissions were estimated based on the number of  
7                     operating hours (i.e., 2 hours per one-way trip). Estimated emissions of tugboats  
8                     hauling dredged sediment from the harbor cuts to the ocean disposal site(s) were  
9                     calculated based upon 4 operating hours per round trip. This estimate applies to both  
10                    the LA-2 and LA-3 disposal sites. Based upon a vessel speed of 12 knots per hour, a  
11                    tugboat will travel a distance of up to 27.6 miles in 2 hours; therefore it would take  
12                    the tugboat approximately 4 hours to make the round trip to the LA-3 disposal site,  
13                    located approximately 27.6 nautical miles from the proposed harbor cut sites. The  
14                    LA-2 disposal site is located approximately 9.9 miles from the harbor cut sites, and  
15                    tugboats would also be able to achieve a round trip to this site in the 4 operating  
16                    hours per round trip assumption. A revision to Figure 3.2-3, “Tugboat Construction  
17                    Haul Route,” (shown in Chapter 3, “Modifications to the Draft EIS/EIR” of the final  
18                    EIS/EIR) includes a path from the harbor cuts to LA-2 and LA-3 disposal sites. This  
19                    issue is also discussed in Response to Comment USEPA-18.

## 20    **Response to Comment SCAQMD-21**

21                    Thank you. Your comment is noted and clarification is provided. Water taxis would  
22                    not be affected by this proposed Project.

## 23    **Response to Comment SCAQMD-22**

24                    Thank you for your comment. The tugboat fleet size would remain unchanged. The  
25                    comment identifies that Crowley Tugboat operations are currently located at Berths  
26                    86 and 74 based on the Port’s website and the Los Angeles and Long Beach Harbors  
27                    Automobile of Southern California Map. This is partially incorrect. Crowley’s  
28                    building is located at Berth 85 and its tugs are also located at Berth 85. Jankovich  
29                    fueling station is located at Berth 74 as identified on Page 2-3 of Chapter 2, “Project  
30                    Description.” While Crowley tugs may be periodically and temporarily located at  
31                    Berth 74, this is not the location where they are regularly or typically berthed.  
32                    Therefore, using Berth 74 as the regular or typical location is not a valid assumption  
33                    for the air quality analysis. Millennium’s offices are located at 300 E. Water Street  
34                    and tugs are located Berth 195 East Basin of the Port. The proposed North Harbor  
35                    cut would be located at Berths 87 to 88 with some tugs located at Berth 90. The  
36                    relocation of Crowley tugs from Berth 85 to the North Harbor (Berths 87 to 88 and  
37                    potentially 90) would slightly increase Crowley tug transit distance to Angels Gate

1 from Berth; however, the relocation of Millennium's offices and tugs to the north  
2 Harbor would greatly reduce their tug transit distance to Angels Gate. The line 30 on  
3 Page 3.2-70 has been rewritten as follows:

4 ...the Crowley and Millenium tugboats would be relocated to the North Harbor,  
5 thereby reducing Millenium's ~~their~~ transit distance to Angels Gate. Crowley's  
6 transit distance to Angels Gate would be slightly increased.

7 Specifically, the average operating hours per tug engine were assumed to be 730  
8 hours per year for baseline, but were reduced to 365 hours per year for the proposed  
9 Project to account for the reduced travel distance. This reduction is still valid  
10 because Millennium's reduction in transit distance would be reduced by  
11 approximately 2 miles and this reduction would be much greater than the slight  
12 increase of Crowley's transit distance.

### 13 Response to Comment SCAQMD-23

14 Estimated truck trips associated with the proposed Project were obtained from the  
15 trip generation data in the traffic study (Tables 7 and 8 (for 2015 and 2037  
16 conditions) in Appendix M to the draft EIS/EIR). The projected trip generation data  
17 for truck trips were based on the existing traffic turning count movements by vehicle  
18 type data collected at the Port on January 11, 2008. Details of that data are presented  
19 in Appendix D to Appendix M of the draft EIS/EIR. In addition, trip generation  
20 estimates for the No Project (CEQA Baseline) scenario are provided in Table 9 and  
21 10 (for 2015 and 2037 conditions) in Appendix M to the draft EIS/EIR.

22 The statement on line 36 of Page 3.2-70 of the draft EIS/EIR has been revised to read  
23 as follows in the final EIS/EIR:

24 The cruise terminal component of the proposed Project would generate 488, 744,  
25 852, and 1,118 peak daily truck trips in 2011, 2015, 2022, and 2037, respectively.

26 Under the CEQA Baseline scenario (No Project), however, this component of the  
27 project would generate 533 daily truck trips in 2015 and 703 daily truck trips in 2037.  
28 Compared to the No Project scenario, the incremental increase in daily truck trips  
29 would in fact be lower than what was analyzed in the draft EIS/EIR (211 daily truck  
30 trips in 2015, or 28% of the analyzed 744 daily truck trips, and 415 daily truck trips  
31 in 2037, or 37% of the analyzed daily truck trips). While the draft EIS/EIR did not  
32 specifically attempt to quantify truck trips to other components of the proposed  
33 Project, the main component of the proposed Project other than the cruise terminals is  
34 the Ports O'Call retail center, which would grow from 100,000 to 300,000 square feet  
35 and was accounted for as such in the traffic and air quality analysis.

36 The net incremental increase in daily cruise-terminal truck trips between the No  
37 Project scenario and the proposed project scenario would actually be much lower  
38 than what was analyzed in the draft EIS/EIR: 211 daily truck trips in 2015, or 28% of



1 the analyzed 744 daily truck trips, and 415 daily truck trips in 2037, or 37% of the  
2 analyzed daily truck trips.

3 The proposed project truck trip routes are shown on Figure 3.2-4 (highlighted in  
4 green) in the draft EIS/EIR. The proposed Project is not expected to generate truck  
5 trips on local streets, except for a few trips to local destinations such as delivery to  
6 vendors or possibly truck repair facilities. Trucks are legally required to stay off non-  
7 truck routes. In any case, the proposed Project would be expected to generate a  
8 significant share of truck trips to the Inner Harbor Terminals, Ports O'Call  
9 developments, and Outer Harbor Terminals. The URBEMIS2007 default value of 13  
10 miles per truck trip (average) was used in the vehicle emission estimation model.

## 11 **Response to Comment SCAQMD-24**

12 Some of the information on locations of the sources modeled is contained in Figures  
13 3.2-2, Construction and Trolley Locations, 3.2-3, Tugboat Construction Locations,  
14 3.2-4, Operations and Roadway Locations, and 3.2-5, Cruise Vessel Locations in the  
15 Inner and Outer Harbor and Ocean. In addition, on the following pages additional  
16 figures are provided (SCAQMD Figures 1–10 on the following page) showing the  
17 locations modeled for the assist tug boats both during hoteling and transit, crew  
18 boats, work boats, government operations, sources modeled as point sources,  
19 roadways, ferry, commercial fishing boats, and excursion boats.

## 20 **Response to Comment SCAQMD-25**

21 In the AERMOD dispersion model, a sigma-z value was assigned to each volume  
22 source. The sigma-z value is a measure of the vertical depth of the plume at the point  
23 of initial release from the volume source. The AERMOD model starts the plume  
24 with this initial vertical dimension and then continues to spread the plume vertically,  
25 both upward and downward from the plume centerline as the plume is carried by the  
26 wind away from the source. As the plume travels farther from the source, the sigma-  
27 z value becomes less and less important with regard to the pollutant concentration  
28 predicted by AERMOD at the receptors. The sources that were modeled in  
29 AERMOD as volume sources include ships in transit, marine fuel stations, and  
30 harbor craft in transit. Professional judgment was used in determining the sigma-z  
31 values for these volume sources. A sigma-z value equal to twice the plume rise  
32 increment means that the upper and lower edge of the plume within the volume  
33 source is assumed to have spread an equal distance above and below the center line,  
34 and that distance equals the amount of plume rise. For example, if a ship's exhaust  
35 plume rises 50 feet above the stack top, the plume is assumed to start out with the  
36 bottom 50 feet below the plume center line (level with the top of the stack) and the  
37 top 50 feet above the plume center line (100 feet above the top of the stack). The  
38 plume centerline (50 feet above the stack) is where the pollutant concentrations are  
39 the greatest; they diminish as the distance increases above or below the centerline.  
40 This sigma-z assumption is based on visual observations of the sources, an  
41 accounting of the range of release heights of the various ships and harbor craft in the

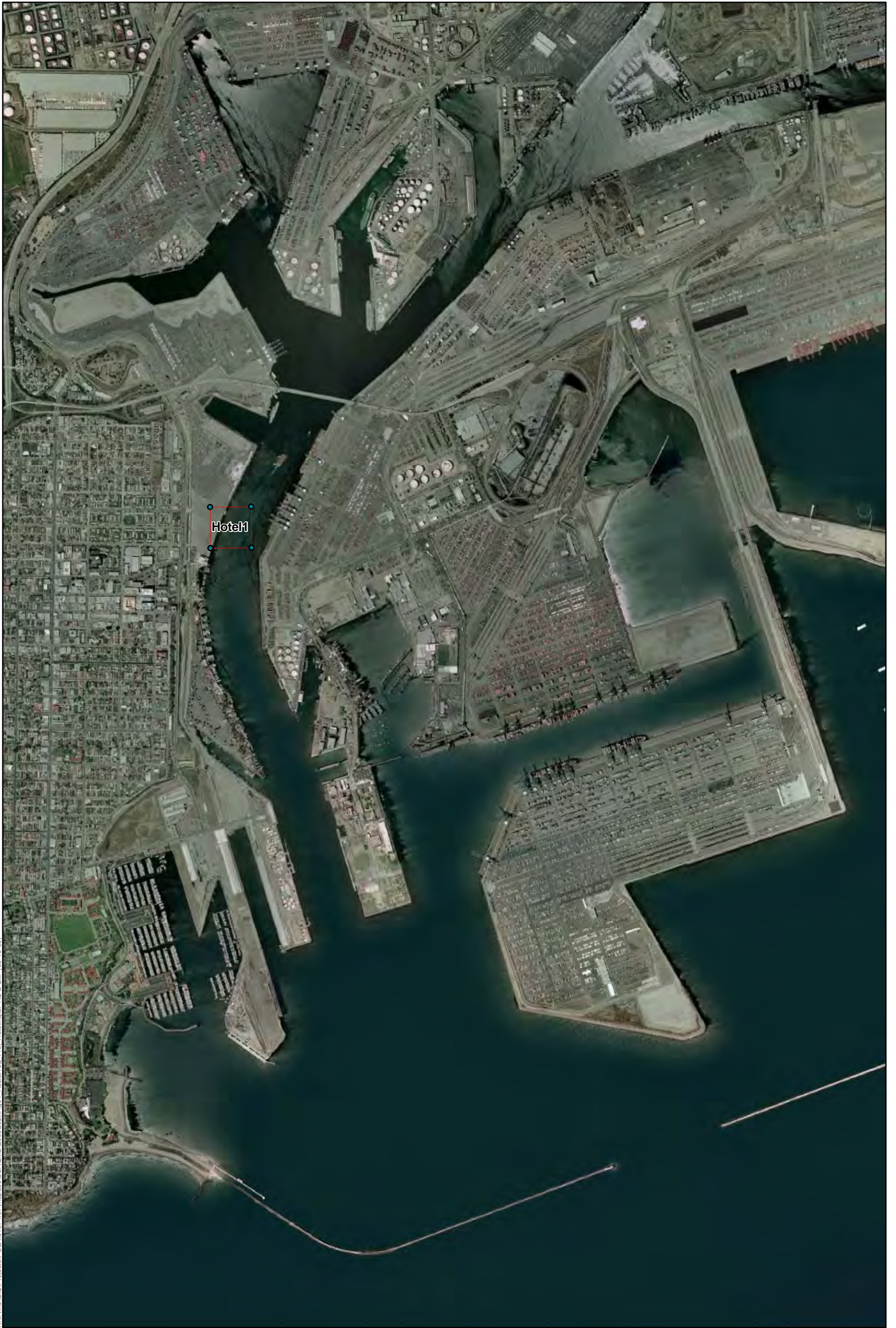
1 fleet (which would tend to spread the “average” plume in the vertical dimension), and  
2 the aerodynamic effect that the marine vessels and fueling stations would have in  
3 mixing the plume vertically at the point of release.

#### 4 **Response to Comment SCAQMD-26**

5 While Type 1 and Type 2 ships could use the Outer Harbor, the HRA was performed  
6 using the more probable Type 3 ships in the Outer Harbor. LAHD prefers these  
7 larger Type 3 ships to routinely use the Outer Harbor berths to minimize  
8 maneuvering problems larger ships encounter within the Main Channel. In addition,  
9 emissions from Type 3 vessels are slightly higher than Type 1 and Type 2, although  
10 this is offset by the slightly higher buoyancy flux and taller stacks on Type 3 ships.

#### 11 **Response to Comment SCAQMD-27**

12 The release height for heavy-duty trucks and off-road equipment was based on two  
13 California Air Resources Board (CARB) studies. The first was CARB’s staff report,  
14 *Initial Statement of Reasons for Proposed Rulemaking: Airborne Toxic Control*  
15 *Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling*, July 2004. In  
16 Appendix C, “Methodology for Estimating the Potential Health Impacts from Diesel  
17 Truck Idling Operations,” an initial release height of 5 meters was used in the  
18 analysis for heavy-duty trucks. In another CARB report, *Risk Reduction Plan to*  
19 *Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*  
20 *reported in October 2000, Appendix 7: Risk Characterization Scenarios*, a release  
21 height of 4.15 meters was used for the heavy-duty truck emissions for a truck stop  
22 and distribution center. Since a wide range of construction equipment was possible  
23 for the proposed Project, the average release height  $([4.15+5.0]/2)$  of 4.6 meters was  
24 used in the draft EIS/EIR.

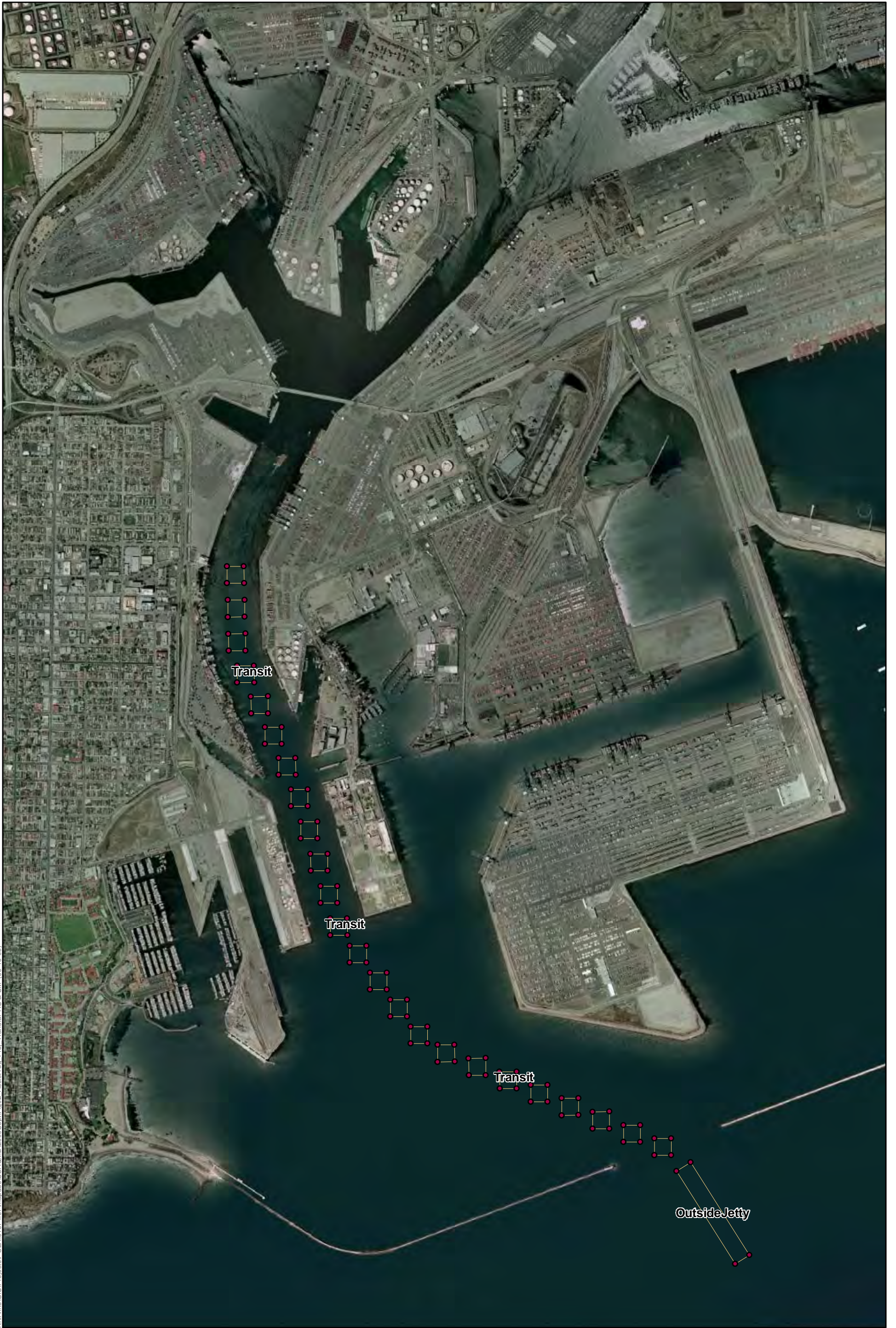


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SOURCE: ESRI Imagery



**SCAQMD - Figure 1  
Emissions-Assist Tugboat Hoteling**



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SOURCE: ESRI Imagery



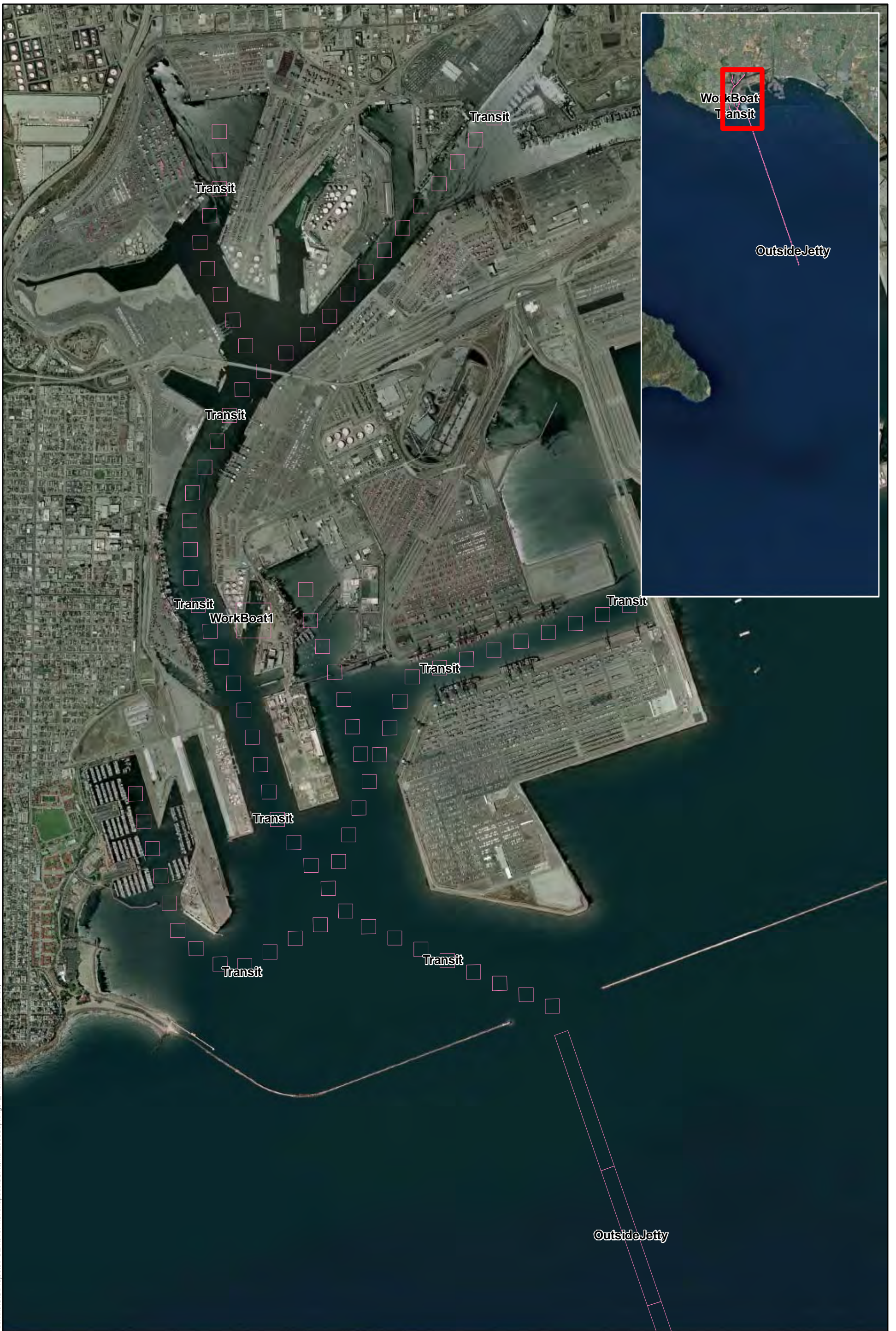
**SCAQMD - Figure 2  
Emissions-Assist Tugboat Transit**



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SOURCE: ESRI Imagery



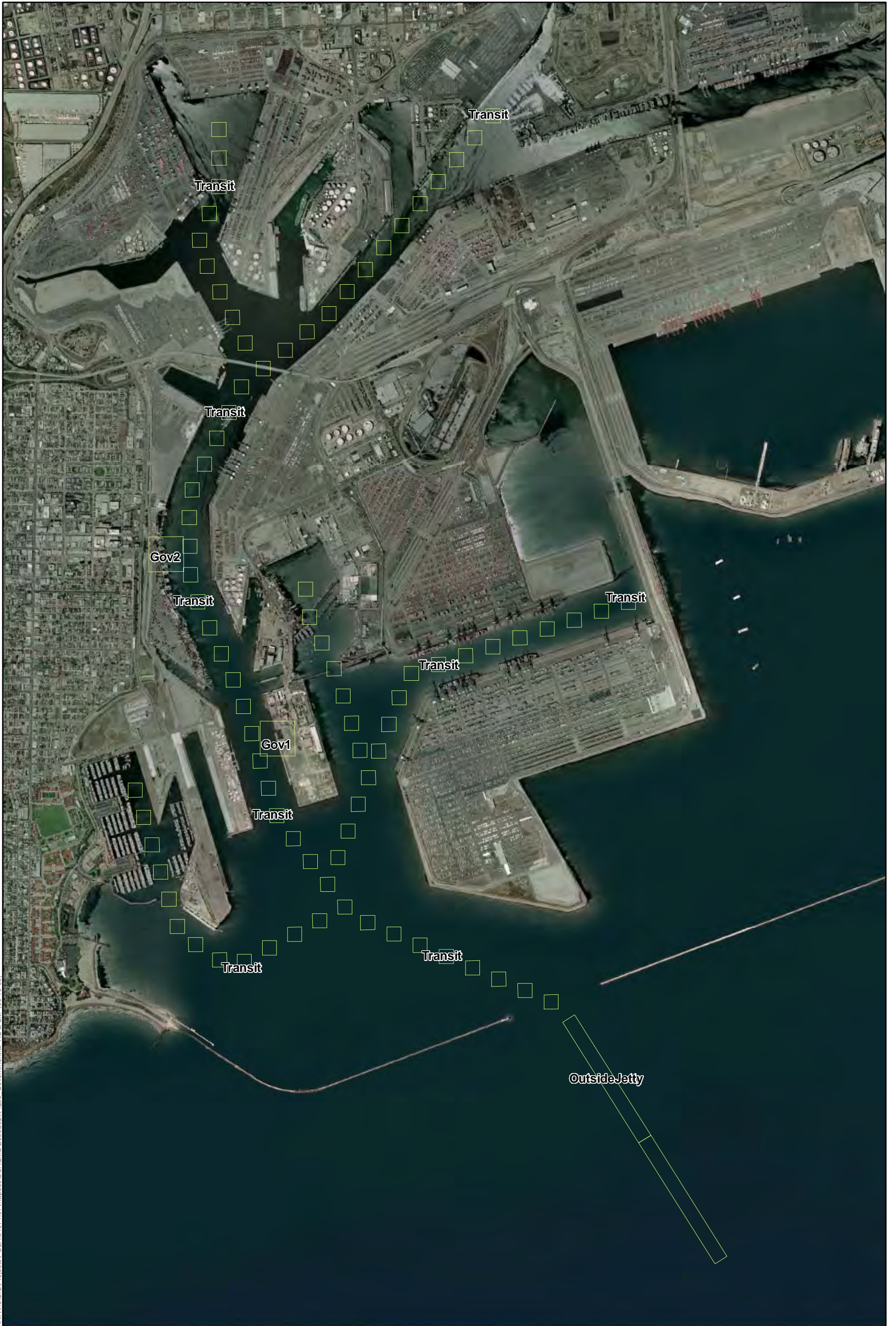


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SOURCE: ESRI Imagery



**SCAQMD - Figure 4  
Emissions - Work Boats**



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SOURCE: ESRI Imagery



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SOURCE: ESRI Imagery



**SCAQMD - Figure 6  
Emissions - Ferry Projects**

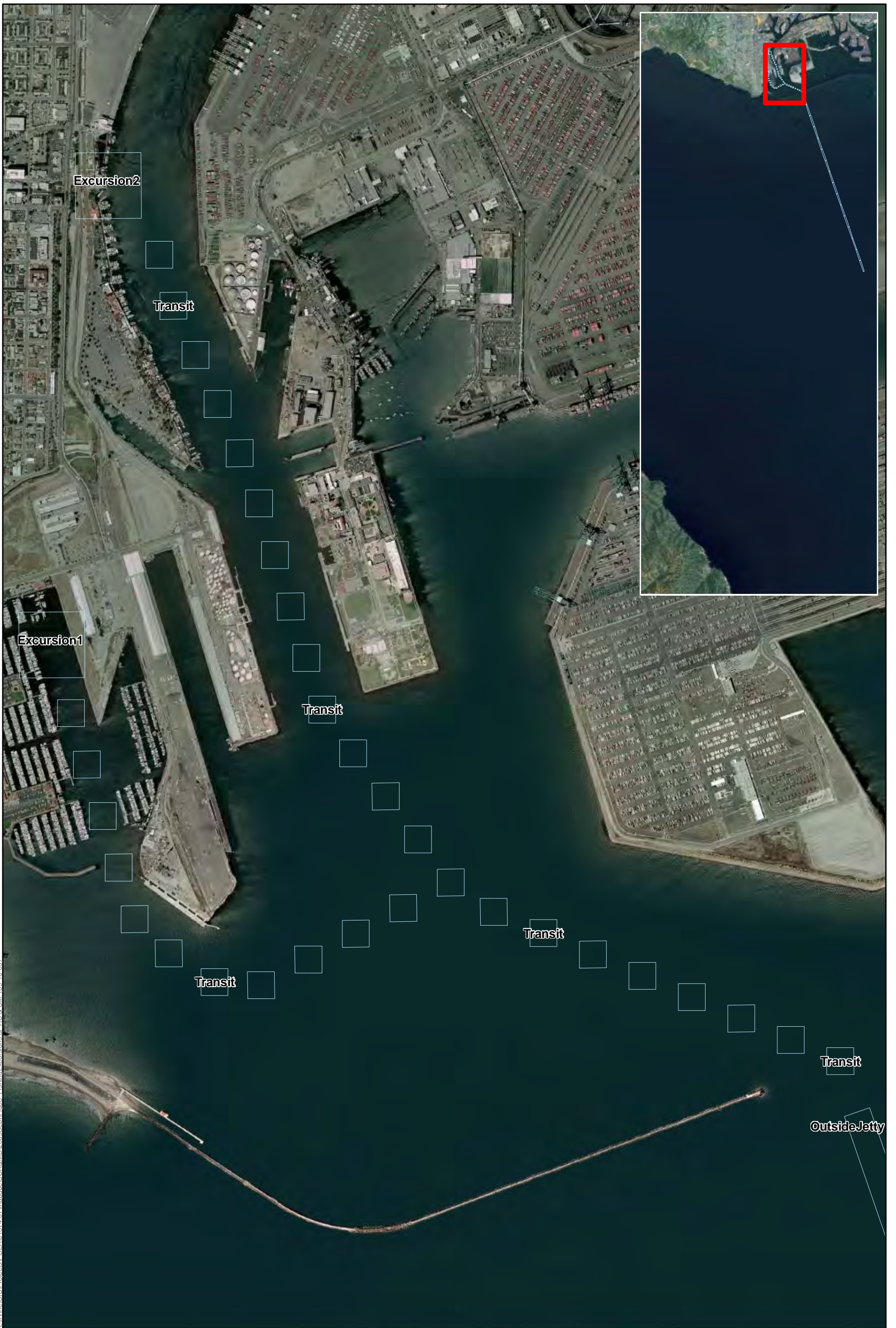




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SOURCE: ESRI Imagery





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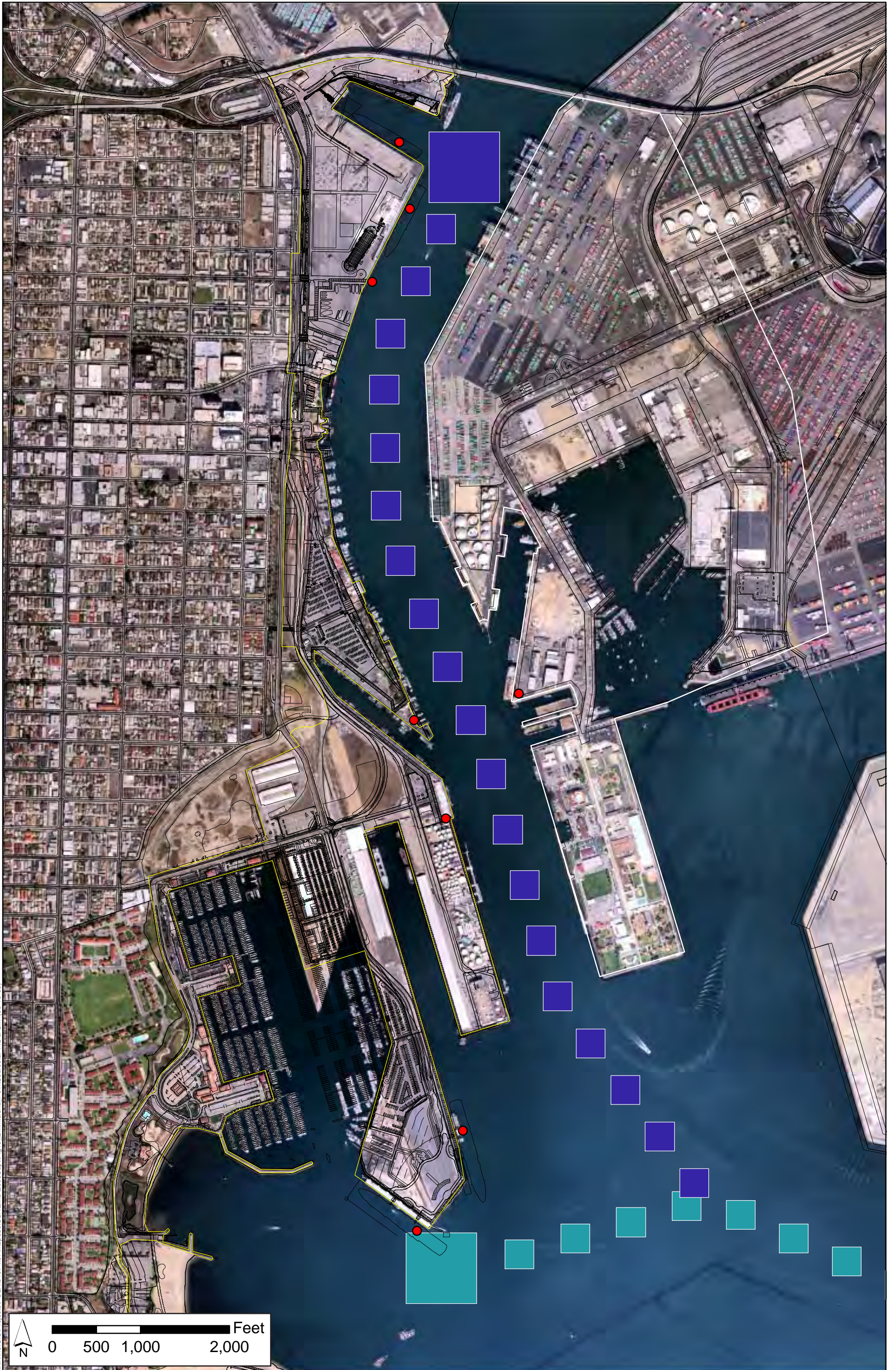
SOURCE: ESRI Imagery



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SOURCE: ESRI Imagery





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SOURCE: ESRI Imagery



**JONATHAN E. FIELDING, M.D., M.P.H.**  
Director and Health Officer

**JONATHAN E. FREEDMAN**  
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September 18, 2008

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

Dear Dr. Appy:

This is in response to the recent recommendation from the United States EPA, Region IX Office (see attached) that the Los Angeles and Long Beach Ports and U.S. Army Corps of Engineers conduct, in partnership with the local health department and the community, a port-wide health impact assessment (HIA) of current and planned projects at the Los Angeles and Long Beach ports.

Given the vast magnitude of operations at the two ports and the great potential for these operations to adversely impact the health of neighboring communities and the regional population, the Los Angeles County Department of Public Health strongly supports efforts to evaluate and prevent or mitigate these health impacts to the greatest degree possible. We believe that the current environmental impact statements provide a relatively narrow and incomplete perspective on potential health impacts of proposed port expansion projects. HIA represents an important complementary tool for more comprehensively assessing the broad range of health effects of proposed policies and projects, including not only the impacts arising from the physical environment but also consideration of the influences of the social and economic environments on health.

In considering the potential value of an HIA at the ports, it is important to consider two general types of HIA--one, a "participatory" approach that is generally more qualitative in its analysis and relies to a large degree on input provided by the community and other stakeholders and, the other, a "quantitative, analytic" approach that involves more intensive data gathering and analysis. We believe that both approaches have potential value as related to the ports. However, it would be important early in the process to define the scope of the HIA, especially if a quantitative, analytic HIA is being considered as this approach is more technically challenging and may require substantially more resources than the participatory approach.

CLAPH-1

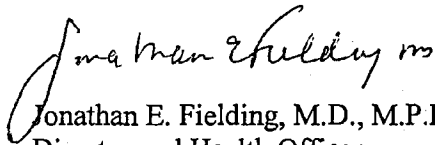
Dr. Ralph Appy  
September 18, 2008  
Page 2

CLAPH-1  
CONT.

Given the size and complexity of the port operations and the surrounding communities, we do not have the resources to lead a port-wide HIA. However, we would be most willing to participate in the process along with you and Long Beach Port officials, the Corps, the community, EPA officials, and the City of Long Beach Department of Health and Human Services.

If you have questions or would like to discuss any of this further, please call Dr. Paul Simon at (213) 351-7825.

Sincerely,



Jonathan E. Fielding, M.D., M.P.H.  
Director and Health Officer

JEF:ps

c: Jonathan Freedman  
Paul Simon  
Angelo Bellomo  
Ron Arias, Long Beach City Health Department  
Richard Cameron, Port of Long Beach  
Debbie Lowe Liang, US EPA, Region IX

## 2.3.5 Local Government

### County of Los Angeles Public Health (CLAPH)

#### Response to Comment CLAPH-1

Please see Response to Comment USEPA-4 and 23, and PCAC AQS-4. The USACE and LAHD are committed to mitigating disproportionate effects to the extent feasible. LAHD's primary means of mitigating the disproportionate effects of air quality impacts is to address the source of the impact through a variety of Port-wide clean air initiatives, including the *San Pedro Bay Clean Air Action Plan* (CAAP), the *Sustainable Construction Guidelines*, and the proposed CAAP San Pedro Bay (Health) Standards. As part of the San Pedro Bay Standards, LAHD will complete a Port-wide Health Risk Assessment (HRA) covering both the Port of Los Angeles and the Port of Long Beach that will include a quantitative estimate of health risk impacts from diesel particulate matter (DPM) emissions of the Port's overall existing and planned operations. Current and future proposed projects' approval will be dependent on meeting the San Pedro Bay Standards.

The primary purpose of the proposed San Pedro Bay Standards is to provide a valuable tool for long-term air quality planning, aiding the ports and the agencies with evaluating and substantially reducing the long-term overall health risk effects of future projects and ongoing port operations' emissions over time. The ports will use the San Pedro Bay Standards in CEQA documents as a tool in the cumulative health risk discussions, although consistency with the standards will not serve as a standard/threshold of impact significance. When evaluating projects, a consistency analysis with the assumptions used to develop the health risk and criteria pollutant San Pedro Bay Standards will be performed in order to ensure that projects are fully contributing to attainment of the San Pedro Bay Standards. The forecasting used to develop San Pedro Bay Standards assumed implementation of the CAAP, and on projected future ports' operations through the specified CAAP implementation mechanisms, and also assumed implementation of existing regulations. As long as a project is consistent with growth projection assumptions used to develop the San Pedro Bay Standards, and the CAAP mitigations for the project are consistent with the mitigation assumptions used to develop the San Pedro Bay Standards, then the project can be deemed consistent with the San Pedro Bay Standards. The proposed Project is consistent with the San Pedro Bay Standards as it is consistent with projections of the ports' future operations used in formulating the San Pedro Bay Standards.

3 December 2008

U.S. Army Corps of Engineers, Los Angeles Dist.  
Regulatory Division, Ventura Field Office  
ATTN: Dr. Spencer D. MacNeil  
2151 Alessandro Dr., Ste. 110  
Ventura, CA 93001

Los Angeles Harbor Department  
% Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

**SUBJECT: Comments on the Notice of Availability/Notice of Completion (NOA/ NOC) for a Draft EIS/EIR for the San Pedro Waterfront Project**

Dear Dr. MacNeil and Dr. Appy:

The City of Rancho Palos Verdes appreciates the opportunity to comment upon the Draft Environmental Impact Study/Environmental Impact Report (DEIS/EIR) for the above-mentioned project. We have reviewed the DEIR and attended the public hearing held on October 27, 2008, and we share many of the concerns about the proposed project that were expressed by Los Angeles City Councilwoman Janice Hahn and other speakers, to wit:

1. The Ports o' Call area is in dire need of renovation and rehabilitation. However, in so doing, existing visitor-serving businesses should not be disrupted or displaced, to the maximum extent practicable. The Ports o' Call Restaurant and other long-established visitor-serving businesses are a part of the San Pedro waterfront community. The City of Rancho Palos Verdes would be disappointed to see these local landmarks eliminated and replaced by generic, mass-market restaurants and shops that are not reflective of the character and history of San Pedro. We also agree with Councilwoman Hahn's comment that prime, waterfront real estate should not be devoted to parking structures.
2. The cruise ship industry is clearly a major economic driver in the waterfront area, and the success of this industry can have positive effects upon the larger regional economy of the communities surrounding the Port of Los Angeles. However, we are concerned that the proposal to construct a second cruise ship terminal in the Outer Harbor is not the most efficient and environmentally-sensitive means of accommodating the future growth of this industry. The City of Rancho Palos Verdes believes that expanding and consolidating the existing cruise ship facilities in the Inner Harbor—as depicted in Project Alternative 4—



RPV-3  
CONT.

would eliminate the need for redundant parking and passenger-processing facilities at two (2) separate locations, as is currently proposed. Eliminating the proposed second cruise ship terminal at Kaiser Point would also minimize aesthetic impacts upon Cabrillo Beach, and avoid maritime safety and security conflicts with the West Channel marina.

RPV-4

3. Several speakers at the October 27<sup>th</sup> hearing requested the consideration of a "Sustainable Waterfront Plan" as an alternative to the proposed project. Such a plan could provide improved pedestrian, vehicular and transit linkages between the waterfront area and other portions of San Pedro; could provide greater environmental benefits to the community in terms of habitat restoration, improved air quality and greater energy efficiency; and could be less expensive and quicker to implement than the proposed project. As such, the City of Rancho Palos Verdes supports the analysis and inclusion of a "Sustainable Waterfront Plan" alternative in the DEIS/EIR, as suggested by the L.A. Waterfront Working Group and other speakers at the October 27<sup>th</sup> hearing.

Again, thank you for the opportunity to comment upon this important project. If you have any questions or need additional information, please feel free to contact me at (310) 544-5228 or via e-mail at [kitf@rpv.com](mailto:kitf@rpv.com).

Sincerely,



**Kit Fox, AICP**  
Associate Planner

cc: Mayor Clark and City Council  
Carolyn Lehr, City Manager  
Joel Rojas, Director of Planning, Building and Code Enforcement

## 1 City of Rancho Palos Verdes (RPV)

### 2 Response to Comment RPV-1

3 Thank you for your comment supporting the need to redevelop Ports O' Call. The  
4 Port uses the word redevelopment throughout the draft and final EIS/EIR as a general  
5 non-legal term to describe the changes which would occur at Ports O'Call under the  
6 proposed Project or alternative and not as a legal term with the associated legal  
7 definition. Selected successful restaurants in Ports O'Call would be accommodated  
8 during redevelopment. It is LAHD's intent that any redevelopment of Ports O'Call  
9 would include a location for selected existing successful businesses within the Ports  
10 O'Call area. LAHD would work with a master developer to create a regional  
11 attraction with businesses that are unique, reflect the character of the area, and are  
12 complimentary to development in downtown San Pedro. LAHD will work the master  
13 developer to minimize closure and disruption of existing facilities during  
14 construction and the transition to new facilities within Ports O' Call. Please also see  
15 Master Response 4 and responses to WAT1-1 to WAT1-4 and WAT2-1 to WAT2-3.

### 16 Response to Comment RPV-2

17 Thank you for your comment. The decision to include parking near the waterfront as  
18 part of the proposed Project was carefully balanced between enabling the greatest  
19 public access as well as making the best use of limited space for recreational and  
20 commercial land uses. Structured parking is proposed along the bluffs at Ports O'  
21 Call and within the inner harbor cruise terminal surface parking area. Please also see  
22 Master Response 3 regarding waterfront parking.

23 The draft EIS/EIR analyzed a reasonable range of alternatives, including several  
24 alternatives with reduced parking, as seen in Figures ES-4, Figure 2-17 (Alternative  
25 1; changes to outer harbor parking), Figure 2-19 (Alternative 2; changes to outer  
26 harbor parking), Figure 2-21 (Alternative 3; no parking at SP Railyard), Figure 2-22  
27 (Alternative 4; reduced parking in the inner and outer harbors); Figure 2-23  
28 (Alternative 5; reduced parking in the inner and outer harbors), Figure 2-24  
29 (Alternative 6, no new parking).

30 The comment is noted and will be forwarded to the proposed project's decision  
31 makers for their consideration.

### 32 Response to Comment RPV-3

33 Thank you for your comment. The proposed Project would in fact consolidate  
34 passenger parking facilities at the Inner Harbor, and not in two separate locations as  
35 described on Page 2-34 of Chapter 2, "Project Description." All cruise passengers  
36 for the Outer Harbor would be shuttled from the Inner Harbor to the Outer Harbor.

1                    Only 400 surface parking spaces would be located in the Outer Harbor dedicated to  
2 non-passengers. Each cruise berth requires its own passenger processing terminal for  
3 simultaneous embarkation and debarkation. LAHD recognizes that eliminating the  
4 Outer Harbor Terminals would result in fewer aesthetic impacts to Cabrillo Beach  
5 and avoid vessel access issues in the West Channel, but as demonstrated in the draft  
6 EIS/EIR, these impacts were determined to be less than significant.

7 **Response to Comment RPV-4**


8                    Thank you for your comment. Please see Master Response 1 for discussion of the  
9 “Sustainable Waterfront Plan.” Comments on the Sustainable Waterfront Plan will  
10 be forwarded to the Board of Commissioners for consideration during its  
11 deliberations on the proposed Project and its alternatives.

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

San Pedro Waterfront Project  
DOT Case No. HRB 08-002

Date: December 8, 2008

To: Dr. Ralph G. Appy, Director of Environmental Management  
Port of Los Angeles

From:   
Edward Guerrero, Jr., Transportation Engineer  
Department of Transportation

Subject: **REQUEST FOR COMMENTS REGARDING THE DRAFT ENVIRONMENTAL  
IMPACT REPORT (DEIR) FOR THE PROPOSED SAN PEDRO WATERFRONT  
PROJECT – DOT LETTER OF RECORD**

In response to the Port of Los Angeles (POLA) request for comment to the Draft Environmental Impact Report (DEIR) for the proposed San Pedro Waterfront Project (SPWP), I am forwarding this correspondence as a letter of record to state clearly that the findings and recommendations presented in the Transportation and Circulation (Ground) Section (3.11) of the DEIR, do not reflect any form of final input or approval from the Department of Transportation (DOT).

DOT's input thus far, has been limited to a review and agreement on the scope of work for the traffic impact analysis, which was completed on March 4, 2008. Subsequent to this agreement, DOT did not receive any further communication regarding the project until the release of the DEIR. The scope of work for the traffic impact analysis includes 38 intersections, 2 street segments, and a bilateral review of the proposed project through the year 2015 and 2037. The projected net increase in vehicle trips for the project, during the various "time of day" review periods is as follows:

	Year	Net Increase in Vehicle Trips				
		Weekday Daily	Weekday AM Peak	Weekday PM Peak	Weekend Daily	Weekend Peak
Proposed Project	2015	18,350	1,108	1,313	17,881	1,917
	2037	22,879	1,550	1,435	22,190	2,408

The typical review period for projects of this scale would generally take several months to complete however, DOT is committed to working with POLA to facilitate this process in a timely manner so that a point of mutual agreement regarding the study findings and subsequent recommendations of the report can be reached as early as possible.

If you have any questions, please feel free to contact me at (213) 485-1082.

EGJr:hs  
spwp\_response2deir\_dec08.doc

cc: Fifteenth Council District  
Jay Kim, Sean Haeri, DOT  
Hadar Plafkin, DCP  
Steve Crosley, Fehr & Peers Transportation

1 **Los Angeles Department of Transportation (LADOT1)**

2 **Response to Comment LADOT1-1**

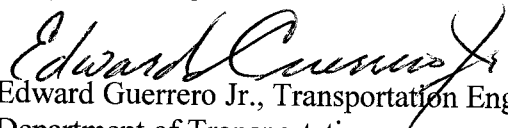
3 Thank you for your comment. LAHD has been committed to working with LADOT  
4 to review and respond to questions regarding the traffic study findings and  
5 recommendations.

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

San Pedro Waterfront Project  
DOT Case No. HRB 08-002

Date: August 18, 2009

To: Dr. Ralph G. Appy, Director of Environmental Management  
Port of Los Angeles

From:   
Edward Guerrero Jr., Transportation Engineer  
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT - DRAFT ENVIRONMENTAL  
IMPACT REPORT (DEIR) FOR THE PROPOSED SAN PEDRO  
WATERFRONT PROJECT**

The Department of Transportation (DOT) has completed its review of the traffic impact analysis prepared by Fehr & Peers Transportation Consultants for the proposed San Pedro Waterfront Project (SPWP), dated May 2008 (with additional revisions provided in February 2009), and the subsequent release of the Draft Environmental Impact Report (DEIR) in December 2008. After careful review of the pertinent data, and through subsequent discussions with Port of Los Angeles staff through August 2009, the DOT has determined that the traffic study adequately describes the project related impacts of the proposed development.

### **PROJECT DESCRIPTION**

The SPWP is to be located on approximately 400 acres within the Port of Los Angeles and is generally bound by the Vincent Thomas Bridge to the north, Cabrillo Beach to the south, Harbor Boulevard to the west, and Los Angeles Harbor to the east. The project includes expanding the number of cruise ship berths from two to four, redeveloping and expanding the retail and restaurant uses in the Ports O' Call area to a total of 300,000 square feet, a new 75,000 square foot conference center, development of public open spaces consisting of promenade areas, plazas and parks, and several transportation improvements. A copy of the project site plan is attached (Attachment A).

The expected completion date of the project is the year 2015, with analysis also included for the horizon year 2037, when the lease for the proposed cruise terminals is proposed to end.

### **DISCUSSION AND FINDINGS**

#### **Significant Traffic Impacts**

The traffic impact analysis for the SPWP included a review of 36 intersections and 2 neighborhood street segments. Per DOT Traffic Study Policies and Procedure, Revised March

LADOT2-1  
Cont.

2002, a significant impact for an intersection is identified as an increase in the Critical Movement Analysis (CMA) Vehicle-to-Capacity ratio (V/C) due to project related traffic, under the thresholds given in Attachment B. Similarly, a significant impact for neighborhood street segments is identified as an increase in the average daily traffic (ADT), due to project related traffic, under the thresholds also given in Attachment B.

Based on DOT's current traffic impact criteria, the proposed project **will** create a significant traffic impact at 10 intersections by the year 2015, and an additional 6 intersections (for a total of 16) by the year 2037. After implementing the proposed project mitigation measures, 3 intersections will remain significantly impacted through 2015 and 9 intersections will remain significantly impacted through 2037. The following is a list of the impacted intersections and the time of day in which the impact is expected to occur (in parenthesis):

Intersections Impacted - Year 2015 and 2037 Scenarios

1. Gaffey St & 9<sup>th</sup> St (WKND; 2037: AM, PM, WKND)<sup>1</sup>
2. Gaffey St & 6<sup>th</sup> St (AM, WKND; 2037: AM, WKND)<sup>2</sup>
3. Gaffey St & 5<sup>th</sup> St (AM; 2037: AM, WKND)<sup>1</sup>
4. Gaffey St & 1<sup>st</sup> Street (AM, WKND; 2037: AM, PM, WKND)<sup>3</sup>
5. Harbor Bl & 7<sup>th</sup> St (WKND; 2037: AM, WKND)<sup>1</sup>
6. Harbor Bl & 5<sup>th</sup> St (PM; 2037: PM, WKND)<sup>1</sup>
7. Harbor Bl & 1<sup>st</sup> St (AM, WKND; 2037: AM, PM, WKND)<sup>1</sup>
8. Harbor Bl & Swinford St/SR-47 EB Ramps (AM, WKND; 2037: AM, PM, WKND)<sup>2</sup>
9. Harbor Bl & O'Farrell St (AM, PM, WKND; 2037: AM, PM, WKND)<sup>2</sup>
10. Harbor Bl & 3<sup>rd</sup> St (AM, PM, WKND; 2037: AM, PM, WKND)<sup>2</sup>

Intersections Impacted – Year 2037 Scenario Only

11. Gaffey St & 7<sup>th</sup> St (WKND)<sup>1</sup>
12. Minor St & 22<sup>nd</sup> St (AM)<sup>2</sup>
13. Harbor Bl / Minor St & Crescent Av (AM)<sup>3</sup>
14. Harbor Bl & 6<sup>th</sup> St (WKND)<sup>2</sup>
15. Harbor Bl & SR-47 WB On-Ramp (AM, WKND)<sup>3</sup>
16. Gaffey St & 13<sup>th</sup> St (AM)<sup>2</sup>

Of the 16 significant impacts identified above, no feasible mitigation measure could be identified at this time for locations 4, 13, and 15 listed above. Of these three locations, only the intersection of Gaffey Street & 1<sup>st</sup> Street is expected to operate at a level-of-service (LOS) near or above capacity (LOS E of F).

For the street segment impact analysis, the study included a review of Santa Cruz Street, between Grand Avenue and Pacific Avenue and 17<sup>th</sup> Street, between Centre Street and Palos Verdes

<sup>1</sup> Partial mitigation only.

<sup>2</sup> Impact less than significant after mitigation.

<sup>3</sup> No feasible mitigation.

LADOT2-2

Street. Of these two locations, only the 17<sup>th</sup> Street location was identified for a potential traffic impact under the 2037 proposed project build-out scenario, for which no appropriate mitigation was deemed feasible.

LADOT2-2  
Cont.

A summary description of the V/C ratios and levels of service (LOS) at the study intersections is presented in Attachment C. A summary description of the street segment impact analysis is presented in Attachment D.

In addition to the proposed project, the traffic impact analysis also reviewed six alternative project scenarios, including a “no project” scenario. Inasmuch as the alternative project scenarios generate fewer vehicles trips than the proposed project, the number of study locations significantly impacted under each of the alternative project scenarios is generally lesser than the proposed project traffic impacts. However, it should be noted that due to the unique trip distribution created under project alternatives 1, 2, and 3, a significant traffic impact does occur at Harbor Boulevard and Gulch Road for which no feasible mitigation could be identified at this time.

**RECOMMENDATIONS**

**Planned Street Improvements**

The SPWP has identified the following key roadway improvement projects as part of the traffic impact analysis:

LADOT2-3

- New Interchange to and from Westbound SR47/I-110 @ Harbor Boulevard
- Re-striping of Harbor Boulevard Off-Ramp From SR47
- Widening of Northbound Harbor Boulevard @ SR47 Ramps/Swinford Street.

Therefore, in order to maintain the integrity of the traffic impact analysis, it is DOT’s recommendation that the implementation of these improvements be completed in concurrence with the 2015 implementation schedule for the proposed development. If there is any delay in the completion of these improvements, then a similar time extension should be considered for the project implementation schedule.

**Significant Impact Mitigation**

Gaffey Street

LADOT2-4

In order to fully or partially mitigate four (4) of the six (6) projected traffic impacts along Gaffey Street, the project is proposing the installation of peak hour parking restrictions to allow for the creation of an additional through lane in each direction. DOT acknowledges that the implementation of this improvement is physically feasible and recognizes that the suggesting of this mitigation is in accordance with section 13-1.2 of the existing San Pedro Community Plan (SPCP). However, because the SPCP is a living document, it does go through a regular cycle of review to ensure that the goals and objectives of the plan reflect the current needs and concerns of the community for which it serves. Therefore, inasmuch as the implementation of this



LADOT2-4  
Cont.

mitigation will result in the loss of on-street parking that could potentially create a secondary impact to adjacent commercial businesses along the corridor and the residential community immediately adjacent to this corridor, it is DOT's recommendation that the FEIR include a commitment from POLA to conduct a final review process with Council Office 15, City Planning and the adjacent community prior to implementation of this proposal. If through this final review process it is determined that the proposed mitigation is not feasible, then the identification of an alternative mitigation, of equivalent effectiveness, should be pursued. If an alternative mitigation cannot be identified for those locations where full mitigation is anticipated with this improvement, then the projected impact will remain un-mitigated.

LADOT2-5

It should also be noted that Gaffey Street, between the terminus of the I-110 freeway (just north of 1<sup>st</sup> Street) and 9<sup>th</sup> Street, is currently designated as a state highway and if this condition remains unchanged prior to implementation of this proposal, then review and approval by Caltrans will be required for this mitigation as well.

LADOT2-6

#### Gaffey Street & 6<sup>th</sup> Street

In addition to imposing peak hour parking restrictions along Gaffey (as discussed above), the project has also proposed the implementation of a traffic signal at this location. Although DOT has given preliminary approval to the implementation of this mitigation, POLA shall be responsible for contacting DOT's Southern District Office, at (310) 732-4599, to confirm final approval for implementing this improvement. If at the time of reconciliation of this condition it is determined that implementing this improvement is no longer feasible, POLA should reconvene with DOT to determine an appropriate alternative improvement.

LADOT2-7

#### Gaffey Street & 13<sup>th</sup> Street

The proposed mitigation measure for this intersection includes modifying the eastbound and westbound approaches to provide one left-turn lane and one shared through/right-turn lane. DOT does not have any objection to the proposed reconfiguration of the eastbound and westbound approaches.

LADOT2-8

#### Harbor Boulevard

In order to fully or partially mitigate eight (8) of the nine (9) projected traffic impacts along Harbor Boulevard, the project is proposing the removal of on-street parking along with the relocation of the existing on-street bike lane to a bike path facility located within the project boundary, to allow for the creation of an additional through lane. The suggesting of this proposal is in accordance with section 13-1.2 of the existing San Pedro Community Plan and DOT, at this juncture, does not have any objection to the consideration of this proposal. However, similar to the removal of on-street parking along Gaffey Street, the implementation of this mitigation will result in the loss of on-street parking that could potentially create a secondary impact to adjacent commercial businesses along the corridor and the residential community immediately adjacent to this corridor. Therefore, as with the Gaffey mitigation proposals, it is DOT's recommendation that the FEIR include a commitment from POLA to conduct a final review process with Council Office 15, City Planning and appropriate representatives from the adjacent community. If through this final review process it is determined that the proposed mitigation is not feasible then the identification of an alternative mitigation, of equivalent effectiveness, should be pursued. If

- LADOT2-8  
Cont. | an alternative mitigation cannot be identified for those locations where full mitigation is anticipated with this improvement, then the project impact will remain un-mitigated.
- LADOT2-9 | With respect to the proposal to relocate the existing Harbor Boulevard bike lane to a facility within the project site, it is DOT's recommendation that prior to preparing any plans to remove the current on-street bike lane, a detailed plan for creating a designated bike facility that is separate from any pedestrian designated facility, shall be submitted to DOT's Bikeways Section for review and approval.
- LADOT2-10 | Harbor Boulevard & 7<sup>th</sup> Street  
The suggested mitigation for the potentially significant traffic impact identified at this location involves the removal of approximately 5 on-street parking spaces and an existing loading zone, in order to accommodate a re-striping of the eastbound approach to provide two left-turn lanes, one through lane (onto the realigned Sampson Way) and a shared through / right-turn lane. After review of this proposal, DOT has agreed to permit implementation of the proposal with a slight modification to the plan that will allow the retention of the on-street parking on loading zone currently proposed for removal on the north side of 7<sup>th</sup> Street. If, however, the retention of this parking becomes problematic following implementation of this mitigation, it will be modified or removed by DOT.
- LADOT2-11 | Harbor Boulevard & 3<sup>rd</sup> Street  
In addition to removing on-street parking along Harbor Boulevard (as discussed above), the project has also proposed the implementation of a traffic signal at this location. Although DOT has given preliminary approval to the implementation of this improvement, POLA shall be responsible for contacting DOT's Southern District Office, at (310) 732-4599, to confirm final approval for implementing this improvement. If at the time of reconciliation of this condition it is determined that implementing this improvement is no longer feasible, POLA should reconvene with DOT to determine an appropriate alternative improvement.
- LADOT2-12 | Harbor Boulevard & Swinford Street / SR-47 Eastbound Ramps  
The mitigation for this intersection involves re-striping the westbound approach to provide an additional lane. DOT has no objection to this proposal.
- LADOT2-13 | 17<sup>th</sup> Street between Centre Street and Palos Verdes Street  
Inasmuch as the traffic study report does not include a mitigation proposal for the potential traffic impact that has been identified at this location, it is DOT's recommendation that the FEIR include a commitment from POLA to continue to seek mitigation for this impact, to the greatest extent possible, through the full 2037 build-out year of the project. Development of the mitigation should be conducted in cooperation with Council Office 15, DOT's Southern District Office and appropriate representatives from the affected community.
- LADOT2-14 | Additional Mitigation Discussion  
Inasmuch as the identified significant traffic impacts are contingent upon the full development of the proposed project, it may be possible to complete elements of the project prior to full demand of the mitigation discussed above. In such cases, it will be the responsibility of POLA to provide

LADOT2-14  
Cont. | additional traffic impact analysis to identify the mitigation needs of the project element completed.

**Project Improvements Implementation**

LADOT2-15 | Unless otherwise specified, the proposed improvements shall be implemented, as required, through the BOE B-Permit process. Construction of the improvements to the satisfaction of DOT and BOE should be completed prior to the issuance of any certificate of occupancy. POLA should contact DOT's B-Permit Coordinator, telephone (213) 928-9663, to arrange a pre-design meeting to finalize the proposed design needed for the project.

**Construction Impacts**

LADOT2-16 | POLA should coordinate all worksite traffic control issues with DOT's Southern District Office. Issues to address include any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

If you have any questions, please feel free to contact me at (213) 485-1062.

EGJr.:hs  
Spwp\_ta\_august182009.doc

cc: Gordon Tueber, Fifteenth Council District  
Sean Haeri, Jay Kim, Kartik Patel, John Varghese, DOT  
Netai Basu, Fehr & Peers Transportation

## 1 Los Angeles Department of Transportation (LADOT2)

### 2 Response to Comment LADOT2-1

3 The comment notes that LADOT has reviewed the pertinent data and has determined  
4 that the traffic study adequately describes project-related impacts of the proposed  
5 development. This August 2009 letter from LADOT supplements the earlier letter  
6 dated December 8, 2008 which indicated that LADOT's comments were based on a  
7 preliminary review of the traffic study and did not reflect final input or approval.

### 8 Response to Comment LADOT2-2

9 Thank you for your comment. The LADOT accurately summarizes the proposed  
10 project's intersection and street segment impacts.

### 11 Response to Comment LADOT2-3

12 Thank you for your comment. LADOT recommends that the following  
13 improvements: 1) a new interchange to and from westbound SR47/I-110 at Harbor  
14 Boulevard, 2) the re-striping of the Harbor Boulevard off-ramp from SR47, and 3)  
15 the widening of northbound Harbor Boulevard at the SR47 ramps/Swinford Street  
16 occur within the 2015 implementation schedule for the proposed development. If  
17 there is any delay in the completion of these planned roadway improvements, then a  
18 similar time extension should be considered for the proposed project implementation  
19 schedule. LAHD agrees with this approach.

### 20 Response to Comment LADOT2-4

21 Thank you for your comment. LADOT recommends that the final EIS/EIR include a  
22 commitment from LAHD to conduct a final review process with Council Office 15,  
23 City Planning, and the adjacent community prior to implementation of parking  
24 restrictions along Gaffey Street both northbound and southbound north of 9<sup>th</sup> Street  
25 as proposed in Mitigation Measure MM TC-2. LAHD is committed to working with  
26 Council Office 15, City Planning and the adjacent community prior to  
27 implementation of the proposed Project. If the final review process reveals that the  
28 proposed mitigation is not feasible, this impact will remain significant and  
29 unavoidable.

### 30 Response to Comment LADOT2-5

31 Thank you for your comment. LAHD will submit the proposal to restrict parking  
32 along Gaffey Street both northbound and southbound north of 9<sup>th</sup> Street to Caltrans as  
33 long as Gaffey Street between the terminus of the I-110 freeway and 9<sup>th</sup> Street  
34 remains designated as a state highway. Caltrans has been coordinating with the City  
35 of Los Angeles, however, to relinquish this segment of Gaffey Street to local control

1 and if this process is completed prior to implementation of any proposed  
2 modifications there, review and approval by Caltrans will not be necessary.

### 3 **Response to Comment LADOT2-6**

4 Thank you for your comment. LAHD will contact the LADOT's Southern District  
5 office to confirm final approval for installation of a traffic signal at Gaffey Street and  
6 6<sup>th</sup> Street.

### 7 **Response to Comment LADOT2-7**

8 Thank you for your comment. LADOT notes that it does not have any objection to  
9 the proposed mitigation measure for the intersection of Gaffey and 13<sup>th</sup> Street, which  
10 includes modifying the eastbound and westbound approaches to provide one left-turn  
11 lane and one shared through/right-turn lane.

### 12 **Response to Comment LADOT2-8**

13 Thank you for your comment. LADOT recommends that the final EIS/EIR include a  
14 commitment from LAHD to conduct a final review process with Council Office 15,  
15 City Planning, and the adjacent community prior to implementation of parking  
16 restrictions along Harbor Boulevard, as proposed in Mitigation Measure MM TC-6.  
17 LAHD is committed to working with Council Office 15, City Planning and the  
18 adjacent community prior to implementation of the proposed Project. If the final  
19 review process reveals that the proposed mitigation is not feasible, this impact will  
20 remain significant and unavoidable.

### 21 **Response to Comment LADOT2-9**

22 Thank you for your comment. With respect to the proposal to relocate the existing  
23 Harbor Boulevard bike lane to a facility within the proposed project site, LAHD will  
24 submit a detailed bikeway plan to LADOT's Bikeways Section for review and  
25 approval.

### 26 **Response to Comment LADOT2-10**

27 Thank you for your comment. LADOT will accept the mitigation measure as  
28 proposed, except that the existing on-street loading zone and parking spaces on the  
29 north side of 7<sup>th</sup> Street will be retained. If the retention of this on-street parking  
30 becomes problematic following implementation of the mitigation, LADOT will  
31 modify or remove it.

**1 Response to Comment LADOT2-11**

2 Thank you for your comment. LAHD will contact the LADOT's Southern District  
3 office to confirm final approval for installation of a traffic signal at Harbor Boulevard  
4 and 3<sup>rd</sup> Street.

**5 Response to Comment LADOT2-12**

6 Thank you for your comment. LADOT notes that it does not have any objection to  
7 the mitigation (re-striping the westbound approach to provide an additional lane) for  
8 the intersection of Harbor Boulevard and Swinford Street at the SR-47 eastbound  
9 ramps.

**10 Response to Comment LADOT2-13**

11 Thank you for your comment. LAHD will continue to seek feasible mitigation for  
12 the impact at 17<sup>th</sup> Street between Centre Street and Palos Verdes Street, to the  
13 greatest extent possible, through the full 2037 build-out year of the proposed Project.  
14 Development of any proposed mitigation for this impact would be conducted in  
15 coordination with the Council Office 15, City of Los Angeles Department of City  
16 Planning, LADOT's Southern District Office, and appropriate representatives from  
17 the affected community.

**18 Response to Comment LADOT2-14**

19 The traffic impact study prepared for the proposed Project analyzed impacts and  
20 mitigations under 2015 and 2037 conditions with full build-out of the proposed  
21 project. The LAHD may choose to conduct additional impact analysis of less than  
22 full build-out of the proposed Project if such a scenario appears likely, potentially  
23 reducing the project's traffic impacts and thus the level of traffic mitigation that is  
24 required. LAHD will consult with LADOT and other appropriate representatives  
25 from the affected community if this occurs.

**26 Response to Comment LADOT2-15**

27 Thank you for your comment. LAHD will contact LADOT's B-Permit Coordinator  
28 to arrange a pre-design meeting to finalize the proposed design needed for this  
29 project.

**30 Response to Comment LADOT2-16**

31 Thank you for your comment. LAHD will coordinate all construction worksite  
32 traffic control issues with LADOT's Southern District Office.

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December 8, 2008

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

**Re: DEIS/DEIR for the San Pedro Waterfront Project (ADP#041122-208)**

Dear Mr. Appy:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS)/Draft Environmental Impact Report (DEIR) for the San Pedro Waterfront Project. This is an important project for the Port of Los Angeles and the San Pedro Community and holds much promise for continuing positive changes along the waterfront. The Department of City Planning (DCP) submits a few clarifications your consideration.

**Clarifications/Comments**

LADCP-1

1. **Project Description:** Page 2-3, Project Site and Surrounding Uses does not include a description of the residential uses directly west of the project site from Swinford to 22<sup>nd</sup> Streets, and similarly excludes mention of the Downtown San Pedro commercial and business district. It is necessary to include these in the description of surrounding uses for context in the analysis of impacts to surrounding residents and businesses. Aesthetics, Land Use and Planning, and Socioeconomic and Environmental Quality sections should included analysis of potential impacts to these uses.

LADCP-2

2. Page 2-39, lines 30-33, indicates "landscaping and hardscape improvements are proposed along the east side and west side of Harbor Boulevards south of 7<sup>th</sup> Street, as well as in the median of Harbor Boulevard starting at the Swinford Street intersection, and would extend south to 22<sup>nd</sup> Street." Alternative 1 on Page 2-48 describes the transportation improvements on both sides of Harbor to be the same as for the proposed project, yet describes the landscaping and hardscape improvements as "starting at the Swinford Street intersection, south to 22<sup>nd</sup> Street." The project description should be corrected to reflect the improvements as described in Alternative 1, which is the preference of the Harbor Boulevard Seamless Study and parties involved in the study.

LADCP-3	3. Improvements are planned for both sides of Harbor Boulevard, which are subject to both the San Pedro Community Plan and the Port of Los Angeles Plan. Coordination of the Harbor Seam has been ongoing and as such it should be stated clearly that design improvements will be developed and approved by several City Departments, including but not limited to DCP and the CRA/LA.
LADCP-4	4. <b>Land Use and Planning:</b> Page 3.8-1, lines 18-21, states “the entire project site is contained within the Port of Los Angeles Plan area”. (Page 7-70 lines 30-34 and Page 7-31 lines 7-11 similarly mischaracterize the project area.) As reflected in both the San Pedro Community Plan Land Use map and the Port of Los Angeles Plan map a more accurate description would state that the project includes components that are located within the San Pedro Community Plan area: the west side of Harbor Boulevard from Swinford to 22 <sup>nd</sup> Street; and along both sides of Harbor Boulevard between 3 <sup>rd</sup> and 7 <sup>th</sup> Streets (see Figure 1 attached). This area in particular is designated Open Space and Light Manufacturing and zoned OS-1 and [Q]M-2. Project improvements may require plan amendments or zone changes for the San Pedro Community Plan area. <ul style="list-style-type: none"> <li>a. Additionally mitigation measures (TC-6-9, 12, 13) are proposed along Gaffey, Miner, and 22<sup>nd</sup> Streets, which are all wholly within the San Pedro Community Plan. All mitigation measures affecting Harbor, Gaffey, Miner and 22<sup>nd</sup> Streets need to be consistent with Community plan street designations and/or require amendments. Such changes must be coordinated with DCP and LADOT.</li> <li>b. The project description should include figures depicting the San Pedro Community Plan land use designations and zoning categories.</li> </ul>
LADCP-5	
LADCP-6	
LADCP-7	5. Impact LU-3, lines 18-23 on Page 3.8-27, the discussion of impacts describes the project as resulting in “less impact to the community than was originally planned”, this statement may be confusing as to what is being analyzed; this section could be revised to discuss the current project only. It further describes that Harbor Boulevard will be maintained as 2 lanes in each direction. However the mitigation measures to minimize the impact of this project component reconfigures Harbor Boulevard to 3 lanes from Swinford Avenue to 5 <sup>th</sup> Street. The statement of impact is unclear. Physical connectivity between the waterfront and the community is of vital importance. If Harbor Boulevard is ultimately to be 3 lanes in each direction, design must deter high speeds and ensure pedestrian safety. Mitigation measures should be included in the EIR/EIS to address design, aesthetics, and pedestrian and bicycle safety. <ul style="list-style-type: none"> <li>a. Mitigation measures must also address potential relocation of the existing bicycle lanes on Harbor Boulevard and ensure that state standards of bicycle facilities are retained or improved.</li> </ul>
LADCP-8	
LADCP-9	
LADCP-10	
LADCP-11	6. Table 3.8-2, on Page 7 of 10, the Consistency Analysis for the San Pedro Coastal Specific Plan Purpose 8 states that “building heights have been limited (to 2 stories) to maintain view corridors consistent with the street grid pattern (i.e. World Cruise Center parking structures, SP Railyard bluff parking structures).” Parking structures are described as 4 story structures in other locations. The traffic study dated May 8, 2008 describes the structures as “2 story (3 level structures)”. View corridors are a very important asset to maintain between the Port Plan Area and the San Pedro Community Plan. Smaller, lower and stepped back structures are preferred to 4 story structures. The description of the project and the analysis of the impacts should be consistent throughout the document.



- LADCP-12 | 7. Table 3.8-2, on Page 7 of 10, the Consistency Analysis for SCAG 3.03 states the Project is not considered a growth inducing land use because it would not cause a significant increase employment" [sic]. The project anticipates more than doubling the existing square feet of commercial uses and adding a conference center. Employment generation is generally viewed upon favorably, however, this project must adequately address and plan for potential impacts, specifically traffic and trips generated by new employees.
- LADCP-13 | 8. **Aesthetics.** Page 3.1-11 lines 34-38, should be corrected to reflect the last San Pedro Community Plan Update was completed on March 17, 1999. Also the impacts discussion of the proposed inner harbor parking structures should state that DCP and CRA/LA will be involved in the design and approval to incorporate landscape features, architecture and building materials, and structure lighting to minimize aesthetic impacts to the community.
- LADCP-14 |
- LADCP-15 | 9. **Socioeconomics and Environmental Quality.** The proposed project includes up to 375,000 square feet of commercial and conference center uses at Ports O'Call. Prior to a Request for Qualifications for a developer for Ports O'Call being issued, a market study for the entire Ports O'Call and Downtown San Pedro should be done to address the economic viability of this development in relation to the existing business district. A mutual goal of both the Waterfront Project and San Pedro Community Plan is to promote commercial districts that complement and support the uses within each.

**Other Considerations**

- LADCP-16 | One of the main objectives of the coordination between POLA, DCP and the CRA/LA has been to ensure a consistent and cohesive connection between the waterfront and adjacent community. An additional component that should be included in the project description and analysis is the trolley extension through Downtown San Pedro. A loop extension has been proposed as a result of the Harbor Seam Study that would travel from Harbor Boulevard west to 5<sup>th</sup>, south on Pacific and east on 7<sup>th</sup> Street. This component should be included or proposed for another phase of development of the Waterfront Project.
- LADCP-17 | No mention of short term guest slips are made in the project description for improvements adjacent to Ports O'Call or Town Plaza. The proposed project should include planned guest slips for waterborne visitors from other marinas and neighboring harbors so that access to Ports O'Call and Downtown San Pedro is available.

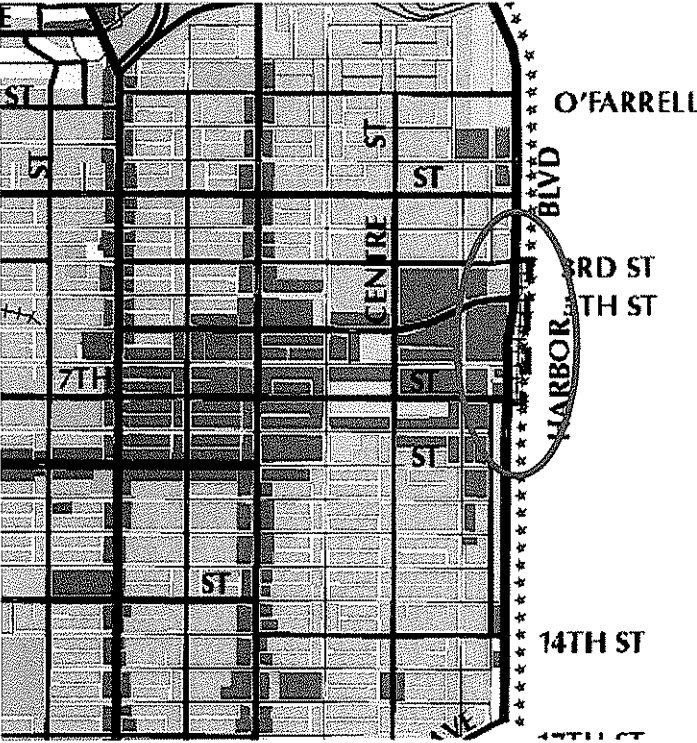
Sincerely,



Betsy Weisman  
 Principal Planner, West Coastal Division  
 Department of City Planning

BW:cpt

Figure 1 Project Components within the San Pedro Community Plan Area



SEARCH VIEW MAP City of Los Angeles Home Page City Planning Home Page User's Guide Technical Support Terms & Conditions About ZIMAS

ZIMAS - Zoning Information and Map Access...

**RESULTS**

**PROPERTY INFORMATION**

DATA TABS: Planning and Zoning Information

Item Name	Value
Special Notes	None
Zoning	OS-1
Zoning Information (ZI)	ZI-646 Beacon Street Redevelopment Project
Zoning Information (ZI)	ZI-2139 Harbor State Enterprise Zone
General Plan Land Use	Open Space
Plan Footnote - Site Req.	See Plan Footnote
Additional Plan Footnotes	View San Pedro Footnote
Specific Plan Area	None
Historic Preservation Review	Yes
POD - Pedestrian Oriented Districts	None
CDO - Community Design Overlay	None
HSO - Neighborhood Stabilization Overlay	No
Streetcape	No
Sign District	No

# 1 City of Los Angeles Department of City Planning (LADCP)

## 2 Response to Comment LADCP-1

3 Chapter 2, “Project Description,” provides a general description of the proposed  
4 project’s characteristics as required under CEQA. (CEQA Guidelines Section  
5 15124.) The Environmental Setting section in each resource chapter provides a more  
6 detailed description of the physical environmental conditions of the proposed project  
7 area, which is necessary and adequate to analyze the projects’ impacts on the  
8 environment. (CEQA Guidelines Section 15125.)

9 Chapter 3.1, “Aesthetics,” includes analysis of potential impacts to the surrounding  
10 uses identified by the comment (i.e., residential uses directly west of the proposed  
11 project site from Swinford to 22<sup>nd</sup> Streets and Downtown San Pedro commercial and  
12 business district). The aesthetic section first provides a description of the  
13 surrounding environmental setting. Views from the residential areas of the San Pedro  
14 area west of the proposed project site are addressed in Section 3.1, “Aesthetics.”  
15 Specifically, in the beginning of Section 3.1.2, “Environmental Setting,” there is a  
16 brief discussion of the San Pedro Community and types of land uses located to the  
17 west of the proposed project site. Furthermore, Section 3.1.2.2 identifies and  
18 describes the existing visual conditions west of the proposed project area including:

- 19 ■ the areas along Harbor Boulevard north of 7<sup>th</sup> Street;
- 20 ■ the areas along Beacon Street and Harbor Boulevard corridors south of 7<sup>th</sup> Street,  
21 which include the buildings along the west side of Beacon Street;
- 22 ■ the area west from Sampson Way toward Beacon Street and Harbor Boulevard  
23 south of 8<sup>th</sup> Street; and
- 24 ■ the area from Lookout Point Park, which include all areas between the proposed  
25 project area and Lookout Point (including between 22<sup>nd</sup> and Sampson).

26 Residential viewers are considered very sensitive to visual quality. The area west of  
27 the proposed project site is predominantly multi- and single-family residential and  
28 sloping topography away from the Port affords varying views to the Port and harbor.  
29 The nearest residential viewers would be within 0.1 mile of proposed project  
30 features, however, view from these locations are generally blocked due to low  
31 elevations and intervening buildings and trees/landscaping. Residents located on  
32 hillsides that overlook the Port, where elevations can reach 200 feet above water,  
33 would generally be located over 0.75 mile from the nearest proposed project features.  
34 At this distance, proposed elements would occupy the middle-ground of the view.

35 Section 3.1.4.3.8, “Project Potential to Cause Urban Decay,” discusses downtown  
36 San Pedro and the potential for the proposed Project to cause a reduction of, or lack  
37 of proper utilization of the area to such an extent that it constitutes a serious physical  
38 and economic burden to the community. The analysis determined that neither the  
39 proposed Project nor its alternatives is expected to directly or indirectly trigger urban

1 decay. This is because the proposed Project is occurring wholly within the  
2 boundaries of Port property, and because the proposed Project would be consistent  
3 with both existing adjacent land uses and governing policy plans. The uses and  
4 actions proposed as part of the San Pedro Waterfront plan specifically direct LAHD  
5 to avoid commercial installations and other uses that strictly serve neighborhoods and  
6 that could be provided outside the Port. Furthermore, the Port's uses supplement and  
7 reinforce local businesses in downtown San Pedro and adjacent neighborhoods.

8 Chapter 3.8, "Land Use," includes analysis of potential impacts to the surrounding  
9 uses identified by the comment (i.e., residential uses directly west of the project site  
10 from Swinford to 22<sup>nd</sup> Streets and Downtown San Pedro commercial and business  
11 district). Section 3.8.2.2, "Surrounding Land Uses," describes the proposed project  
12 site as extending from the Vincent Thomas Bridge to the Federal Breakwater within  
13 the property of LAHD and encompasses approximately 400 acres. Multiple  
14 residential, commercial/office and retail restaurant uses are adjacent to the west side  
15 of the proposed Project. The proposed project site and surrounding area is shown in  
16 Figure 2-2 in Chapter 2, "Project Description." Figure 2-3 presents an aerial view of  
17 the project vicinity in a hybrid, map- photo form. Adjacent properties include Port  
18 property to the north (future site of China Shipping container terminal); multiple  
19 residential, commercial/office, and retail/restaurant uses to the west; the Pacific  
20 Ocean to the south; and additional Port facilities to the east across the Main Channel,  
21 including Evergreen container terminal, ExxonMobil liquid bulk terminal, and  
22 Federal Correctional Institution on Terminal Island. Section 3.8.3.3.3, "City of Los  
23 Angeles Plan" of Chapter 3.8, "Land Use," also has a discussion of the San Pedro  
24 Community Plan and its relationship to the Port of Los Angeles, including  
25 development of the Central Business District of San Pedro.

26 Chapter 7, "Socioeconomics and Environmental Quality," includes analysis of  
27 potential impacts to the surrounding uses identified by the comment (i.e., residential  
28 uses directly west of the proposed project site from Swinford to 22<sup>nd</sup> Streets and  
29 Downtown San Pedro commercial and business district). Section 7.2.1.2.1,  
30 "Employment," includes a description of the conditions at the county and local level  
31 of employment conditions. The local level includes small geographical areas in the  
32 vicinity of the Port specifically San Pedro, Wilmington, Carson, and Harbor City.  
33 The occupational breakdown (for the employed civilian population 16 years of age  
34 and over) is available for small geographical areas such as zip code areas, as  
35 presented in Table 7-8. The zip code areas selected are those in the immediate  
36 vicinity of the Port for the communities of Wilmington, San Pedro, Harbor City, and  
37 the cities of Torrance, Carson, and Long Beach. Therefore, the section and analysis  
38 included data directly related to the San Pedro community and the area adjacent to  
39 the proposed Project.

40 As identified in Section 7.4.2.1, "Methodology," the analysis for environmental  
41 quality impacts draws upon information gained from a number of sources, including:  
42 site visits to communities in the vicinity of the Port (especially San Pedro, since it is  
43 the community closest to the proposed Project) and a review of City of Los Angeles  
44 plans and program information containing relevant data for the area. Based on the  
45 location of the proposed project site, the study area for this evaluation focuses on the

1 community of San Pedro. Section 7.2.2 described existing conditions related to  
2 environmental quality. The Beacon Project area and the Pacific Commercial  
3 Corridor project area are identified as blighted by the Community Redevelopment  
4 Agency of Los Angeles, and both about the proposed project area.

5 Section 7.2.2 also described other conditions which, independent of any public  
6 agency designation, the community of San Pedro (including those areas immediately  
7 west of the proposed project site between Swinford and 22<sup>nd</sup>) may perceive as  
8 reducing environmental quality or causing urban decay because of an area being  
9 physically degraded or deteriorated or other types of physical, social, and economic  
10 conditions being visible to or experienced by the public. These were identified based  
11 on the summary of the community comments from the proposed Project's public  
12 outreach process conducted from November 2006 through March 2007. The effects  
13 discussion for environmental quality identifies proposed Project elements that would  
14 contribute to deterioration of environmental quality in adjacent neighborhoods. It  
15 also discusses elements of the proposed Project, including proposed transportation  
16 system improvements. The section also discusses the effect proposed Project can  
17 have on community cohesion and its environmental justice effects.

## 18 **Response to Comment LADCP-2**

19 Thank you for your comment. Section 2.4.2.3.3 accurately describes the landscaping  
20 and hardscaping that would occur as part of the proposed Project. The landscaping  
21 and hardscaping to Harbor Boulevard proposed under Alternative 1 are also  
22 accurately described in Section 2.5.1.1.3. The landscaping and hardscaping to  
23 Harbor Boulevard would be slightly different under Alternative 1 than the proposed  
24 Project. Because Harbor Boulevard would be reduced at 7<sup>th</sup> Street/Sampson Way to  
25 one lane southbound (reduced from two southbound lanes) under Alternative 1,  
26 additional right-of-way would be available to increase landscaping along this stretch  
27 of Harbor Boulevard south to 13<sup>th</sup> Street. Your support for landscaping and  
28 hardscape improvements as presented in Alternative 1 will be forwarded to the Board  
29 of Harbor Commissioners.

## 30 **Response to Comment LADCP-3**

31 Thank you for your comment. Please see Response to Comment CRA-10. LAHD  
32 will coordinate with the appropriate City Departments to design the improvements.  
33 The City Departments include, but are not limited to: Los Angeles Community  
34 Redevelopment Agency, Department of City Planning, and Department of  
35 Transportation. Please refer to Chapter 1, "Introduction," for specific approvals that  
36 could be required for the proposed Project and respective alternatives.

## 1 Response to Comment LADCP-4

2 The Environmental Setting of Section 3.8, “Land Use and Planning,” will be revised  
3 to reflect your recommended changes: “The majority of the proposed project area is  
4 contained within the Port of Los Angeles Plan area, a portion of the City of Los  
5 Angeles General Plan. However, the proposed Project includes the following  
6 components that are located within the San Pedro Community Plan area: the west  
7 side of Harbor Boulevard from Swinford to 22<sup>nd</sup> Streets; along both sides of Harbor  
8 Boulevard between 3<sup>rd</sup> and 7<sup>th</sup> Streets; and the Red Car Line along the west side of  
9 Via Cabrillo Marina and Shoshonean Road. In addition, the proposed Project also  
10 includes the Waterfront Red Car Line southwest of 34<sup>th</sup> Street and Shoshonean Road,  
11 which is located within both the San Pedro CPA and within the San Pedro Specific  
12 Plan area.” The above described actions would not conflict with the current zoning  
13 or land use. Several of the alternatives propose to reduce Harbor Boulevard to one  
14 lane in either one direction or each direction. Proposed traffic and circulation  
15 mitigation (Mitigation Measure MM TC-6) would prohibit parking on Harbor  
16 Boulevard and configuring the roadway to provide three lanes. This prohibition is  
17 identified in the current San Pedro Community Plan as a potential measure to  
18 improve traffic flow on Harbor Boulevard north of 7<sup>th</sup> Street; therefore, it would be  
19 consistent with the San Pedro Community Plan and would not introduce any land use  
20 inconsistencies. Therefore, proposed project improvements are not likely to require  
21 plan amendments or zone changes for the San Pedro Community Plan area.

## 22 Response to Comment LADCP-5

23 Thank you for your comment. Miner Street and 22<sup>nd</sup> Street are not located in the San  
24 Pedro Community Plan, but rather are located within the Port of Los Angeles and are  
25 identified in the Generalized Circulation Map of the Port of Los Angeles.  
26 Furthermore, the draft EIS/EIR does not propose any mitigation associated with  
27 Miner Street or 22<sup>nd</sup> Street that would conflict with or otherwise change the existing  
28 street designations of these two streets as identified by the Generalized Circulation  
29 Map of the Port of Los Angeles. Gaffey Street is designated within the San Pedro  
30 Community Plan as Major Highway Class II, which calls for four full-time travel  
31 lanes plus two part-time parking/travel lanes. The proposed mitigation for Gaffey  
32 Street is to eliminate parking during peak travel periods. Since the parking lanes on  
33 Gaffey Street are already eliminated during peak travel periods by the very  
34 designation of Major Highway Class II, the proposed mitigation does not change the  
35 existing street designation of Gaffey Street.

36 The Generalized Circulation Map of the San Pedro Community (December 5, 2007)  
37 and the Generalized Circulation Map of the Port of Los Angeles (no date) conflict  
38 regarding the existing classification for Harbor Boulevard. The circulation map of  
39 San Pedro identifies Harbor Boulevard as Major Highway Class II and the circulation  
40 map of the Port of Los Angeles identifies Harbor Boulevard as a Major Highway  
41 Class I. Major Highway Class I is six full-time travel lanes plus two part-time  
42 parking/travel lanes; currently, parking is eliminated on Harbor Boulevard on the  
43 northbound side only. Proposed traffic and circulation mitigation (Mitigation

1 Measure MM TC-6) would prohibit parking on Harbor Boulevard and configuring  
2 the roadway to provide three lanes. This prohibition is identified in the current San  
3 Pedro Community Plan as a potential measure to improve traffic flow on Harbor  
4 Boulevard north of 7<sup>th</sup> Street; therefore, it would be consistent with the San Pedro  
5 Community Plan and would not introduce any land use inconsistencies. However,  
6 the proposed Project would provide several parking structures and parking lots in the  
7 area and would comply with all parking code requirements. LAHD would coordinate  
8 with the Department of City Planning and Los Angeles Department of  
9 Transportation.

## 10 **Response to Comment LADCP-6**

11 A new figure depicting the San Pedro Community Plan land use designations and  
12 zoning categories is included in Chapter 3 of the final EIS/EIR.

## 13 **Response to Comment LADCP-7**

14 Please refer to Master Response 6 for additional information regarding Harbor  
15 Boulevard. In the final EIS/EIR, the text stating that “Harbor Boulevard was  
16 originally allocated to be expanded to 3 or 4 lanes in each direction...” on  
17 Page 3.8-27 will be removed, and the discussion will be revised to clarify that it  
18 addresses the proposed Project. Proposed traffic and circulation mitigation  
19 (Mitigation Measure MM TC-6) would prohibit parking on Harbor Boulevard and  
20 configuring the roadway to provide three lanes. This prohibition is identified in the  
21 current San Pedro Community Plan as a potential measure to improve traffic flow on  
22 Harbor Boulevard north of 7<sup>th</sup> Street; therefore, it would be consistent with the San  
23 Pedro Community Plan and would not introduce any land use inconsistencies.

## 24 **Response to Comment LADCP-8**

25 Please refer to Master Response 6 and Response to Comment LADCP-7 for  
26 additional information regarding Harbor Boulevard. In the final EIS/EIR, the text  
27 stating that “Harbor Boulevard was originally allocated to be expanded to 3 or 4  
28 lanes in each direction...” on Page 3.8-27 will be removed, and the discussion will be  
29 revised to clarify that it addresses the proposed Project.

30 The proposed mitigation measures, if adopted, would restripe Harbor Boulevard  
31 within the existing rights-of-way to provide a third travel lane in each direction. Page  
32 3.11-38, Section 3.11, “Transportation and Circulation (Ground),” of the draft  
33 EIS/EIR states, “While these mitigation measures are available to the LAHD, the  
34 LAHD may decide not to adopt Mitigation Measure TC-6 and portions of Mitigation  
35 Measures TC-7, TC-8, TC-9, TC-12 and TC-13 (involving configuring Harbor  
36 Boulevard to provide three lanes both northbound and southbound) because the  
37 provision of three lanes both northbound and southbound on Harbor Boulevard

1 would increase speeds along Harbor Boulevard and would not contribute to a  
2 pedestrian-friendly environment along Harbor Boulevard.” The draft EIS/EIR also  
3 acknowledges that “[s]hould the LAHD decide not to adopt these mitigation  
4 measures, the resulting congestion and the levels of service would be worse than  
5 what is presented” in the analysis. The commenter is referred to Table 3.11-8 and  
6 3.11-10 (and corresponding tables for each alternative) for impacts to intersections  
7 “without mitigation” to determine residual impacts if the mitigation measures are not  
8 adopted by the Board of Harbor Commissioners. Note also that the proposed Project  
9 also contains new pathways for pedestrians (Coastal Trail) and bicyclists as seen in  
10 Figure 2-6a along with several other pedestrian oriented features described in Section  
11 2.4.2.1.1 of the draft EIS/EIR.

## 12 **Response to Comment LADCP-9**

13 Please refer to Master Response 6 and Response to Comment LADCP-8 for  
14 additional information regarding Harbor Boulevard. Each of the pedestrian crossing  
15 locations on Harbor Boulevard, listed on Page 2-18 of the draft EIS/EIR, is or is  
16 proposed to be controlled by a traffic signal, which will provide a high level of safety  
17 for pedestrians crossing Harbor Boulevard. The proposed mitigation measures would  
18 not widen the roadway cross-section. Rather, the existing roadways would be  
19 restriped within the existing rights-of-way to provide a third travel lane in each  
20 direction. Page 3.11-38, Section 3.11, “Transportation and Circulation (Ground),” of  
21 the draft EIS/EIR states, “While these mitigation measures are available to the  
22 LAHD, the LAHD may decide not to adopt Mitigation Measure TC-6 and portions of  
23 Mitigation Measures TC-7, TC-8, TC-9, TC-12 and TC-13 (involving configuring  
24 Harbor Boulevard to provide three lanes both northbound and southbound) because  
25 the provision of three lanes both northbound and southbound on Harbor Boulevard  
26 would increase speeds along Harbor Boulevard and would not contribute to a  
27 pedestrian-friendly environment along Harbor Boulevard.” The draft EIS/EIR also  
28 acknowledges that “[s]hould the LAHD decide not to adopt these mitigation  
29 measures, the resulting congestion and the levels of service would be worse than  
30 what is presented” in the analysis. Note also that the proposed Project also contains  
31 new pathways for pedestrians (Coastal Trail) and bicyclists as seen in Figure 2-6a  
32 along with several other pedestrian oriented features described in Section 2.4.2.1.1 of  
33 the draft EIS/EIR.

## 34 **Response to Comment LADCP-10**

35 Please refer to Master Response 6 for additional information regarding Harbor  
36 Boulevard. Should the proposed mitigation measures for the proposed Project be  
37 implemented, the existing bicycle lanes on Harbor Boulevard would be relocated to  
38 the waterfront promenade and would include dedicated bicycle lanes that meet local  
39 and state standards for off-highway bicycle facilities. Continuous bicycle access  
40 paths will be included throughout the proposed project area.



## 1 Response to Comment LADCP-11

2 Thank you for your comment. To clarify, the Bluff Site parking structures that are  
3 proposed as part of the proposed Project would be 3 levels, or at a height not to  
4 exceed the tops of the bluffs so that views are maintained. The draft EIS/EIR will be  
5 revised to ensure the parking structures are described consistently throughout.

6 Section 3.1.4.3 and specifically Impact AES-3 analyzes the impact of the Bluff Site  
7 Parking structure on the existing visual quality and character of the area. Beacon  
8 Street is raised approximately 50 feet above the Southern Pacific Railroad tracks, and  
9 the bluff blocks views of much of the area between Beacon Street and the waterfront.  
10 The rooftops of the current Ports O'Call buildings frame the lower edges of the view  
11 from this location, and the proposed parking structures would not be within sightlines  
12 from Beacon Street or from the ground floor of the buildings that front the street.  
13 The structures would be integrated into the existing topography and hidden from  
14 view from these sensitive residential areas. Some vantage points from Harbor  
15 Boulevard, San Pedro Plaza Park, and higher elevations to the west would also have  
16 views of the top level of the proposed bluff site parking, which would be greened  
17 with landscaping and include viewing areas. There would be no introduced  
18 inharmonious elements that would change the visual character of the area from these  
19 view points. The proposed bluff site parking would be sited and scaled within the  
20 continuous approximately 30-foot grade separation that extends from 7<sup>th</sup> to 14<sup>th</sup>  
21 Streets. Integration of the design into the hillside would minimize visual impact due  
22 to height, bulk, and contrast of the building. The parking structures would be  
23 designed according to design standards framed in the San Pedro Waterfront design  
24 guidelines (Appendix C.2). Therefore, view corridors would be maintained between  
25 the San Pedro Community Plan and the Port Plan as related to the Bluff Site Parking.

26 The design of the Inner Harbor parking structures has continued to evolve in order  
27 take into account the concerns of the surrounding community and to maximize the  
28 view corridors between the Port Plan Area and the San Pedro Community Plan. As  
29 described in Chapter 2, "Project Description," of the draft EIS/EIR, visual issues  
30 were examined specifically relating to the proposed cruise terminal parking  
31 structures, in accordance with the *Harbor Boulevard Seamless Study* (SMWM 2008).  
32 A diagonal pairing concept was recommended as the preferred Inner Harbor parking  
33 structure footprint. Two separate structures, parallel to the existing cruise terminal at  
34 Berth 93 but offset from Harbor Boulevard at a 45° angle, were recommended as the  
35 preferred development option. Additionally, each floor of the structures was  
36 incrementally stepped back from Harbor Boulevard, reducing the structures' vertical  
37 massing envelope along Harbor Boulevard, starting at 2 levels (22 feet high) adjacent  
38 to Harbor Boulevard, increasing to 3 levels (32 feet high), and ultimately to 4 levels  
39 (42 feet high) closest to the Main Channel. LAHD is aware of the concerns of the  
40 Department of City Planning and will coordinate with LADCP and CRA/LA to find a  
41 mutually agreeable solution to the design of these parking structures.

## 1 **Response to Comment LADCP-12**

2 Thank you for your comment. It was estimated the proposed Project would create  
3 approximately 3,669 jobs in 2015 and approximately 3,801 jobs by 2037 in the Los  
4 Angeles area. Future traffic conditions were estimated throughout the proposed  
5 project timeline of 2037, including estimated increases from the proposed San Pedro  
6 Waterfront Project and other planned development projects in the area. Estimated  
7 increases in traffic include all trip types for each land use: employees, patrons,  
8 service vehicles and, where appropriate, residents and visitors. The analysis in the  
9 draft EIS/EIR showed that impacts to traffic at numerous intersections would be  
10 significant and unavoidable (See draft EIS/EIR, Section 3.11, “Transportation and  
11 Circulation (Ground)”). Should the Board of Harbor Commissioners choose to  
12 approve this project with these significant impacts, a statement of overriding  
13 considerations would be required.

14 Market demand will drive the ultimate buildout of Ports O’Call, and the project may  
15 not reach the full 375,000 square feet of development identified in the draft EIS/EIR.  
16 Additionally, the 75,000 square foot conference center will be included in the request  
17 for proposals for the master developer, but it will not necessarily be incorporated into  
18 the final development plans if market demand and the master developer do not  
19 support it. Therefore, the draft EIS/EIR provides a conservative analysis of traffic if  
20 market demand does not support the ultimate buildout of Ports O’Call.

## 21 **Response to Comment LADCP-13**

22 Thank you for your comment. The date of the San Pedro Community Plan has been  
23 revised as indicated in Chapter 3 of the final EIS/EIR under Section 3.2,  
24 “Aesthetics,” Page 3.1-11.

## 25 **Response to Comment LADCP-14**

26 Thank you for your comment. The discussion of the proposed Inner Harbor parking  
27 structure has been revised as indicated in Chapter 3 of the final EIS/EIR under  
28 Section 3.2, “Aesthetics,” Page 3.1-24.

## 29 **Response to Comment LADCP-15**

30 Thank you for your comment. San Pedro has three main commercial areas—  
31 downtown San Pedro, the Pacific Corridor, and the waterfront area—which have  
32 totally different characters. Downtown San Pedro has pioneering coffee shops,  
33 restaurants, art galleries, and professional offices. Pacific Avenue, the commercial  
34 core of the Pacific Corridor area, has local services such as mechanics, barbershops,  
35 locksmiths, appliance stores, and banks. The waterfront area contains a variety of  
36 maritime-related uses, two museums, marinas, the fishing fleet and supporting

1 activities, and visitor-oriented commercial. The proposed Project promotes the  
2 introduction of a mix of compatible, nonindustrial uses, both public and private,  
3 along the waterfront, including recreation, retail, and restaurants as well as expanded  
4 cruise terminal facilities, a maritime museum, public art, and the commercial fishing  
5 village. Ports O'Call redevelopment would continue to include recreational,  
6 commercial, and Port-related waterfront uses similar to the existing establishments of  
7 Ports O'Call serving the needs of cruise passengers and waterfront visitors. The Port  
8 uses the word redevelopment throughout the draft and final EIS/EIR as a general  
9 non-legal term to describe the changes which would occur at Ports O'Call under the  
10 proposed Project or alternative and not as a legal term with the associated legal  
11 definition. There are opportunities to develop each area and provide synergies with  
12 one another. The proposed project intends to capitalize on the opportunities that exist  
13 along the waterfront for niche commercial development, as opposed to creating  
14 competition among the other commercial areas of San Pedro.

15 Market demand will drive the ultimate buildout of Ports O'Call, and the project may  
16 not reach the full 375,000 square feet of development identified in the draft EIS/EIR.  
17 Additionally, the 75,000 square foot conference center will be included in the request  
18 for proposals for the master developer, but it will not necessarily be incorporated into  
19 the final development plans if market demand and the master developer do not  
20 support it.

21 Please also see Master Response 3, and Response to Comment WAT2-21, MEL-2,  
22 and LIT-4.

## 23 **Response to Comment LADCP-16**

24 Thank you for your comment. The extension of the Waterfront Red Car Line into  
25 downtown may be considered as a separate project but is not a part of the proposed  
26 Project analyzed in the draft EIS/EIR or as a mitigation measure. The extension of  
27 the Waterfront Red Car Line into downtown San Pedro has been studied in the  
28 *Waterfront Red Car Line Expansion Feasibility Study Draft Final Report*, prepared  
29 by Wilson & Company. A Downtown San Pedro Red Car extension will require  
30 additional planning studies to identify and refine the various alignment alternatives,  
31 operating options and station requirements. The Downtown extension would not be  
32 on POLA property; therefore, LAHD does not have jurisdiction over proposed  
33 project elements outside of its boundaries. Furthermore, a greater level of  
34 interagency and stakeholder coordination will be required. LAHD will continue to  
35 explore funding opportunities and partnerships with other city agencies to develop a  
36 Downtown extension. Any future extension to downtown would require the City of  
37 Los Angeles Department of City Planning or Community Redevelopment Agency to  
38 develop and implement such proposals. However, LAHD is open to collaborating  
39 with LADCP and CRA/LA on any future development of the trolley line. This issue  
40 is also discussed in Master Response 6 and Response to Comments CSLC-6 and  
41 CRA-11.

1 **Response to Comment LADCP-17**

2 Thank you for your comment. The proposed Project has incorporated mooring  
3 locations for visitor-serving watercraft and temporary mooring for vessels using the  
4 landside facilities as discussed on Page 2-21 of the draft EIS/EIR in Chapter 2,  
5 “Project Description.”



**CRA/LA**  
Building communities with jobs & housing

Community Redevelopment Agency  
of the CITY OF LOS ANGELES  
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2151 Alessandro Drive, Suite 110  
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Delivered Via:            Email - [ceqacomment@portla.org](mailto:ceqacomment@portla.org)  
   Hand Delivered  
   US Regular Mail

Subject:            Comments to the Draft Environmental Impact Report  
                                 Proposed San Pedro Waterfront Project

Dear Dr. MacNeil and Dr. Appy:

On behalf of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA), I am pleased to submit our comments regarding the Draft Environmental Impact Report (DEIR) for the proposed San Pedro Waterfront Project Area (Project). The Port of Los Angeles' project objectives of increasing public access to the waterfront and providing connections between the waterfront area and the San Pedro Community are closely aligned with those of the CRA/LA Beacon Street and Pacific Corridor Redevelopment Project Areas. Below you will find our comments to the DEIR, which are meant to further these common objectives and enhance the ongoing revitalization efforts in San Pedro.

**Project Description:**

On the whole, the project description is complete. However, there are areas requiring more clarity and additional analysis.

- The Project Site and Surrounding Uses Sections in the DEIR do not fully describe the physical and social surroundings of the project, such as the residential uses directly west of the Project, within 600 feet (and as close as 400 feet). There is also no mention of the CRA/LA Pacific Corridor and Beacon Street Project Areas, which include the Downtown San Pedro commercial and business district immediately adjacent to the proposed project site. These sections should be revised to include adjacent residential uses and

CRA-1  
cont'd

the CRA/LA Project Areas in the Final EIR/EIS to provide a contextual analysis to better assess potential impacts to surrounding residents and businesses.

CRA-2

- It is unclear whether the two proposed parking structures located east on Harbor Boulevard, between Swinford Street and Santa Cruz Street, would be designated for terminal passengers and Waterfront employees only. The Final EIR/EIS should clarify this in the Project Description.

CRA-3

- Because the Project Description regarding the Ports O'Call redevelopment and expansion is vague, it is difficult to ascertain the potential impacts to the surrounding area, particularly the adjacent the CRA/LA Project Areas. A more complete description should be included in the Final EIR/EIS.

CRA-4

- The DEIR does not clearly state what the improvements or activities adjacent to the Ports O'Call or Town Plaza would be; nor does it state if the proposed project has allocated short term guest slips for waterborne visitors. Clear and descriptive language should be included in the Final EIR/EIS that clarify these activities and improvements.

CRA-5

- The CRA/LA should be listed in the Final EIR/EIS as one of the affected agencies, especially because some of the proposed mitigation measures are located within our Project Areas.

In recognition of the project objectives of "increasing public access to the waterfront and providing connections between the waterfront and San Pedro community", the CRA/LA offers the following comments to ensure that the project truly serves as a linkage to the community and does not have the unintended consequences of isolating the waterfront. Our recommended mitigation measures are meant to reduce potential barriers and enhance the interconnectivity between the San Pedro Community and the waterfront.

#### Impacts to Aesthetics:

CRA-6

- The DEIR includes in its Project Description the development of two parking structures of almost 4,000 spaces at the corner of Swinford and Santa Cruz Streets to accommodate the growing cruise ship industry. However, little detail is provided on the layout and design of these structures. Because the presence of these two structures would have unavoidable and unmitigated aesthetic impacts, obscuring pedestrian visual connections and view corridors from the CRA/LA Project Areas to the waterfront, the CRA/LA recommends that POLA design and construct the parking structures in accordance with Alternative II of the SWWN Harbor Boulevard Seamless Study completed in October 2008. Moreover, it is recommended that the CRA/LA and Los Angeles City Planning Department review and approve the plans for the proposed parking structures before POLA begins the permitting process to minimize the aesthetic impacts to our adjacent Project Areas.

CRA-7

CRA-8

- Like the two parking structures located east on Harbor Boulevard, the Bluff parking structure layout and design has not been fully developed. While the proposal of the Bluff parking structure with its garden roof-top pedestrian connections could be an important community asset, the aesthetic impacts are unclear without a fleshed out design. Therefore, it is recommended that the CRA/LA and Los Angeles City Planning

CRA-8  
cont'd

Department also review and approve the plans for the proposed Bluff parking structure before POLA begins the permitting process.

CRA-9

- The Project Description should be clarified to explicitly state that landscape and streetscape improvements would cover the entirety of Harbor Boulevard from Swinford Street through 22<sup>nd</sup> Street.

CRA-10

- Understandably, POLA has committed to upgrades to eastern side of Harbor Boulevard, which is located within its boundaries. However, one-sided improvements on Harbor Boulevard would create an aesthetic impact that would disconnect the waterfront from the San Pedro community, which is in conflict with the project objective of connecting the waterfront to the San Pedro Community. To further strengthen the connection between the waterfront to San Pedro the CRA/LA recommends the extension of landscape and streetscape improvements to the western side of Harbor Boulevard. These improvements should be coordinated and undertaken in such a manner to minimize potential construction impacts.

### **Impacts to Mobility:**

Mobility includes all forms of transport - foot, bike, car, bus, or trolley. Facilitating circulation between Downtown San Pedro and the waterfront is a key to increasing access and providing interconnectivity. In review of the DEIR, the CRA/LA identified nine (9) intersections within our Project Areas that would be impacted by the proposed project.

#### ***Trolley***

CRA-11

- To reduce the number of trips generated to the Port and mitigate traffic congestion and vehicular/pedestrian conflicts, POLA should devise a subsequent plan for the extension of the Red Car into the Downtown San Pedro area as a mitigation measure. The expansion of the Red Car also would further the project objectives of "increasing public access and providing connections from San Pedro to the waterfront".

#### ***Vehicular:***

CRA-12

- The CRA/LA recommends that the Waterfront Project closely coordinate the implementation of the traffic mitigation measures with the Los Angeles Department of Transportation and the CRA/LA.

#### ***Bicycle***

CRA-13

- The CRA/LA recommends the incorporation of mitigation measures that ensure that the state standards for bicycle facilities are retained and or improved if bicycle lanes on Harbor Boulevard are relocated.

#### ***Pedestrian:***

CRA-14

The DEIR indicates, on page ES-18 in the Executive Summary that pedestrian connections would be devised in accordance to the Harbor Boulevard Seamless Study (SMWM 2008); those connections would be provided at Swinford, O'Farrell, 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 13<sup>th</sup> (pedestrian bridge), and 22<sup>nd</sup> Streets, with through vehicular access to the Project area via 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, and 7<sup>th</sup> Streets. The DEIR language suggests that development of landmarks included at these pedestrian crossings should be developed, but does not specify the implementing Agency.

Moreover, the reconfiguration of Harbor Boulevard and Gaffey Street to add another vehicular lane would create greater pedestrian and visual barriers that are not fully addressed by the DEIR nor its mitigations measures. Since one of the objectives of the Waterfront Project and the CRA/LA is to create greater accessibility to the waterfront, the CRA/LA offers the following recommendations:

- Include mitigation measures that reduce vehicular/pedestrian conflicts and improve pedestrian safety between the waterfront and the larger San Pedro Community:
  - Signalized (designated for pedestrian crossing) crosswalks for the safe pedestrian only passage over Harbor Boulevard and Gaffey Street.
  - Create wide crosswalks with unique paving to differentiate from the roadway on both Harbor Boulevard and Gaffey Street.
  - Provide sufficient pedestrian and roadway lighting to ensure the safety of the pedestrians on Harbor Boulevard and Gaffey Street.
  - Create pedestrian crossings and paths connecting 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup> Streets to Harbor Boulevard through Beacon Street, and include signalized (designated for pedestrian crossing) crosswalks at 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup> Streets crossing at Harbor Boulevard onto the garden roof-top Bluff parking structure.
- Include as a mitigation measure directional signage for pedestrian access from 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup> Streets to the proposed garden roof-top of the Bluff parking.

CRA-15

### Cumulative Impacts:

The DEIR as explained above does not provide a full context of the surrounding area and perhaps because of this omission does not completely address potential cumulative impacts. A more thorough analysis of cumulative impacts should be included in the Final EIR/EIS. Because of the immediate proximity of the Waterfront Project to the Beacon Street and Pacific Corridor Project Areas, the Project could result in physical changes to the environment that impacts the revitalization efforts of the CRA/LA particularly during the construction phases.

CRA-16

- The Final EIR/EIS should more fully evaluate potential economic impacts on Downtown San Pedro during the construction phase of the Project and incorporate mitigation measures to remediate these impacts prior to the issuance of any Requests for Proposals.
- The Final EIR/EIS should more fully evaluate the potential economic impacts on Downtown San Pedro once the construction phases have been completed. While the Project will likely enhance revitalization efforts, it could create unintended barriers to business activity in Downtown San Pedro such as the loss of nearby free parking, addition of vehicular traffic, and obstruction of view corridors. Therefore, CRA/LA recommends that POLA incorporate mitigation measures to remediate these impacts prior to the issuance of any Requests for Proposals. As part of these mitigation

CRA-17



- CRA-17  
CONT.
- measures, POLA should devise and fund a marketing plan to promote Downtown San Pedro and its businesses at Ports O'Call in collaboration with CRA/LA.
- CRA-18
- The Waterfront Project proposes removal of free parking on the project site, and as mitigation measures the removal of street parking on Harbor Boulevard and Gaffey Street. The first action would create a spill over of parking onto the neighborhood streets and Downtown San Pedro, negatively impacting the overall community; and the second action would create a hardship on residents and business owners, reducing parking on the whole. Therefore, the CRA/LA recommends as a mitigation measure the designation of off-site parking structure(s) that would serve both the Waterfront Project and the impacted Downtown and neighborhoods.

I am grateful for the opportunity to review the DEIR for the San Pedro Waterfront Project and look forward to our continued partnership in the redevelopment and revitalization of the San Pedro community. Please provide the CRA/LA staff with five (5) copies of the Final EIR/EIS, once it has been completed. Should you have any questions related to the CRA/LA and its redevelopment activities, you may contact me at 213-977-1744.

Sincerely,



Barron McCoy  
Regional Administrator - LA Harbor Region

cc: Pauline Lewicki, CRA/LA Principal Planner  
Robert Manford, Phd., CRA/LA Senior Environmental Planner  
Susan Totaro, CRA/LA Project Manager  
Megan Hunter, CRA/LA City Planner  
Frank Hong, Planning Director CD 15  
Gordon Teuber, Economic Development Director CD 15  
Pacific Corridor Community Advisory Committee  
City of Los Angeles City of Planning Department  
City of Los Angeles, Department of Transportation  
CRA/LA Records

# City of Los Angeles Community Redevelopment Agency (CRA)

## Response to Comment CRA-1

An EIR only needs to discuss the physical setting as impacts are related to the physical environment. However, the social surroundings are discussed in Chapter 5, “Environmental Justice,” and Chapter 7, “Socioeconomics and Environmental Quality.” Additionally, other sections of the draft EIS/EIR address the environmental setting (including residential uses) in greater detail. For example, Section 3.8, “Land Use and Planning,” provides further discussion of surrounding land uses, Section 3.9, “Noise,” provides further discussion of sensitive receptors (see Section 3.9.2.2), and Section 3.2, “Air Quality and Meteorology,” provides additional discussion regarding sensitive receptors (see Section 3.2.2.4 and Figure 3.2-1).

Chapter 2, “Project Description,” provides a general description of the proposed Project’s characteristics as required under CEQA. (CEQA Guidelines Section 15124.) The Environmental Setting discussion in each resource section provides a more detailed description of the physical environmental conditions of the proposed project area, which is necessary and adequate to analyze the proposed Project’s impacts on the environment. (CEQA Guidelines Section 15125.)

Section 3.1, “Aesthetics,” includes analysis of potential impacts to the surrounding uses identified by the comment (i.e., residential uses directly west of the proposed project site from Swinford to 22<sup>nd</sup> Streets and Downtown San Pedro commercial and business district). The aesthetic section first provides a description of the surrounding environmental setting. Views from the residential areas of the San Pedro area west of the proposed project site are addressed in Section 3.1, Aesthetics. Specifically, in the beginning of Section 3.1.2, “Environmental Setting,” there is a brief discussion of the San Pedro Community and types of land uses located to the west of the proposed project site. Furthermore, Section 3.1.2.2 identifies and describes the existing visual conditions west of the proposed project area, including:

- the areas along Harbor Boulevard North of 7<sup>th</sup> Street;
- the areas along Beacon Street and Harbor Boulevard Corridors south of 7<sup>th</sup> Street, which include the buildings along the west side of Beacon Street;
- the area west from Sampson Way toward Beacon Street and Harbor Boulevard south of 8<sup>th</sup> Street; and
- the area from Lookout Point Park which include all areas between the proposed project area and Lookout Point (including between 22<sup>nd</sup> and Sampson).

Residential viewers are considered very sensitive to visual quality. The area west of the proposed project site is predominantly multi- and single-family residential and sloping topography away from the Port affords varying views to the Port and harbor. The nearest residential viewers would be within 0.1 mile of proposed project

1 features; however, views from these locations are generally blocked due to low  
2 elevations and intervening buildings and vegetation. Residents located on hillsides  
3 that overlook the Port, where elevations can reach 200 feet above water, would  
4 generally be located over 0.75 mile from the nearest proposed project features. At  
5 this distance, proposed elements would occupy the middle-ground of the view.

6 Section 3.1.4.3.8, “Project Potential to Cause Urban Decay,” discusses downtown  
7 San Pedro and the potential for the proposed Project to cause a reduction of, or lack  
8 of proper utilization of the area to such an extent that it constitutes a serious physical  
9 and economic burden to the community. The analysis determined that neither the  
10 proposed Project nor its alternatives is expected to directly or indirectly trigger urban  
11 decay. This is because the proposed Project is occurring wholly within the  
12 boundaries of Port property, and because the proposed Project would be consistent  
13 with both existing adjacent land uses and governing policy plans. The uses and  
14 actions proposed as part of the San Pedro Waterfront plan specifically direct LAHD  
15 to avoid commercial installations and other uses that strictly serve neighborhoods and  
16 that could be provided outside the Port. Furthermore, the Port’s uses supplement and  
17 reinforce local businesses in downtown San Pedro and adjacent neighborhoods.

18 Section 3.8, “Land Use and Planning,” includes analysis of potential impacts to the  
19 surrounding uses identified by the comment (i.e., residential uses directly west of the  
20 proposed project site from Swinford to 22<sup>nd</sup> Streets and Downtown San Pedro  
21 commercial and business district). Section 3.8.2.2, “Surrounding Land Uses,”  
22 describes the proposed project site as extending from the Vincent Thomas Bridge to  
23 the federal breakwater within the property of the LAHD and encompasses  
24 approximately 400 acres. Multiple residential, commercial/office and retail  
25 restaurant uses are adjacent to the west side of the proposed Project. The proposed  
26 project site and surrounding area is shown in Figure 2-2 in Chapter 2, “Project  
27 Description.” Figure 2-3 presents an aerial view of the proposed project vicinity in a  
28 hybrid, map-photo form. Adjacent properties include Port property to the north  
29 (future site of China Shipping container terminal); multiple residential,  
30 commercial/office, and retail/restaurant uses to the west; the Pacific Ocean to the  
31 south; and additional Port facilities to the east across the Main Channel, including  
32 Evergreen container terminal, ExxonMobil liquid bulk terminal, and Federal  
33 Correctional Institution on Terminal Island. Section 3.8.3.3.3, “City of Los Angeles  
34 Plan,” of Section 3.8, “Land Use and Planning,” also has a discussion of the San  
35 Pedro Community Plan and its relationship to the Port of Los Angeles, including  
36 development of the Central Business District of San Pedro.

37 Chapter 7, “Socioeconomics and Environmental Quality,” includes analysis of  
38 potential impacts to the surrounding uses identified by the comment (i.e., residential  
39 uses directly west of the proposed project site from Swinford to 22<sup>nd</sup> Streets and  
40 Downtown San Pedro commercial and business district). Section 7.2.1.2.1,  
41 “Employment,” includes a description of the conditions at the county and local level  
42 of employment conditions. The local level includes small geographical areas in the  
43 vicinity of the Port specifically San Pedro, Wilmington, Carson and Harbor City.  
44 The occupational breakdown (for the employed civilian population 16 years of age  
45 and over) is available for small geographical areas such as zip code areas, as

1 presented in Table 7-8. The zip code areas selected are those in the immediate  
2 vicinity of the Port for the communities of Wilmington, San Pedro, Harbor City, and  
3 the cities of Torrance, Carson, and Long Beach. Therefore, the section and analysis  
4 included data directly related to the San Pedro community and the area adjacent to  
5 the proposed Project.

6 As identified in Section 7.4.2.1, “Methodology,” the analysis for environmental  
7 quality impacts draws upon information gained from a number of sources, including:  
8 site visits to communities in the vicinity of the Port (especially San Pedro, since it is  
9 the community closest to the proposed Project) and a review of City of Los Angeles  
10 plans and program information containing relevant data for the area. Based on the  
11 location of the proposed project site, the study area for this evaluation focuses on the  
12 community of San Pedro. Section 7.2.2 described existing conditions related to  
13 environmental quality. The Beacon project area and the Pacific Commercial Corridor  
14 project area are identified as blighted by the Community Redevelopment Agency of  
15 Los Angeles, and both abut the proposed project area.

16 Section 7.2.2 also described other conditions which, independent of any public  
17 agency designation, the community of San Pedro (including those areas immediately  
18 west of the proposed project site between Swinford and 22<sup>nd</sup>) may perceive as  
19 reducing environmental quality or causing urban decay because of an area being  
20 physically degraded or deteriorated or other types of physical, social, and economic  
21 conditions being visible to or experienced by the public. These were identified based  
22 on the summary of the community comments from the proposed Project’s public  
23 outreach process conducted from November 2006 through March 2007. The effects  
24 discussion for environmental quality identifies proposed project elements that would  
25 contribute to deterioration of environmental quality in adjacent neighborhoods. It  
26 also discusses elements of the proposed Project, including proposed transportation  
27 system improvements. The section also discusses the effect proposed Project can  
28 have on community cohesion and its environmental justice effects.

29 This issue is also discussed in LADCP-1.

## 30 **Response to Comment CRA-2**

31 The two proposed parking structures for the Inner Harbor are currently planned to  
32 serve cruise passengers. However, LAHD is committed to working with CRA to  
33 explore public parking options in CRA projects located in downtown San Pedro to  
34 serve waterfront visitors.

## 35 **Response to Comment CRA-3**

36 There are no detailed plans available for the Ports O’Call development, so the future  
37 site plan was left blank in the draft EIS/EIR. Upon approval of the final EIS/EIR,  
38 LAHD intends to release an RFP to select a master developer for the site. The master  
39 developer will be required to create a cohesive detailed design throughout the

1 redevelopment area. However, the draft EIS/EIR provides sufficient detail in terms  
2 of types of uses and maximum square footage to adequately assess potential impacts  
3 associated with buildout of the Ports O'Call area. In Chapter 2, "Project  
4 Description," Table 2-6 provides square footage assumptions for commercial retail,  
5 restaurant, and conference center uses within the Ports O'Call development under the  
6 proposed Project and the six alternatives. Please refer to Master Response 4 for  
7 further discussion of Ports O'Call redevelopment.

## 8 **Response to Comment CRA-4**

9 Page 2-26 provides a description of the improvements in the Town Square area,  
10 including the Downtown Civic Fountain, and indicates that the Town Square is  
11 designed as a public space that could accommodate approximately 170 people for  
12 formal seating engagements or events. No additional details are currently known.  
13 Page 2-21 indicates that slips will be provided for transient boaters near Ports O'Call.  
14 Page 2-21 says the proposed Project provides for visitor slips in the Downtown  
15 Harbor. Page 2-25 indicates that short-term berthing for visiting vessels would be  
16 provided in the 7<sup>th</sup> Street Harbor at the 7<sup>th</sup> Street Pier.

## 17 **Response to Comment CRA-5**

18 The draft EIS/EIR provides a list of agencies that have permitting authority over the  
19 proposed project elements. CRA does not have permitting authority, and therefore  
20 has not been listed in the draft EIS/EIR. However, CRA has been added to  
21 Table 2-10 as an affected agency and will be included in coordination regarding the  
22 implementation of traffic mitigation measures, as discussed in Master Response 6 –  
23 Agency Coordination.

## 24 **Response to Comment CRA-6**

25 The proposed Inner Harbor parking described in Section 2.4.1.2.5 incorporates the  
26 preferred plan concepts developed in the SMWM Harbor Boulevard Seamless Study  
27 completed in October 2008. These structures would include a diagonal pairing  
28 concept, an offset from Harbor Boulevard at a 45° angle, an incremental step back  
29 from Harbor Boulevard, façade treatments utilizing various materials including  
30 landscaped "green walls" and lighting, and roof treatments considering potential  
31 landscaping and solar power opportunities.

32 The aesthetic impact of the parking structures is described in Section 3.1.4.3 of  
33 Section 3.1, "Aesthetics." The proposed parking structures at the existing Inner  
34 Harbor cruise ship terminal would block views to the Vincent Thomas Bridge for  
35 approximately 1,440 feet from a locally designated scenic highway. A reduction in  
36 the height of the proposed structures, partial subterranean construction, or a reduced

1 footprint could offer opportunities to maintain views; however, these options would  
2 not meet the parking requirements for the proposed Project.

3 Furthermore, text has been added to Impact AES-1 to read as follows:

4 The Los Angeles Department of City Planning and the Community  
5 Redevelopment Agency of Los Angeles would be involved in the design of  
6 landscape features, architectural design, building materials, and structural  
7 lighting to minimize aesthetic impacts of the parking structures on the  
8 community.

## 9 **Response to Comment CRA-7**

10 LAHD will provide CRA and the City of Los Angeles Department of City Planning  
11 an opportunity to review and comment on detailed plans for the parking structure.  
12 However, neither CRA nor the City Planning Department has approval authority for  
13 the parking structures on LAHD property. Please note, as discussed in Master  
14 Response 3, “Waterfront Parking,” LAHD staff has determined that it would be  
15 possible to meet the parking needs of the existing Inner Harbor Cruise Terminal and  
16 one berth in the Outer Harbor by extending the cruise surface parking to Berth 87.  
17 The North Harbor cut could be delayed until construction of the Inner Harbor  
18 structured parking was needed, most likely with the construction of a second Outer  
19 Harbor cruise berth.

## 20 **Response to Comment CRA-8**

21 Thank you for your comment. The Ports O’Call parking description begins in  
22 Chapter 2, “Project Description,” on Page 2-33. While detailed designs have not yet  
23 are currently been fully fleshed out, the existing development plan for the Bluff Site  
24 parking structure provides enough information to assess aesthetic impacts from its  
25 construction. Chapter 2 indicates that several features of the Bluff Site parking  
26 structure make its aesthetic impacts less than significant. For example, the top of the  
27 parking structures would be no higher than the height of the bluffs, and would  
28 include landscaped roofs to minimize visual and aesthetic impacts. The parking  
29 structure would not be within sightlines from Beacon Street or from the ground floor  
30 of buildings that front Beacon Street. The structures would be integrated into the  
31 existing topography and hidden from the view of sensitive residential areas. Vantage  
32 points that do have a view of the parking structures would see a continuous stretch of  
33 transportation infrastructure with green roofs. The Bluff Site structures would not  
34 introduce inharmonious elements, and the visual character of the area would remain  
35 unchanged. Finally, the structures would be designed according to the standards set  
36 forth in Appendix C.2 of the draft EIS/EIR. (See draft EIS/EIR Pages 3.1-31 through  
37 3.1-32.)

38 LAHD will provide CRA and the City of Los Angeles Department of City Planning  
39 an opportunity to review detailed plans for the Bluff parking structures. The Bluff

1 parking structures are included in the Ports O’Call redevelopment area, and the final  
2 project design will be done in partnership with a master developer. Upon approval of  
3 the proposed Project or an alternative, LAHD intends to conduct an RFP competitive  
4 design process to select a master developer for Ports O’Call. Please refer to Master  
5 Response 4 for further discussion. However, neither CRA nor the City of Los  
6 Angeles Department of City Planning has approval authority for the parking  
7 structures on LAHD property.

## 8 **Response to Comment CRA-9**

9 Thank you for your comment. Section 2.4.2.3.3 in the draft EIS/EIR accurately  
10 describes the landscaping and hardscaping that would occur as part of the proposed  
11 Project.

## 12 **Response to Comment CRA-10**

13 Thank you for your comment. LAHD plans to coordinate with CRA as part of the  
14 *Harbor Boulevard Seamless Study* efforts to provide an integrated design for Harbor  
15 Boulevard in a manner that makes sense, acknowledging the fact that LAHD has no  
16 jurisdiction over the western side of Harbor Boulevard between 7<sup>th</sup> Street and  
17 Swinford Avenue. Proposed development and landscaping will be designed to  
18 visually and physically anchor the proposed development within the community,  
19 supporting goals to enhance linkages between downtown San Pedro and the  
20 waterfront. (See draft EIS/EIR Section 3.1.4.3, Impact AES-3.)

## 21 **Response to Comment CRA-11**

22 The extension of the Waterfront Red Car Line into downtown may be considered as a  
23 separate project but is not a part of the proposed Project analyzed in the draft  
24 EIS/EIR or as a mitigation measure. Extending the Red Car to downtown San Pedro  
25 has been studied in the *Waterfront Red Car Line Expansion Feasibility Study Draft*  
26 *Final Report*, prepared by Wilson & Company. The study indicates the existing red  
27 car configuration with high platforms and long handicap ramps to elevated stations  
28 could not be developed in downtown without significant impact to businesses,  
29 parking, and sidewalks. Therefore, the study recommends that the existing red car  
30 system be modified to a step-on/step-off type of electric trolley prior to expansion.  
31 The Port is currently seeking transportation funding for these modifications, which  
32 would need to occur before a downtown loop becomes feasible.

33 LAHD acknowledges that a downtown San Pedro extension would require additional  
34 planning studies to identify and refine the various alignment alternatives, operating  
35 options and station requirements.

1 The Downtown extension would not be on POLA property; therefore, LAHD does  
2 not have jurisdiction over proposed project elements outside of its boundaries.  
3 Furthermore, a greater level of interagency and stakeholder coordination, including  
4 discussions regarding operating and maintenance costs, would be required. LAHD  
5 will continue to explore funding opportunities and partnerships with other city  
6 agencies to develop a Downtown extension. Any future extension to downtown San  
7 Pedro would require the City of Los Angeles Department of City Planning or  
8 Community Redevelopment Agency to develop and implement such proposals within  
9 their jurisdiction. However, LAHD is open to collaborating with LADCP, CRA, and  
10 LADOT on future development of the Waterfront Red Car line.

11 This issue is also discussed in Master Response 6, Response to Comment CSLC-6  
12 and Response to Comment LADCP-16.

### 13 **Response to Comment CRA-12**

14 Proposed mitigation measures are being coordinated in consultation with the Los  
15 Angeles Department of Transportation, the City of Los Angeles Department of City  
16 Planning, and CRA. Upon project approval, continued consultation before  
17 implementation of mitigation measures will also occur. Please also see Master  
18 Response 6 for further discussion regarding agency coordination.

### 19 **Response to Comment CRA-13**

20 Thank you for your comment. Please refer to Master Response 6 for additional  
21 information regarding Harbor Boulevard. The bicycle lanes would be relocated to  
22 the waterfront promenade, and would include dedicated bicycle lanes that meet  
23 local and state standards for off-highway bicycle facilities. This issue is also  
24 addressed in Response to Comment LADCP-10.

### 25 **Response to Comment CRA-14**

26 Thank you for your comment. Plans for specific design elements, including  
27 landmarks as indicated, will not be finalized until the detailed design stage, after  
28 project approval. LAHD's intent is to reduce vehicular/pedestrian conflicts and to  
29 improve pedestrian safety wherever possible along Harbor Boulevard. LAHD will be  
30 the implementing agency for all signage and landmarks associated with the  
31 pedestrian crossings at Swinford, O'Farrell, 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup>, and 13<sup>th</sup>  
32 (pedestrian bridge), and 22<sup>nd</sup> Streets as identified in Section 2.4.2.3.3 and 2.4.2.1.1 of  
33 the draft EIS/EIR.



## 1 Response to Comment CRA-15

2 The proposed mitigation measures would restripe the Harbor and Gaffey within the  
3 existing rights of way, to provide a third travel lane in each direction. Regarding the  
4 mitigation measures on Harbor Boulevard Page 3.11-38 of the draft EIS/EIR states  
5 that “While these mitigation measures are available to the LAHD, the LAHD may  
6 decide not to adopt Mitigation Measure MM TC-6 and portions of Mitigation  
7 Measures MM TC-7, MM TC-8, MM TC-9, MM TC-12, and MM TC-13 (involving  
8 configuring Harbor Boulevard to provide three lanes both northbound and  
9 southbound) because the provision of three lanes both northbound and southbound on  
10 Harbor Boulevard would increase speeds along Harbor Boulevard and would not  
11 contribute to a pedestrian-friendly environment along Harbor Boulevard.” All  
12 proposed project roadway improvements and mitigation measures will be built in  
13 accordance with all relevant City of Los Angeles standards, as well as Americans  
14 with Disabilities Act standards.

15 LAHD and CRA do have the common goal of creating greater accessibility to the  
16 Waterfront. With regard to the suggested mitigation measures:

- 17 ■ As described in Chapter 2, “Project Description,” the proposed Project would  
18 retain or provide signalized crosswalks for the safe passage of pedestrians at the  
19 following intersections along Harbor Boulevard: O’Farrell, 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>,  
20 and 9<sup>th</sup> Streets. The proposed Project includes plans for a pedestrian bridge across  
21 Harbor Boulevard at 13<sup>th</sup> Street across the bluff, and either a pedestrian bridge or  
22 signalized crossing at 9<sup>th</sup> Street and Harbor Boulevard. Among the proposed  
23 traffic mitigation measures is mitigation measure TC-4, which requires the  
24 installation of new traffic signals at Gaffey Street & 6th Street. This signalized  
25 intersection would facilitate pedestrian crossing on Gaffey at this location.  
26 Gaffey Street is not within the proposed project area. Furthermore, there is no  
27 pedestrian safety concern associated with Gaffey. Therefore, existing signalized  
28 and unsignalized crosswalks along Gaffey, which are currently part of the  
29 existing urban fabric, would continue to be available for pedestrians to use.
- 30 ■ As identified in Chapter 2, “Project Description,” in Section 2.4.2.3.3, the  
31 proposed Project would include wide crosswalks with unique paving to  
32 differentiate the roadway on Harbor Boulevard. These crosswalks would be  
33 consistent with those seen in downtown San Pedro. Furthermore, acorn street  
34 lighting would be used consistent with downtown along Harbor. A wider  
35 sidewalk minimum along the west side of Harbor Boulevard will be considered.  
36 Gaffey Street is not within the proposed project area. Furthermore, there is no  
37 pedestrian safety concern associated with Gaffey. Therefore, existing signalized  
38 and unsignalized crosswalks along Gaffey, which are currently part of the  
39 existing urban fabric, would continue to be available for pedestrians to use.
- 40 ■ As identified in Section 2.4.2.3.3 of Chapter 2, “Project Description,” the  
41 proposed Project would provide sufficient pedestrian and roadway lighting to  
42 ensure the safety of the pedestrians on Harbor Boulevard. Furthermore, this  
43 lighting would be within the aesthetic theme consistent with downtown San  
44 Pedro. Mitigation Measure MM TC-4, requires the installation of new traffic

1 signals at Gaffey Street & 6th Street. Lighting will be evaluated and  
2 incorporated if required in conjunction with the signalized intersection. Gaffey  
3 Street is not within the proposed project area. Furthermore, there are currently  
4 lights that exist on Gaffey. Therefore, the existing lighting, which is currently  
5 part of the Gaffey's urban fabric, would continue to be available for use.

- 6 ■ As described in Chapter 2, "Project Description," the proposed Project would  
7 include a new pedestrian bridge at 13<sup>th</sup> Street spanning Harbor Boulevard and  
8 Sampson Way. Signalized pedestrian crossings would be included on Harbor  
9 Boulevard at 13<sup>th</sup> Street and 9<sup>th</sup> Street to connect to the garden roof-top bluff  
10 parking structure. At the current time, there are no plans to include signalized  
11 intersections or pedestrian crossings across Harbor Boulevard at 8<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>,  
12 and 12<sup>th</sup> Streets, as they were not identified as being needed per the traffic study.
- 13 ■ As identified in Section 2.4.2.1.1 and Section 2.4.2.1.2, directional signage that  
14 clearly identifies pedestrian crossings and pedestrian access to the waterfront and  
15 downtown San Pedro is incorporated into the proposed Project. Therefore, a  
16 mitigation measure is not required to incorporate the suggested signage.

## 17 Response to Comment CRA-16

18 Chapter 2, "Project Description," provides a general description of the proposed  
19 Project's characteristics as required under CEQA. (CEQA Guidelines Section  
20 15124.) The Environmental Setting discussion in each resource section provides a  
21 more detailed description of the physical environmental conditions of the proposed  
22 project area, which is necessary and adequate to analyze the proposed Project's  
23 impacts on the environment. (CEQA Guidelines Section 15125.). This issue is also  
24 further discussed in Response to Comment LADCP-1.

25 According to CEQA Guidelines Section 15130(b): "The discussion of cumulative  
26 impacts shall reflect the severity of the impacts and their likelihood of occurrence,  
27 but the discussion need not provide as great detail as is provided for the effects  
28 attributable to the proposed Project alone. The discussion should be guided by the  
29 standards of practicality and reasonableness..." The cumulative analysis presented in  
30 the draft EIS/EIR in Chapter 4, "Cumulative Analysis," meets this criterion. LAHD  
31 staff coordinated with CRA staff during the development of the original plan  
32 repeatedly and during the EIS/EIR process. CRA provided specific information  
33 including the 5 year implementation plans of the Beacon Street Redevelopment  
34 Project and the Pacific Corridor Redevelopment Project for developing the best  
35 understanding of the context within this area, as noted in the footnotes of Table 6 in  
36 Appendix M. Additionally, the ambient growth factor associated with traffic  
37 accounts for additional cumulative growth in general vicinity of the proposed project  
38 area that otherwise may not be included because of the lack of a specific, defined  
39 project. Table 4-1 in Chapter 4 has been revised to include the Beacon Street  
40 Redevelopment Project as this was inadvertently left off the table; the Pacific  
41 Corridor Project is included in Table 4-1. LAHD would coordinate with CRA so that  
42 revitalization efforts along the project frontage at Harbor Boulevard would not be  
43 impeded by the proposed Project's construction. Responses to comments on specific

1 comments related to cumulative impacts are provided below in Response to  
2 Comments CRA-17 and CRA-18.

### 3 **Response to Comment CRA-17**

4 The comment regarding economic impacts of construction of the proposed Project on  
5 downtown San Pedro has been noted. The comment does not identify any specific  
6 potential economic impacts that could occur as a result of proposed project  
7 construction. Construction activities could result in temporary, localized, site-  
8 specific disruptions to the local businesses in the proposed project area, primarily  
9 related to construction-related traffic changes from worker trips, trucks, and  
10 equipment in the area; partial and/or complete street and lane closures, with some  
11 requiring detours; short supply of parking; increased noise and vibration; increased  
12 lights and glare; and changes in air emissions. These temporary construction impacts  
13 have been discussed in the draft EIS/EIR in applicable resource areas. All feasible  
14 mitigation measures have been identified for each environmental resource topic  
15 addressed in the draft EIS/EIR and would be implemented and tracked via the  
16 mitigation monitoring and reporting program (MMRP) required under CEQA.

17 There is no evidence to suggest that the proposed Project would create barriers to  
18 business activity in Downtown San Pedro. Chapter 7, “Socioeconomics and  
19 Environmental Quality,” specifically analyzes whether the operation of the proposed  
20 Project would result in a substantial change in revenue for local businesses and  
21 concludes that there would be an overall beneficial impact on the local business  
22 revenue. (See Section 7.4.1.1.2 of the draft EIS/EIR.)

23 The comment regarding economic impacts of the proposed Project due to the  
24 addition of vehicular traffic and obstruction of view corridors has been noted. The  
25 proposed Project would not have any significant and unavoidable impact as a result  
26 of obstruction of view corridors (see Section 3.1, “Aesthetics,” of the draft EIS/EIR).

27 Regarding increase in traffic, all feasible mitigation measures have been addressed in  
28 the draft EIS/EIR and would be implemented and tracked via the MMRP required  
29 under CEQA. Thank you for your suggestion to devise and fund a marketing plan to  
30 promote downtown San Pedro and its businesses at Ports O’Call in collaboration with  
31 CRA. Your suggestion will be forwarded to the Board of Harbor Commissioners for  
32 their consideration. LAHD is a major participant and contributor to the Downtown  
33 San Pedro Business Improvement District. Please also refer to Master Responses 4  
34 and 5 regarding Ports O’Call redevelopment and downtown San Pedro businesses.

### 35 **Response to Comment CRA-18**

36 Pages 62-65 of Appendix M of the draft EIS/EIR describe the mitigation measures on  
37 Gaffey Street and Harbor Boulevard, as well as parking occupancy counts that were  
38 conducted at locations where mitigation measures would lead to peak period parking  
39 restrictions, or a permanent removal of some on-street parking spaces. The potential

1 for the proposed parking restrictions on Gaffey Street (weekday peak periods only)  
2 and on Harbor Boulevard (full-time) to result in secondary impacts was considered.  
3 Surveys of the utilization of on-street parking spaces that would be affected were  
4 conducted and, based on the results of those surveys, the implementation of the  
5 parking restrictions on Gaffey and Harbor Boulevard if the recommended mitigation  
6 measures are adopted, would result in some drivers having to find alternative  
7 locations in the vicinity to park. Based on the studies, during the peak hours, up to  
8 31 vehicles along Gaffey in the vicinity of 9<sup>th</sup> Street, and up to 92 vehicles along  
9 Harbor Boulevard between 6<sup>th</sup> and 7<sup>th</sup> Streets would have to park elsewhere.

10 Although these vehicles on Gaffey and Harbor Boulevard would be required to park  
11 in different locations, this is not considered to result in a secondary impact. Adequate  
12 parking exists along side streets in the vicinity of these area within close proximity,  
13 and displacement of said spaces would not result in a physical environmental effect  
14 (i.e., require new structures, result in parking on-street where parking is not currently  
15 allowed, etc.). Parking would generally no longer be free along the waterfront;  
16 however, because a fee for parking maybe charged does not mean the proposed  
17 Project would not enhance vehicular and pedestrian linkages (Page 3.8-27). The  
18 proposed Project would achieve the objective to connect the communities to the Port  
19 and allow residents and visitors to better access the coastal resources through  
20 proposed project features, including the promenade, recreational opportunities, open  
21 space, commercial, retail, restaurants, and marinas/harbors.

22 The proposed Project provides adequate parking per the City of Los Angeles Parking  
23 Code. Therefore, the existing on street parking along Harbor Boulevard would be  
24 replaced by the Ports O'Call parking structure and various locations of surface  
25 parking. LAHD would coordinate with the City of Los Angeles to institute the  
26 parking policy in the waterfront area. LAHD would consider a number of different  
27 parking arrangements for the waterfront and the various events. It has not been  
28 decided whether all the parking would be pay parking, or whether there would be a  
29 mix of pay parking and free parking depending on location and type of event. Event  
30 parking is currently being provided at the B.87 area (not striped) and the Sampson  
31 Way and 22<sup>nd</sup> Street parking area (approximately 700 spaces). LAHD acknowledges  
32 if a charge is instituted for parking some visitors may decide to park in downtown  
33 San Pedro and/or surrounding neighborhoods. However, LAHD will take this into  
34 account when trying to determine a reasonable fee that will help fund redevelopment  
35 efforts yet still encourage waterfront visitors to use the parking facilities provided.  
36 LAHD has no control over what individuals decide to do depending on their  
37 individual traveling patterns and ultimate destinations they visit. It is speculative to  
38 predict how many individuals would chose to park offsite to avoid parking fees and  
39 the number of individuals who would chose not to come to the waterfront should a  
40 charge be placed on parking.

41 As previously stated, LAHD will explore shared waterfront public parking options as  
42 new opportunities become available within future CRA projects located in downtown  
43 San Pedro.



# Harbor Vision Task Force

Post Office Box 1256, San Pedro CA 90733-1256

September 22, 2008

RE: Corps File Number 2005-01271-SDM

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

Los Angeles Harbor Department  
c/o Dr. Ralph G. Appy  
425 S. Palos Verdes Street  
San Pedro, CA 90731

3 2008

Dear Dr. MacNeil:

SCHVTF1-1 On behalf of the **Sierra Club**, I would like to ask for extended time to speak on the Waterfront DEIR/S at the hearing on October 27, 2008, to be held in San Pedro.

The Sierra Club has about 50,000 members in the Los Angeles - Orange County area, and we have had long-standing interest in the environmental opportunities represented by the restoration of the Los Angeles waterfront area.

SCHVTF1-2 Our Harbor Vision Task Force has concerned itself with issues affecting San Pedro Bay and its connected transportation corridors since January 2001. Before the formation of the task force, the Sierra Club has been involved in San Pedro Bay issues since at least the 1970s.

We would like an opportunity to make a slide presentation (PowerPoint) during our presentation. We will hand in a digital copy for your records, if you like.

We may use one or more speakers during our presentation. When you have determined it, please let us know how much time will be allotted, so that we can plan our presentation accordingly and finish on a timely basis.

A reply by e-mail would be appreciated to the address below.

Thanks you for your consideration,

Tom Politeo  
Co-Chair, Harbor Vision Task Force  
Sierra Club  
tom@politeo.net  
562-618-1127

1 **2.3.6 Organizations**

2 **Sierra Club Harbor Vision Task Force (SCHVTF1)**

3 **Response to Comment SCHVTF1-1**

4                   The Sierra Club Harbor Vision Task Force provided comments at the October 27,  
5                   2008 public meeting and was granted ten minutes to provide a PowerPoint  
6                   presentation

7 **Response to Comment SCHVTF1-2**

8                   Please see response to SCHVTF1-1.



**LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION**

November 20, 2008

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 G. Appy  
Director of Environmental Management  
Port of Los Angeles  
425 South Palos Verdes Street  
San Pedro, CA 90731

Dear Mr. MacNeil and Dr. Appy:

On behalf of the Los Angeles County Economic Development Corporation (LAEDC), an organization dedicated to promoting job growth, economic expansion, and preserving the overall global competitiveness of Los Angeles County, I am submitting this letter in support of the San Pedro Waterfront Project (the "Waterfront Project") proposed by the Port of Los Angeles. The LAEDC believes that the Waterfront Project is a worthy infrastructure and public access improvement project that supports economic growth, job creation and the environment by re-energizing Los Angeles' waterfront, strengthening the Port's position as the number one cruise market on the West Coast, and incorporating green building and emissions reduction principles.

The proposed 400-acre, five- to seven-year redevelopment project would connect the San Pedro community with the waterfront via three new harbors and significantly enhance commercial opportunities in and around the Port by revitalizing and further developing the Ports O' Call village area. The project would also provide the Port's burgeoning cruise operations with new terminal facilities to accommodate larger cruise vessels and to service the anticipated growth in cruise demand over the next couple of decades.

The short- and long-term potential economic benefits of the Waterfront Project are striking. During the construction phase, the project would add an estimated 7,400 direct construction-related jobs and help support another 17,600 indirect jobs throughout the region. The prospect of delivering immediate jobs is particularly important as we look to provide some relief for our region's weakened construction industry and work for thousands of construction workers who have lost their jobs during the current economic downturn.

The Port of Los Angeles is currently the largest cruise ship center on the West Coast of the United States, serving over 590,000 embarking passengers on 228 home-ported vessel calls during the 2006 cruise season.\* The importance of the Port's cruise operations to the regional and local economy is clear. During 2006, the Port's cruise industry generated almost \$282 million in business revenues and \$11.2 million in state and local taxes. Cruise

\* See, Martin Associates, *Economic Impacts of the Port of Los Angeles*, dated: August, 2007.

LAEDC-1

activity at the Port of Los Angeles also supported an estimated 2,500 jobs for Southern California residents with about \$99 million in annual wages.<sup>†</sup> Of these jobs, nearly 1,300 were generated in the San Pedro area alone.<sup>‡</sup>

Once completed, it is estimated that the new cruise terminals would handle 287 vessel calls annually serving 1.13 million passengers. The potential economic impact of expanding cruise operations and the resulting increase in passenger volumes is significant. An additional 645 permanent jobs with tens of millions of dollars in annual wages would be generated through expanded cruise operations.<sup>§</sup> Passenger spending in the region would swell to over \$30 million due to the increase in passenger activity.<sup>\*\*</sup> And state and local tax revenues would be boosted by about \$6.5 million.<sup>\*\*</sup>

As unmistakable as the potential economic and job impacts of expanded cruise operations are, the green aspects of the new cruise facilities are also of note. The two new terminal buildings would incorporate Leadership in Energy and Environmental Design (LEED)-Gold building standards; cruise ships would be required to use lower sulfur fuels to reduce smoke emissions while transiting in and out of the Port; and cruise vessels would also be required to plug into shore-side electrical power (“cold ironing”) when docked to practically eliminate emissions while at berth.

In conclusion, it is imperative for the Port of Los Angeles to revitalize the San Pedro waterfront and maintain its position as the number one West Coast cruise port, which has been and will continue to be a growing source of economic strength for the San Pedro community and the regional economy. Through its proposed Waterfront Project, the Port of Los Angeles would enhance its tourism-related commercial opportunities in and around the Port, add thousands of much-needed, short-term construction-related jobs, and augment its cruise operations – generating still more new jobs, income, and business and tax revenues, while continuing its commitment to create the greenest port in the nation

For the above reasons, the LAEDC supports the San Pedro Waterfront Project proposed by the Port of Los Angeles.

Sincerely,



William C. Allen  
President & CEO

cc: Los Angeles Board of Harbor Commissioners  
Geraldine Knatz, Ph.D., Executive Director, Port of Los Angeles

<sup>†</sup> Id. figures in 2006. (Of these jobs, 1,254 were direct, 649 indirect and 606 induced as a result of the purchases by the 1,254 direct job holders).

<sup>‡</sup> Id. (665 direct, 283 indirect and 345 induced jobs)

<sup>§</sup> Id. (based on an estimate of \$35,000 per job).

<sup>\*\*</sup> Id. (based on \$57 spent per passenger).

<sup>\*\*</sup> Id.



Kathryn McDermott, Deputy Executive Director, Business Development, Port of Los Angeles  
Ralph Hicks, Director of Economic Development, Port of Los Angeles  
Arley Baker, Senior Director of Communications & Legislative Affairs, Port of Los Angeles  
Rep. Jane Harman  
Senator Alan Lowenthal, Chair Sub-Committee on Ports and Goods Movement  
Assembly Member Betty Karnette, Chair Select Committee on Ports  
Supervisor Don Knabe  
City of Los Angeles Mayor Antonio Villaraigosa  
Members of the Los Angeles City Council

1 **Los Angeles County Economic Development Corporation**  
2 **(LAEDC)**

3 **Response to Comment LAEDC-1**

4 Thank you for your comment. Socioeconomic impacts were addressed in Chapter 7,  
5 “Socioeconomics and Environmental Quality,” of the draft EIS/EIR. Your support  
6 for the proposed Project will be forwarded to the Board of Harbor Commissioners.

7 **Response to Comment LAEDC-2**

8 Thank you for your comment. Your support for the proposed project’s green features  
9 and stringent mitigation measures for new cruise facilities will be forwarded to the  
10 Board of Harbor Commissioners.

11 **Response to Comment LAEDC-3**

12 Thank you for your comment. Your support for the proposed Project will be  
13 forwarded to the Board of Harbor Commissioners.



# FOREIGN TRADE ASSOCIATION of SOUTHERN CALIFORNIA

*Serving the  
international  
trade community  
since 1919*

November 21, 2008

Dr. Ralph Appy  
Director of Environmental Management  
Port of Los Angeles  
425 S. Palos Verdes Street  
San Pedro, CA 90731



Dear Dr. Appy:

FTA-1 | On behalf of the Foreign Trade Association (FTA) we wish to express our support for the Port of Los Angeles Proposed Waterfront Project. The FTA is a private, non-profit trade association that represents over 250 members of the local international trade community. Founded in 1919, the FTA is the oldest organization promoting the growth of international trade in the Southern California area. It acts as an informational resource and network center for its members, and monitors and advocates legislative issues at the local, state and federal levels.

FTA-2 | In particular, we wish to express our strong support for the addition of a cruise terminal in the Outer Harbor. Both the direct and indirect economic benefits of the cruise industry to our region are very significant. Without new and additional facilities we will not be able to retain existing customers or attract new ones, due to the increasing size of cruise ships.


FTA-3 | With approximately 2,500 jobs and in excess of 280 million in business revenues at stake, it is imperative that this DEIR / DEIS be approved.

FTA-4 | The rehabilitation of Ports O' Call Village will also complement the beneficial goal of attracting cruise tourism while giving the Port of Los Angeles a more welcoming gateway to both local citizens and visitors.

FTA-5 | The current economic conditions make these improvements even more urgent.

FTA-6 | We also support the inclusion of a conference center that can accommodate seminars and meetings related to international trade and shipping matters. The FTA is always looking for appropriate venues at which to hold its meetings and conferences.

Sincerely,

  
Hudson R. Warren, Jr.  
President



P.O. BOX 4250 • SUNLAND, CALIFORNIA 91041 U.S.A.

PHONE (818) 352-6753 • FAX (818) 353-5976 • www.ftasc.org • e-mail: info@ftasc.org

1 **Foreign Trade Association of Southern California (FTA)**

2 **Response to Comment FTA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment FTA-2**

6 Thank you for your comment. Your support for the proposed Project will be  
7 forwarded to the Board of Harbor Commissioners.

8 **Response to Comment FTA-3**

9 Thank you for your comment. Your support for the proposed Project will be  
10 forwarded to the Board of Harbor Commissioners.

11 **Response to Comment FTA-4**

12 Thank you for your comment. Your support for the proposed Project will be  
13 forwarded to the Board of Harbor Commissioners.

14 **Response to Comment FTA-5**

15 Thank you for your comment regarding the urgency for improvements.

16 **Response to Comment FTA-6**

17 Thank you for your comment. Your support for the proposed Project will be  
18 forwarded to the Board of Harbor Commissioners.



INC. The Los Angeles  
Convention and Visitors Bureau

333 South Hope Street, 18th Floor, Los Angeles, California 90071  
Telephone 213 624-7300 Fax 213 624-9746 www.discoverLosAngeles.com

RECEIVED

NOV 17 2008

Regulatory Branch

November 11, 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, California 93001

Dear Dr. MacNeil:

As an organization that is dedicated to promoting tourism and travel to Los Angeles, LA INC. The Los Angeles Visitors and Convention Bureau, supports initiatives that will position LA as a premier cruise center. The Port of LA is vital to the City's economic fabric and serves as the gateway to Southern California. It is home to one of the nation's largest cruise passenger complex and will welcome 1.2 million people in 2008.

The success of the LA cruise industry contributes largely to the local economy. It has created 1,277 local jobs and generates \$5.7 million in state and local tax revenue. Cruise passengers that come through the Port of LA spend an average of \$15.9 million each year in the Harbor area alone, and spend \$44.7 million in the LA region each year on shopping, dining and hotel stays. 2007 saw cruise line companies spending an average of \$65.1 million in the Harbor area.

Enhancing the Port for the cruise line industry will attract more international and domestic travelers and visitors will be able to experience Los Angeles as a premier destination. As LA INC. dedicates itself to promoting Los Angeles to the world, the Port aids us in that effort by attracting cruise-line travelers to a world-class cruise port. During these current economic times, the cruise industry is one of the more stable and growing segments of the tourism industry. Improving it will only allow San Pedro to continue its image as a regional attraction and generate more revenue into the local economy.

Respectfully,

Mark Liberman  
President and CEO  
LA INC. The Visitors and Convention Bureau

LACVB-1

1 **Los Angeles Convention and Visitors Bureau (LACVB)**

2 **Response to Comment LACVB-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



# THE SEAMEN'S CHURCH INSTITUTE

## PORTS OF LOS ANGELES & LONG BEACH

Port of Los Angeles World Cruise Center • Berth 93A CLM101 • P.O. Box 1620 • San Pedro, CA 90733-1620  
[www.sealanes.org](http://www.sealanes.org) • 310-548-3200 • 888-317-7524 • Fax 310-832-0239

December 3, 2008

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

Dear Dr. Appy,

The Seamen's Church Institute of Los Angeles (SCI) supports the San Pedro Waterfront Project. We believe the project will benefit the crew that works and lives aboard the cruise ships in several ways:

- Decrease congestion by adding the Outer Harbor Cruise Terminals.
- Increase accessible opportunities for shopping and recreation.
- Increase the safety by improved walkways and transportation.

SCI-1

For two decades the Seafarers' Communication Center in conjunction with the Port of Los Angeles has provided essential services to the crew that we land-based port workers find in our own community or home – a U.S. Post Office to send our greetings and gifts, a way to send money home to support the family, a relaxed place to telephone home, a pleasant environment to check our e-mail or chat on-line to friends and family, a quiet room to write a letter or just relax.

These simple community services become critical in helping to alleviate the isolation and stress that come from living and working at sea, providing a unique humanitarian service and help to create a safer and more productive business environment for the cruise industry.

SCI-2

We would encourage the Port of Los Angeles' planning department to seriously consider including a space for crew services in the Outer Harbor Cruise Terminals for these same essential services.

Thank you for your consideration,

The Rev. Kelly A. Crawford, Jr.  
Executive Director  
310.832.5171

[kelly.crawford@sealanes.org](mailto:kelly.crawford@sealanes.org)

1 **Seamen’s Church Institute (SCI)**

2 **Response to Comment SCI-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment SCI-2**

6 Thank you for your comment. Upon selection and approval of the proposed Project  
7 or an alternative by the Board of Harbor Commissioners, and after completion of the  
8 competitive selection process for a consultant to complete design, detailed design  
9 plans would be available to describe crew service facilities.





Torrance Area Chamber of Commerce  
3400 Torrance Blvd., Ste. 100  
Torrance, California 90503  
Office (310) 540-5858  
Fax (310) 540-7662  
www.torrancechamber.com



November 26, 2008

Dr. Ralph Appy, Director of Environmental Management  
Port of Los Angeles  
425 S. Palos Verdes Street  
San Pedro CA 90731

SUBJECT: DEIR/DEIS FOR THE SAN PEDRO WATERFRONT PROJECT

Gentlemen,

The Torrance Area Chamber of Commerce lends its strong support to the proposal by the Port of Los Angeles for the development of its San Pedro Waterfront. The Torrance Chamber and its 1000+ businesses can only benefit from the positive economic impact of such an expansion.

In particular, the regional economic impact from a revitalized San Pedro Waterfront will benefit the South Bay and the entire region. New jobs will be created in the cruise industry, retail and restaurants, as well as Red Car Line related jobs — jobs for South Bay residents, among others. This translates into more discretionary income for workers to use for local area products and services. Expansion of cruise operations to accommodate the needs of larger cruise ships will increase the number of individuals visiting this area for pre- and post-cruise activities. In addition, crew members will take the opportunity to spend their monies at local eateries and shops. Our hospitality/tourism community — hotels and restaurants, specifically — can market these regional attractions to passengers expected to embark at the proposed cruise terminal.

Aside from the direct increased economic impact of this expansion, the ambiance of the development of the waterfront will be a Southern California attraction that will draw people to this region. New restaurants, historical attractions and shops along the newly-developed waterfront will only complement the entire South Bay area as a tourism destination.

Overall, the proposed waterfront development is a win-win for the entire South Bay. Expanded cruise operations and increased commercial development along the San Pedro Waterfront will enhance the local economic climate. The value is obvious and we wholeheartedly support this step toward the future.

Sincerely,

Barbara Glennie ACE, IOM  
President and CEO



TACC-1

1 **Torrance Area Chamber of Commerce (TACC)**

2 **Response to Comment TACC-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



# FLORIDA-CARIBBEAN CRUISE ASSOCIATION

11200 Pines Blvd., Suite 201 • Pembroke Pines, Florida 33026

Phone: (954) 441-8881 • Fax: (954) 441-3171 • E-mail: [info@f-cca.com](mailto:info@f-cca.com) • Website: [www.f-cca.com](http://www.f-cca.com)

December 4<sup>th</sup>, 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, California 93001

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

Re: San Pedro Waterfront Project EIR

FCCA-1

On behalf of the Florida-Caribbean Cruise Association Member Lines, as customers of the Port of Los Angeles we have a significant stake in the future of the Port. We are supportive of the waterfront project that seeks to enhance the visitor serving portions of the Port. Our passengers and crew have a direct relationship with the waterfront businesses and the businesses adjacent to the waterfront such as hotels, shopping, and transportation. In addition, the ships utilize harbor area suppliers for much of the ships operations plus employing local labor for our shore side operations.

FCCA-2

The FCCA Member Lines welcome the opportunity to comment on the San Pedro Waterfront and are in support of the San Pedro Waterfront Project and the goal of sustainable development that will bring people, prosperity and revitalization to the waterfront of the Port of Los Angeles.

FCCA-3

While the proposed project meets most of our needs, **alternative number 2** with the parking for cruise passengers at both the inner harbor and at the new outer harbor development is our preferred option. We feel this is the best solution for efficient and cost effective operations and would be the best solution for our customers.

FCCA-4

We support the idea of building the greenest cruise terminal possible and reiterate our support in working with the port to help design cruise terminals that meet the needs of the passengers, community and the Port. All the parties need to

FCCA-5

develop terminals that work for the ships calling today and for the ships calling in the future. In addition, we understand the desire to have the public interact with the waterfront and park areas near the cruise terminal while also maintaining a safe and secure operation for our ships. In addition, the waterside security zone and the affect it has on small boats in the harbor is important to note. All FCCA Member Lines fully cooperate with the security regulations put forth by the Coast

FCCA-6

Guard; but we do want to work with the concerned parties to utilize all the option available to creating a secure environment for our ships and our passengers. Of note is the "floating barrier" concept discussed in the EIR, this is the type of alternative that creates a good secure location while also addressing the need of the small boat community.

We are excited about the prospects of revitalizing the waterfront and are encouraged by the steps the Port has taken to move this project to the next level.

Respectfully yours,

Michele M. Paige  
President  
Florida-Caribbean Cruise Association  
MMP/jl

## FCCA MEMBER LINES

Carnival Cruise Lines • Celebrity Cruises • Costa Cruise Lines  
Cunard Line • Disney Cruise Line • Holland America Line • MSC Cruises (USA) Inc.  
Norwegian Cruise Line • Princess Cruises • Regent Seven Seas Cruises • Royal Caribbean International

## 1 **Florida-Caribbean Cruise Association (FCCA)**

### 2 **Response to Comment FCCA-1**

3 Thank you for your comment.

### 4 **Response to Comment FCCA-2**

5 Thank you for your comment. Your support for the proposed Project will be  
6 forwarded to the Board of Harbor Commissioners.

### 7 **Response to Comment FCCA-3**

8 Your specific support for Alternative 2 will be forwarded to the Board of Harbor  
9 Commissioners. No additional response is required since the comment does not  
10 address the adequacy of the draft EIS/EIR and/or address a physical environmental  
11 effect.

### 12 **Response to Comment FCCA-4**

13 Thank you for your comment. It is LAHD's goal to be the greenest port in the world.  
14 The Outer Harbor Cruise Ship Terminals would be designed to attain Leadership in  
15 Energy and Environmental Design (LEED) Gold status consistent with the Port of  
16 Los Angeles Green Building Policy. The San Pedro Waterfront Project is intended to  
17 showcase LAHD's commitment to sustainability and includes a number of mitigation  
18 measures to reduce environmental impacts associated with cruise ships and cruise  
19 terminals. Solar power would be incorporated into all new development to the  
20 maximum extent feasible. Recycled water would be used for landscaping, water  
21 features, and toilets in new buildings. Please refer to Page ES-39 in the draft  
22 EIS/EIR for further discussion of sustainable design project features.

### 23 **Response to Comment FCCA-5**

24 Thank you for your comment. It is a goal of the proposed Project to provide public  
25 waterfront access while observing all security requirements of the Port Police and  
26 USCG to operate a safe and secure cruise facility. The draft EIS/EIR determined that  
27 the proposed Project would not result in significant impacts on the services of these  
28 security providers.

1 **Response to Comment FCCA-6**

2 Thank you for your comment. Preliminary discussions with the USCG suggest that  
3 the floating barrier will provide appropriate security and reduce the security buffer  
4 within the West Channel around a cruise ship while at berth.



## Los Angeles Maritime Museum Foundation

*Preserving Local Maritime History*

Berth 84 • Foot of Sixth Street • San Pedro, CA 90731  
(310) 548-7618 • Fax (310) 832-6537 • www.lamaritimemuseum.org

December 4, 2008

Los Angeles Harbor Department  
c/o Dr. Ralph G. Appy  
425 S. Palos Verdes Street  
San Pedro, CA 90731

**SUBJECT: San Pedro Waterfront Project**

Dear Dr. Appy:

In response to the proposed San Pedro Waterfront Project as outlined in the Draft EIS/EIR dated October 27, 2008, the following issues are of major concern to the Los Angeles Maritime Museum, and need to be addressed prior to implementation of the project.

### VEHICLE PARKING

LAMMF-1 A parking facility within a close proximity to the museum is needed with a capacity of 100 cars for everyday visitors. In addition, please be aware that thousands of school children are bused to the museum throughout the year. It is essential that the drop-off point for the children be clear of traffic areas, and adjacent to the museum entrance. Lay-over parking for buses is also required.

### WATER CUTS

LAMMF-2 Without question, the water cuts would be aesthetically beautiful and provide an excellent setting for exhibiting and mooring watercraft. The construction of water cuts do, however, remove valuable and existing vehicle parking space from the project, and that is a concern to the museum's staff and board. Additionally, the water cuts present undetermined geotechnical consequences to the structural integrity of the museum's building which rests almost entirely on a pile foundation.

### TOWN PLAZA

LAMMF-4 Museum staff and Foundation Board members need to be involved with the design of that portion of the town plaza in the way of the museum's entry/exit area, and to develop the display design of the museum's existing artifacts that are now displayed outside the museum's building.

Dr. Ralph G. Appy  
December 4, 2008  
Page 2

LAMMF-4  
CONT.

It is stated that the plaza “will accommodate 170 people for formal seating arrangements”. Have the sanitation requirements for a crowd of that size been thought out? You should be aware that the museum has very limited facilities in that regard, and cannot serve the public for that purpose.

LAMMF-5

**MUSEUM WATER CRAFT BERTHING AND DISPLAY**

In the various maps and artist renderings of the San Pedro Waterfront Project are depicted the museum’s ferry building without the former Port of Los Angeles harbor tug “Angels Gate” being housed between the two wings of the building. This tug berthing/water display area is an important feature of the museum, and is to remain a part of the museum’s operation.

LAMMF-6

Finally, we wish to commend the Port of Los Angeles for their efforts to work with community to promote and develop a concept to enhance the San Pedro waterfront. We look forward to working closely with those connected with this project.

Sincerely,

Stephen Cole  
President



Los Angeles Maritime Museum Foundation

cc: Dr. Spencer D. MacNeil

## 1 **Los Angeles Maritime Museum Foundation (LAMMF)**

### 2 **Response to Comment LAMMF-1**

3 Thank you for your comment. Please refer to Section 3.11, “Transportation and  
4 Circulation (Ground),” for a discussion of Threshold TC-4. The proposed Project  
5 includes several small surface parking areas to serve downtown harbor area (please  
6 refer to Master Response 3), including 138 surface parking spaces a block south of  
7 the LAMM building near Berth 83/7<sup>th</sup> Street. This surface parking would serve  
8 LAMM and downtown harbor visitors. Please see Figure ES-10 in the draft EIS/EIR.  
9 Approximately 132 spaces will also be available on the waterside at Harbor  
10 Boulevard and 3<sup>rd</sup> Street. All proposed parking would comply with the American  
11 Disability Act (ADA) . LAHD acknowledges LAMMF’s concern regarding bus drop  
12 off points and layover parking for buses. LAHD is committed and willing to work  
13 with LAMMF to provide sufficient space for bus drop off points for school children  
14 and bus layover parking at a convenient location near the museum.

### 15 **Response to Comment LAMMF-2**

16 Thank you for your comment. Some existing parking spaces would be removed due  
17 to water cuts; however, development of new surface parking lots and parking  
18 structures would recover what was demolished. The existing parking removed by the  
19 proposed Project would be replaced by the 400 surface parking spaces a few blocks  
20 south of the LAMM building between Berths 78 and 83. Please refer to Section 3.11,  
21 “Transportation and Circulation (Ground),” for a discussion of Threshold TC-4.  
22 Proposed project operations would not result in a violation of the City’s adopted  
23 parking policies, and parking demand would not exceed supply.

### 24 **Response to Comment LAMMF-3**

25 Please see analysis of Impact GEO-6a in Section 3.5, “Geology.” A thorough  
26 engineering evaluation would be performed to develop appropriate design and  
27 construction criteria for new structures and for the protection of existing buildings,  
28 such as the museum building. The evaluation would include subsurface exploration  
29 and laboratory testing to analyze the soil conditions and develop foundation design  
30 recommendations. The evaluation would also include structural engineering to  
31 analyze the condition of the existing foundation systems and potential for distress  
32 associated with the planned improvements and construction activities. Furthermore,  
33 proposed changes in vertical and lateral earth loads on existing improvements as well  
34 as equipment vibrations and settlement potential would be evaluated to reduce the  
35 potential for damage to the museum. Standard engineering practices would be  
36 implemented to substantially reduce the potential for damage to the LAMM during  
37 excavation for the water cuts. Such engineering practices may include installation of  
38 sheet piling at the perimeter of the excavation, underpinning the foundation of the



1 museum so that the foundation support extends below the level of the excavation, and  
2 implementation of ground instrumentation such as inclinometers to monitor lateral  
3 deformation of the ground adjacent to the excavation. These techniques are standard  
4 and are generally compatible and successful with buildings resting on sheet piles,  
5 such as the LAMM building. Until such detailed design is undertaken for the  
6 proposed new harbor water cuts, specific measures cannot be identified.

## 7 **Response to Comment LAMMF-4**

8 Thank you for your comment. Consultation between LAHD and the museum would  
9 occur regarding the design of the plaza and relocation and placement of existing  
10 artifacts directly associated with the museum.

11 The increase in wastewater was analyzed in Section 3.13, “Utilities and Public  
12 Services,” Section 3.13.4.3, of the draft EIS/EIR, specifically under Impact PS-4.  
13 The analysis concludes that the proposed Project would not exceed existing  
14 wastewater capacity or requirements. LAHD does not expect the museum to provide  
15 facilities to any visitors not specifically visiting the museum. Any special event  
16 LAHD or other agencies or organizations host would have to provide temporary  
17 facilities for the duration of the temporary event in accordance with the permit for the  
18 special event. Furthermore, the redeveloped Ports O’Call under the proposed Project  
19 would include adequate facilities for large numbers of visitors, and these facilities  
20 would be open to people attending any special event at the Town Plaza

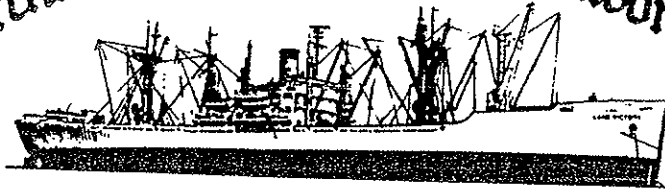
## 21 **Response to Comment LAMMF-5**

22 Thank you for your comment. To clarify, the proposed Project and alternatives do  
23 not intend to modify the existing tug berthing/water display area behind the museum.

## 24 **Response to Comment LAMMF-6**

25 Thank you for your comment. LAHD looks forward to working closely with  
26 LAMMF on the proposed Project to help create a successful downtown waterfront.

# U.S. Merchant Marine Veterans World War II



December 1, 2008

S.S. LANE VICTORY • A NATIONAL HISTORIC LANDMARK  
www.lanevictoryship.com

Dr. Spencer D. MacNeil  
US Army Corps of Engineers  
Los Angeles District  
Regulatory Division  
Ventura Field Office 2151 Alessandro Dr, Suite 110  
Ventura, Ca. 90731

RECEIVED

DEC 05 2008

Regulatory Branch

Subject: Port of Los Angeles, San Pedro  
Waterfront Project Draft EIS/EIR

Dear Dr. MacNeil:

MMVWWII-1  
Our organization obtained a copy of the subject EIS/EIR and have the following comments. The proposal locates the SS Lane Victory in the North Harbor water cut (Figure 2F) which establishes its position to be very narrow with limited access to the vessel. With this plan, it is impossible to have a tug come alongside the ship to tow it out for a voyage. The ship requires two tugs at the end of a voyage.

MMVWWII-2  
The plan indicates approximately 16 car parking spaces. For the SS Lane Victory to remain economically viable, we need significantly more parking space. During our summer cruises, we take aboard approximately 700 passengers each voyage. They require parking spaces. When we have movie or TV shoots, their equipment requires space. We are a training platform for the Harbor and Los Angeles Police and Fire departments, police dogs are trained for drug interdiction Homeland Security uses us for training also. Each of these activities require parking space for their vehicles Boy Scouts and Sea Cadets are quartered aboard for week end training and they require dock space for their gear prior to boarding.

We appreciate the opportunity to comment on this project.

Sincerely

A handwritten signature in cursive script that reads "Donald Knight".

Donald Knight  
President  
Merchant Marine Veterans WW11.

## 1 **U.S. Merchant Marine Veterans World War II (MMVWWII)**

### 2 **Response to Comment MMVWWII-1**

3 Thank you for your comment. The proposed Project's North Harbor would be  
4 designed to allow for adequate navigation of the S.S. Lane Victory, and MMVWWII  
5 would be consulted on the detailed design of the North Harbor and any future  
6 berthing location for the S.S. Lane Victory. The draft EIS/EIR also evaluated other  
7 locations for the S.S. Lane Victory, including moving it to Ports O'Call under  
8 Alternative 4. At either the North Harbor or Ports O'Call, LAHD would work with  
9 S.S. Lane Victory for all tug needs. Your comment will be forwarded to the Board of  
10 Harbor Commissioners for consideration. No additional response is required since  
11 the comment does not address the adequacy of the draft EIS/EIR and/or address a  
12 physical environmental effect.

### 13 **Response to Comment MMVWWII-2**

14 Thank you for your comment. Please refer to Section 3.11, "Transportation and  
15 Circulation (Ground)," for a discussion of Threshold TC-4. Proposed project  
16 operations would not result in a violation of the City's adopted parking policies, and  
17 parking demand would not exceed supply. Specifically, in the general vicinity of  
18 S.S. Lane Victory at the North Harbor, the proposed Project includes approximately  
19 132 spaces waterside of Harbor and 3<sup>rd</sup> Street. Please refer to Master Response 3 for  
20 further discussion of waterfront parking. Should S.S. Lane Victory be relocated to  
21 Ports O'Call as described under Alternative 4, the parking requirements would be  
22 satisfied through the surface parking located there, as well as the proposed Ports  
23 O'Call parking structures. Furthermore, LAHD would work with S.S. Lane Victory  
24 regarding parking needs. Special event parking could potentially be made available  
25 at the Inner Harbor Cruise Terminal, depending on availability, or elsewhere within  
26 the Port.



# SOUTH BAY ASSOCIATION OF CHAMBERS OF COMMERCE

Serving 16 Chambers of Commerce and over 53,000 Businesses in Southern California

3400 Torrance Blvd, Suite 100  
Torrance, California 90503  
www.SBACC.com

December 3, 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 G. Appy, Director of Environmental Management  
Port of Los Angeles  
425 South Palos Verdes Street  
San Pedro, CA 90731

DEC - 5 2008  
MAIL  
COMMUNITY  
DEVELOPMENT

**Subject: San Pedro Waterfront Project**

Dear Dr. Spencer D. MacNeil and Dr. Ralph G. Appy:

SBACC-1

The South Bay Association of Chambers of Commerce (SBACC) supports the proposed San Pedro Waterfront Project provided that local concerns regarding traffic, parking, and downtown San Pedro business access and exposure as well as regional transit solutions such as the Harbor Subdivision line that the Los Angeles County Metropolitan Transportation Authority (Metro) has under study are considered in the final plan.

SBACC-2

We believe that the proposed project is vital to the area's business community and local economy. The proposed project is estimated to create over 1,000 new jobs and much more as the cruise ship industry is expected to expand. With more jobs coming on line in the San Pedro area, this can only be a positive start to an already slumping economy in both our area and statewide.

SBACC-3

The SBACC also sees the need for a transportation related solution in and around the proposed project. By considering Metro's Harbor Subdivision line and coordinating efforts with Metro to ensure reliable methods of transportation to the waterfront, we believe this will enhance the overall project. As the area begins to flourish after completion, the need for reliable transportation to and from the proposed waterfront will be crucial to the continued growth of the project. The surrounding community, along with local businesses, will need to depend on this transportation solution as way to continue to attract visitors and tourism to the waterfront as proposed in the current project.

We strongly believe the San Pedro Waterfront Project is long overdue and by approving the proposed draft EIR/EIS will be a step in the right direction which will benefit all involved.

Sincerely,



Helen Duncan  
2008 Chair

CC:

State Senator Alan Lowenthal 916-327-9113  
State Senator Jenny Oropeza 916-323-6056  
Assembly Member Bonnie Lowenthal 916-319-2154  
Assembly Member Warren T. Furutani 916-319-2155  
Assembly Member Ted Lieu 916-319-2053

Assembly Member Curren D. Price Jr. 916-319-2151

1 **South Bay Association of Chambers of Commerce**  
2 **(SBACC)**

3 **Response to Comment SBACC-1**

4 Thank you for your support of the proposed Project. Responses to local concerns  
5 regarding traffic, parking, and downtown business access are addressed in Master  
6 Responses 6, 3, and 5 of the final EIS/EIR respectively. LAHD is supportive of  
7 extension of the Metro Harbor Subdivision Line to San Pedro and will actively  
8 participate in the upcoming environmental review process administered by Metro.

9 **Response to Comment SBACC-2**

10 Thank you for your comment. The proposed Project is estimated to create  
11 approximately 3,669 jobs in 2015 and approximately 3,801 jobs by 2037 in the Los  
12 Angeles area.

13 **Response to Comment SBACC-3**

14 Thank you for your support of the proposed Project. LAHD is committed to  
15 improving regional transit connections to the proposed project area and will continue  
16 to participate in siting and planning discussions regarding the Metro Harbor  
17 Subdivision Line to San Pedro.

From: [Carl Farrington](#)  
To: [Ceqacomments:](#)  
Subject: San Pedro Waterfront Project  
Date: Friday, December 05, 2008 9:14:34 PM  
Attachments: [SustainableWaterfrontPlan.pdf](#)  
[Goals of community Isabelle100808-1-1.doc](#)

---

South Coast Interfaith Council  
759 Linden Avenue  
Long Beach, CA 90813  
[scic@charterinternet.com](mailto:scic@charterinternet.com)  
December 5, 2008

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

Re: San Pedro Waterfront Project

Dear Dr. Appy:

SCIC1-1 | The South Coast Interfaith Council, [www.scinterfaith.org](http://www.scinterfaith.org), is attentive to the well-being and quality of life of people within its constituency, roughly in the southern part of Los Angeles County. SCIC's Social Concerns Committee commends the port for its support of the Bridge to Breakwater Master Development Plan and its related projects. The San Pedro Waterfront Project is especially significant as an effort to enhance the lives of local residents and to draw visitors from throughout California and far beyond. San Pedro is a naturally scenic and rejuvenating area with a rich cultural heritage.

SCIC1-2 | We urge that careful attention be given to alternative plans that have been put forth and that the final Environmental Impact Report/Statement go beyond merely giving written responses and actually incorporate the best and most thoughtful recommendations. This may require one or more special public workshops or study sessions. We are especially impressed with the professional quality and sensitivity to community and environmental concerns of the Sustainable Waterfront Plan.

SCIC1-3 | We urge that every effort be made to ensure that the Waterfront Project add to the

social cohesion of the San Pedro community, especially for its poorer residents.

SCIC1-3  
CONT.

In this regard it is important to not mar the view from Cabrillo Beach by siting a cruise ship terminal at Kaiser Point and to not over-gentrify Ports O Call Village.

SCIC1-4

Social cohesion and a spirit of community would also be enhanced by a pedestrian thoroughfare and land bridge from downtown to Ports O Call and by Red Car service from downtown to the waterfront.

SCIC1-5

Climate change is a challenge to which attention must be given. Accordingly, it is vitally important that the Waterfront Project encourage walking and bicycling as modes of getting from place to place and as forms of recreation. We endorse the Sustainable Waterfront Plan's recommendation to enhance links to existing open space, specifically Leland Park, Peck Park, Bandini Canyon, Royal Palm Beach, White Point, Point Fermin, Sunken city, Angels Gate Park, Cabrillo Beach and the

SCIC1-6

Harbor View Trail. Greenhouse gas emissions can be reduced by locating all berths, particularly cruise ship berths, at the inner harbor, thus reducing distances large numbers of cars, buses, and trucks must travel and relieving congestion.

SCIC1-7

It is of course essential that the ports of Los Angeles and Long Beach follow through with their Clean Air Action Plan. We applaud you for your progressive Clean Trucks Program and hope that similarly inspired programs can be instituted to give special protection to school children and the elderly.

This letter is also being sent by U.S. mail without attachments related to the Sustainable Waterfront Plan.

Cordially,

Carl Farrington  
Chair, Social Concerns Committee

# San Pedro Sustainable Waterfront Plan







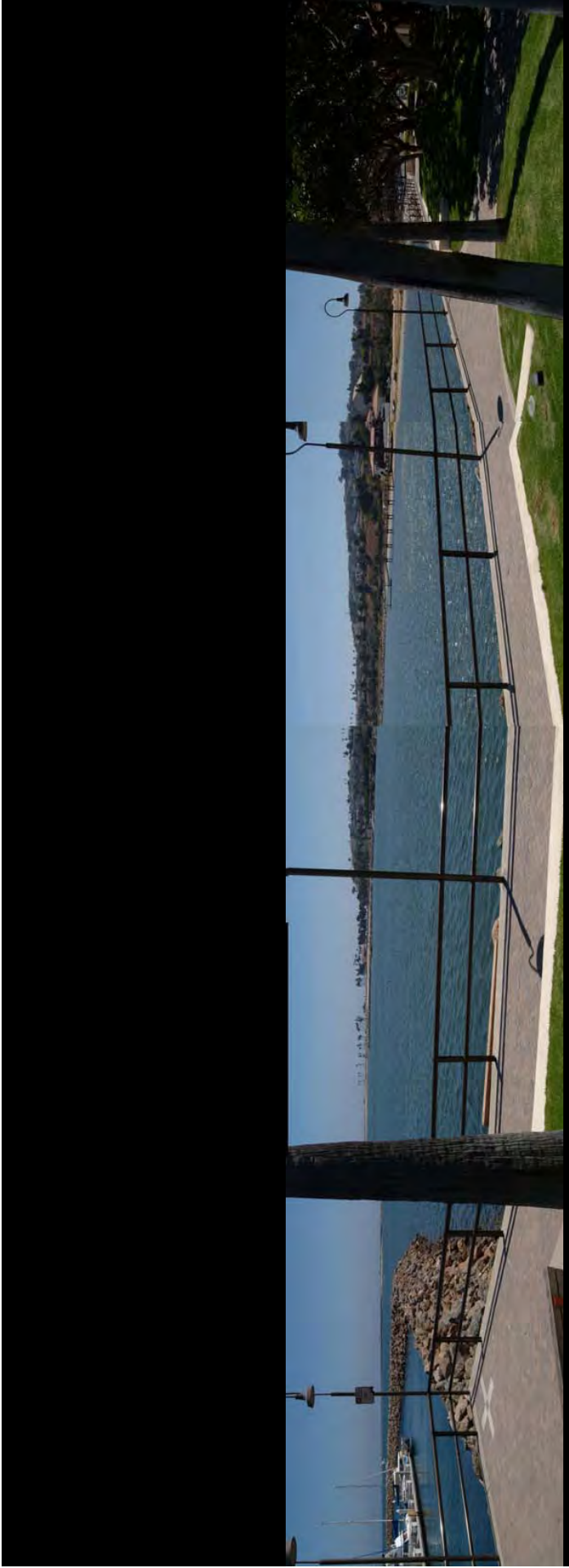
Figure ES-4  
San Pedro Waterfront—Overview of Project Elements

## **Goals of the Community of San Pedro**

1. All berths to be located at the inner harbor.
2. Provide linkages to downtown and community.
3. Provide links to and protection of existing open space.
4. Expand salt water marsh habitat.
5. Ports O Call - Develop/enhance 150,000 SF of commercial space, a conference center, open space and a promenade in POC.
6. Create diversity of parking options to discourage traffic/pollution and encourage pedestrian activity downtown.
7. Create a plan that reflects the Port's sustainability goals.

# 1. All berths to be located at the inner harbor.





Cabrillo Beach Recreation Area

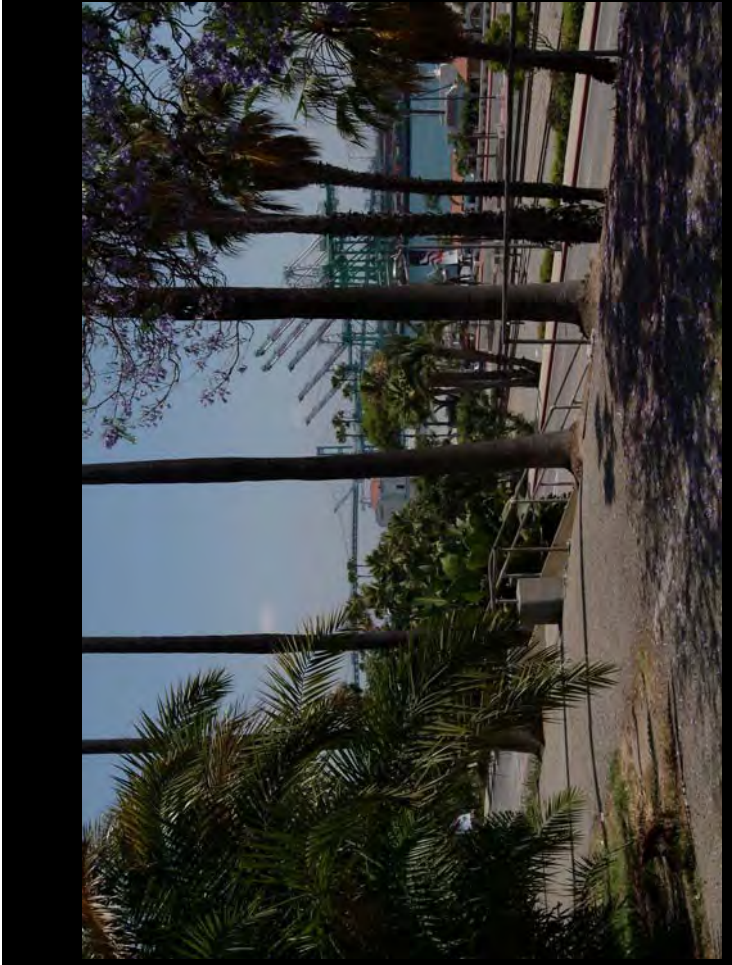
## 2. Provide linkages to downtown and community.



Create pedestrian links to downtown.



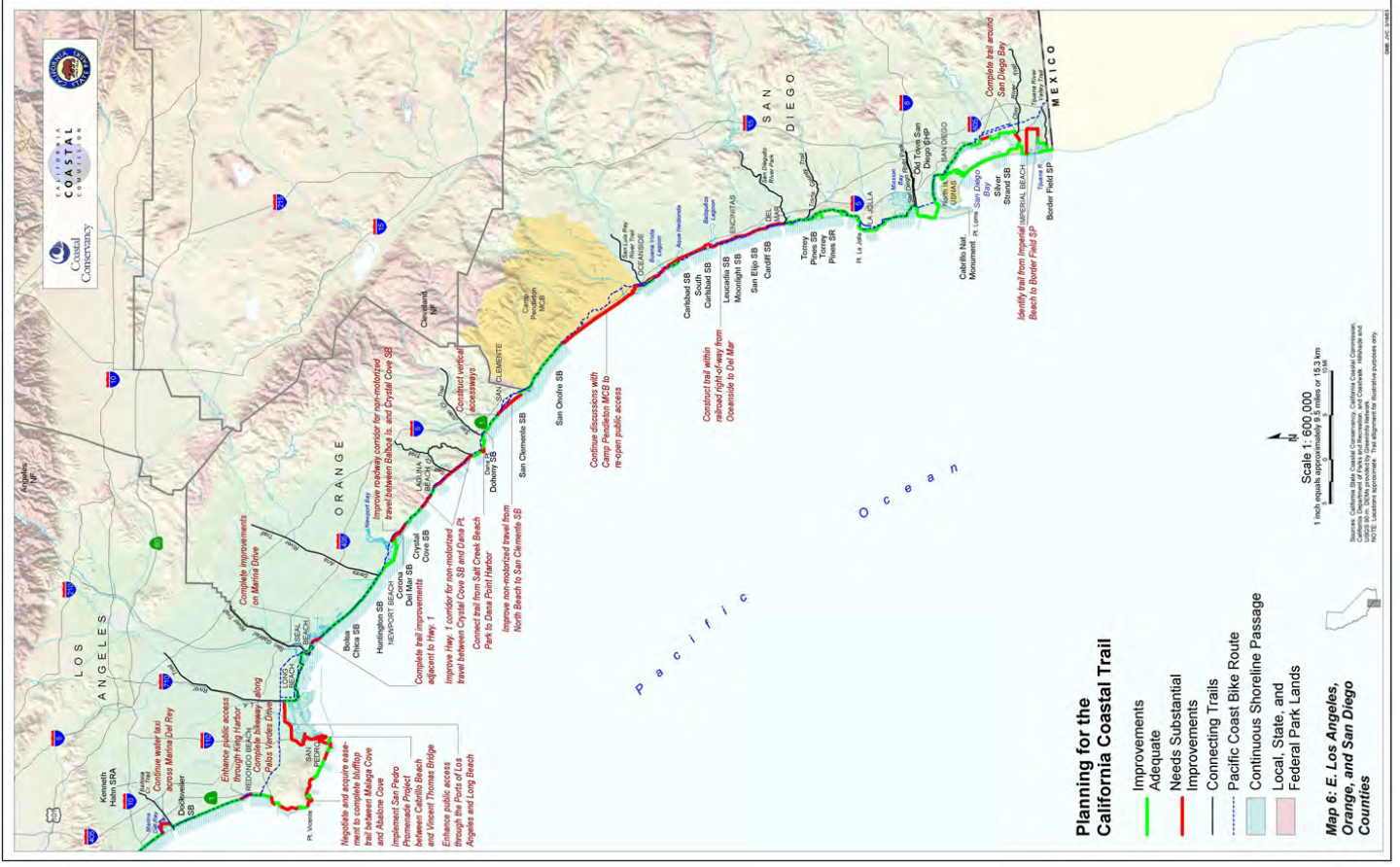
Run Red Car from waterfront to downtown.



Build land bridges between downtown and Ports O Call.

Create pedestrian oriented design.

### 3. Provide links to and protection of existing open space.



Incorporate California Coastal Trail.



Leland Park



Peck Park



Bandini Canyon



Royal Palm Beach



White Point



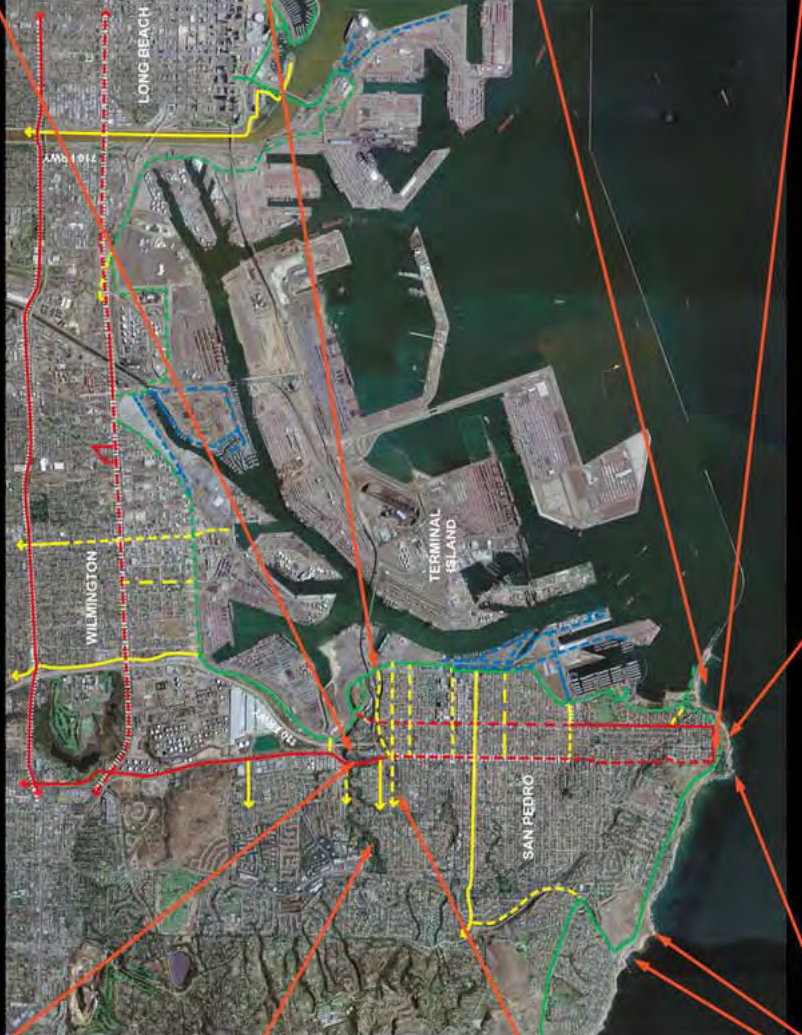
Harbor View Trail



Cabrillo Beach



Angels Gate Park



Sunken City



Point Fermin

Enhance links to existing open space.



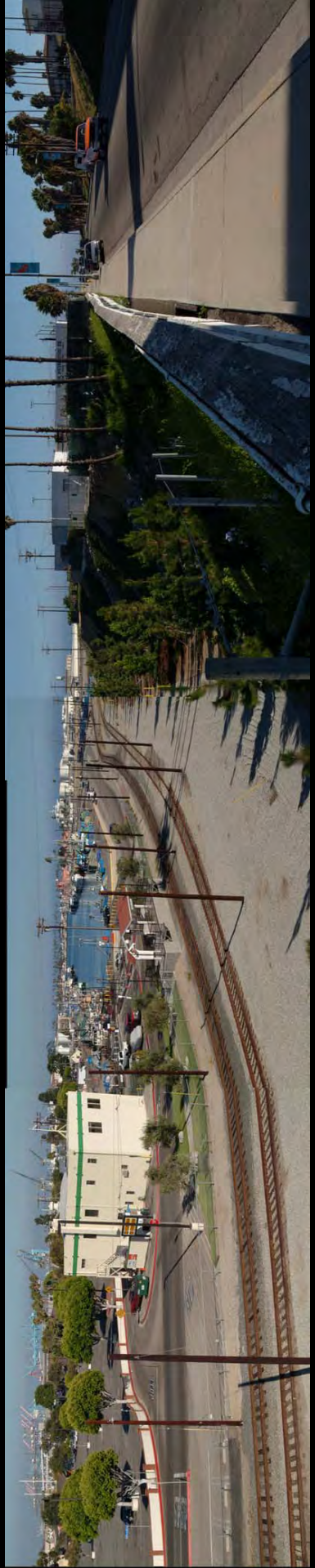
## 4. Expand salt water marsh habitat.



**5. Ports O Call - Develop/enhance 150,000 SF of commercial space, a conference center, open space and a promenade in POC.**



Commit to "commons" area between shops.



Do not widen Harbor Blvd. Maintain scenic designation.

## 6. Create diversity of parking options to discourage traffic/pollution and encourage pedestrian activity downtown.





Create sustainable shared parking for downtown and waterfront.

## 7. Create a plan that reflects the Port's sustainability goals.



Provide bicycle friendly streets.



Reduce heat island effect.



Integrate solar.



Integrate green street infrastructure.



Integrate green site planning.



Source: Port of Los Angeles, 9-4-08.



Figure ES-22  
San Pedro Waterfront—Alternative 4

Plan for the entire waterfront.



# San Pedro Sustainable Waterfront Plan

## Specific Goals of the Community of San Pedro

October 2008 Presentation  
PCAC Subcommittee

1. All berths to be located at the inner harbor.
  - a. Set aside Cabrillo Beach/Outer Harbor area for recreational/educational uses that preclude cruise service.
  - b. Maintain all berths as shared berths, with no terminals dedicated to one vender.
  - c. Create some agreement that a limited temporary berth at existing Kaiser Point location may continue with restrictions.
  - d. No new terminal or parking at Berth 46.
2. Provide linkages to downtown and community.
  - a. Create pedestrian-oriented design, from bridge to breakwater and to downtown.
  - b. Incorporate/enhance regional transportation, such as express and Amtrak buses to L.A., L.B., Wilmington and other regional destinations, in order to reduce car trips to waterfront, beaches and off-site parking areas.
  - c. Run the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to Dock One, to Kaiser Point, to the north harbor cruise ship terminal and through downtown.
  - d. Build land bridges between downtown and Ports of Call, including roof gardens and pedestrian walkways on the parking structures and east-west connecting walkways.
  - e. Create pedestrian links to downtown, both physical and economic, to provide access to the water and POC.
  - f. Maintain the scenic 2-way designation of Harbor Boulevard, preserving views and view corridors. Maintain four-lane access.
3. Provide links to and protection of existing open space.
  - a. Enhance link to Bandini Canyon, Leland Park and Peck Park.
  - b. Incorporate links to Harbor View Trail.
  - c. Incorporate/complete California Coastal Trail through San Pedro Waterfront, including pedestrians, jogging, skating & bicyclists lanes.
  - d. Enhance Coastal Trail links to Royal Palm Beach, White Point nature Conservancy, Angles Gates and Point Fermin Park.
  - e. Create a promenade from the Bridge to the Breakwater along the waterfront.
  - f. Create a second pedestrian walkway on the landside of Ports of Call.
  - g. Create an Outer Harbor Park along the east edge of Kaiser Point.
4. Expand salt water marsh habitat.
  - a. Expand by 10 acres the tidal pool and salt marsh at Salinas de San Pedro.
5. Plan/Develop Ports O Call
  - a. Develop/enhance 150,000 SF of commercial space, a conference center, open space and a promenade in POC.
  - b. Commit to extensive "commons" area between shops.
6. Create diversity of parking options
  - a. Encourage pedestrian activity downtown, discourage traffic/pollution.
  - b. Create shared parking facilities for downtown & waterfront.
  - c. Minimize parking and roadways in tidelands, waterfront and beach areas.
  - d. Create off-site parking, not just in downtown, but possibly between San Pedro & Wilmington for full day and longer use.
  - e. Move parking, especially long-term parking, away from the waterfront by under-grounding day-trip visitor parking along Harbor Boulevard, and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island.
  - f. Create no parking structures on the waterfront that block view corridors.
7. Create a plan that reflects the Port's sustainability goals.
  - a. Require amping of all cruise ships.
  - b. Plan the entire waterfront, including Westways, Warehouse One, Fruit Terminal and Boy Scout Camp.
  - c. Maintain Cabrillo Bay for recreational use. Relocate boat launch to Kaiser Point. Convert Scout Camp to public use.
  - d. Incorporate sustainable infrastructure and development such as green streets, bicycle streets, urban runoff treatment, constructed wetlands and LEED buildings.
  - e. Create a waterfront business plan to describe the economic development goals, determine the mix of commercial, retail and educational/cultural uses development and enhance downtown businesses.
  - f. Create a steering committee comprised of a variety of business, neighborhood and environmental stakeholders to meet with the port and their designated planning consultant.

San Pedro Waterfront Sustainability Plan  
Broad Goals of the Community of San Pedro

October 2008 Presentation  
PCAC Subcommittee

*To develop a consensus project that reflects community, chamber, environmental and business agreement while supporting the sustainable development goals of the council district and the Port. This consensus plan would minimize opposition allowing for expedited project review, approval and construction.*

1. All berths to be located at the inner harbor.
2. Provide linkages to downtown and community.
3. Provide links to and protection of existing open space.
4. Expand salt water marsh habitat.
5. Plan/Develop Ports O Call
6. Create diversity of parking options to discourage traffic/pollution and encourage pedestrian activity downtown.
7. Create a plan that reflects the Port's sustainability goals.

## 1 **South Coast Interfaith Council (SCIC1)**

### 2 **Response to Comment SCIC1-1**

3 Thank you for your comment. Your support for moving the San Pedro Waterfront  
4 Project forward will be forwarded to the Board of Harbor Commissioners.

### 5 **Response to Comment SCIC1-2**

6 Thank you for your comment. Six alternatives to the proposed Project were co-  
7 equally analyzed in the draft EIS/EIR. Master Response 1 addresses the suggested  
8 Sustainable Waterfront Plan and discusses the reasons it was not included as part of  
9 the draft or final EIS/EIR. However, the proposed Project and alternatives were  
10 modified to include elements suggested by the working group that designed the  
11 Sustainable Waterfront Plan—specifically, adding a pedestrian crossing at 9<sup>th</sup> street  
12 and removing roof-top parking from the Bluff parking structures. Both elements are  
13 designed to improve upland linkages to the water’s edge. The Bluff parking  
14 structures will have landscaped green roofs with viewing areas and help facilitate  
15 pedestrian access to Ports O’ Call from upland areas.

### 16 **Response to Comment SCIC1-3**

17 The San Pedro Waterfront Project is designed to support goals to enhance linkages  
18 between San Pedro and the waterfront to encourage social cohesion with the San  
19 Pedro community. This includes developing a town square area at the base of  
20 6<sup>th</sup> Street with visual and physical linkages to downtown San Pedro, and providing  
21 public opportunities for waterfront activities. Development of a 6-acre park in the  
22 Outer Harbor with a Waterfront Red Car Line extension would increase opportunities  
23 for the local community to access Kaiser Point. While the commenter suggests that  
24 the siting of a cruise ship terminal would negatively affect views from Cabrillo  
25 Beach, the analysis concludes that a planned design for the park and terminal  
26 facilities in the Outer Harbor would visually enhance the area and not result in  
27 significant aesthetic impacts.

### 28 **Response to Comment SCIC1-4**

29 Thank you for your comment. While the proposed Project does not include the  
30 Waterfront Red Car Line extension to downtown San Pedro, LAHD will continue to  
31 explore funding opportunities and partnerships with other city agencies to develop a  
32 Downtown extension. Please also see response to CSLC-6, LACDP-16, and  
33 CRA-11. The proposed Project is providing social cohesion and a spirit of  
34 community through one of the goals of the San Pedro Waterfront – to “provide

1 linkages to downtown and community.” As described on Pages 2-19 through 2-21  
2 (Section 2.4.2.1.1 of the draft EIS/EIR), substantial waterfront access design  
3 considerations and linkages are provided for pedestrians, bicycles, and watercraft.  
4 One of the key features of the proposed Project is to provide enhanced public access  
5 to the waterfront by retaining or providing signalized crosswalks for the safe passage  
6 of pedestrians at the following intersections along Harbor Boulevard: O’Farrell, 1<sup>st</sup>,  
7 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 9<sup>th</sup> Streets. The proposed Project includes plans for a pedestrian  
8 bridge across Harbor Boulevard at 13<sup>th</sup> Street across the bluff. These pedestrian  
9 crossings and signage would link the proposed Project to the existing pedestrian  
10 routes leading to downtown. Furthermore, the types of crosswalks, lighting, and  
11 landscaping along Harbor Boulevard would be within the same aesthetic theme of  
12 downtown, providing community cohesion.

### 13 **Response to Comment SCIC1-5**

14 Thank you for your comment. Linkages have been designed into the proposed  
15 Project and alternatives to connect to the California Coastal Trail and spurs  
16 mentioned, along with the Waterfront Red Car Line and bicycle access throughout  
17 the proposed project site. Please refer to Section ES.4.3.1.1 and Figure ES-6a of the  
18 draft EIS/EIR.

### 19 **Response to Comment SCIC1-6**

20 Thank you for your comment. Alternatives 4, 5, and 6 locate the cruise ship berths  
21 only in the Inner Harbor. As described in Section 2.4.2.2 of Chapter 2, “Project  
22 Description,” in the final EIS/EIR, the proposed Project’s cruise ship passengers  
23 would be transported to the Outer Harbor berths by shuttle buses that would meet  
24 low-emission vehicle (LEV) standards to minimize vehicle emissions. Although  
25 vehicle emissions would be reduced slightly by locating the cruise ship berths in the  
26 Inner Harbor, cruise ship emissions, including greenhouse gases, would increase due  
27 to the increased sailing distance to the berth. This issue is also discussed in Response  
28 to Comment SCIC2-7. Please refer to Page 3.2-124 of the draft EIS/EIR for an  
29 analysis of GHG emissions from construction and operations and required mitigation  
30 measures.

### 31 **Response to Comment SCIC1-7**

32 Thank you for your comment. Your comment requesting the Ports of Los Angeles  
33 and Long Beach continue with implementation of CAAP has been noted.



December 5, 2008

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

Dear Dr. Appy:

The Long Beach International Business Association, a committee of the Long Beach Chamber of Commerce supports the San Pedro Waterfront Project, proposed by the Port of Los Angeles because of the thousands of jobs that would be created by the project and the positive impact the increased economic activity would have on Long Beach Businesses.

Information on the project provided by the Port of Los Angeles shows the proposed project construction will provide one year of work to an estimated 7,363 individuals and help facilitate an additional 17,600 indirect jobs throughout the region. Over the five to seven year span of the construction period, the project is expected to create 7,363 direct jobs and 17,671 indirect construction related jobs, and 438 permanent jobs.

For these reasons, the Long Beach International Business Association supports the San Pedro Waterfront project.

Sincerely,

A handwritten signature in purple ink that reads "Jill A. Morgan".

Jill A. Morgan  
President, International Business Association

cc: International Business Association Board of Directors

1 **Long Beach Area Chamber of Commerce (LBCOC1)**

2 **Response to Comment LBCOC1-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



December 5, 2008

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

Dear Dr. Appy:

The Long Beach Chamber of Commerce supports the San Pedro Waterfront Project proposed by the Port of Los Angeles because of the thousands of jobs that would be created by the project and the positive impact the increased economic activity would have on businesses in the region, including the City of Long Beach.

Information on the project provided by the Port of Los Angeles shows the proposed project construction will provide one year of work to an estimated 7,363 individuals and help facilitate an additional 17,600 indirect jobs throughout the region. Over the five to seven year span of the construction period, the project is expected to create 7,363 direct jobs and 17,671 indirect construction related jobs, and 438 permanent jobs.

In addition, the new cruise terminal development portion of the project is estimated to bring in an additional \$30.8 million in cruise passenger spending that would include spending on hotels, dining and retail. The draft EIS/EIR estimates that the future economic impact of the cruise industry in the region will rise to 3,157 jobs in the region by 2037, an increase of 645 jobs over present employment. For these reasons, the Long Beach International Business Association supports the Port of Los Angeles San Pedro Waterfront Project.

Warmest Regards,

Randy Gordon  
President & CEO

cc: The Chamber's International Business Association Board of Directors

LBCoC2-1

1 **Long Beach Area Chamber of Commerce (LBCOC2)**

2 **Response to Comment LBCOC2-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



# Coalition For A Safe Environment

P.O. Box 1918, Wilmington, California 90748  
wilmingtoncoalition @ prodigy.net 310-834-1128

December 10, 2008

Port of Los Angeles (POLA)  
Los Angeles Harbor Department  
Ralph G. Appy, Ph.D., Director  
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U.S. Army Corps of Engineers (USACOE)  
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Los Angeles, CA 90017  
spencer.d.macneil@usace.army.mil  
805-585-2149 S. MacNeil Office  
213-452-3920 Public Affairs Office

Re: San Pedro Waterfront Project  
Draft Environmental Impact Report (DEIR)/  
Draft Environmental Impact Statement (DEIS) For  
Corps File Number 2003-01029-SDM  
SCH No. 2005061041  
ADP No. 041122-208

Su: Public Comments

The Coalition For A Safe Environment (CFASE) wishes to submit the following public comments to the Port of Los Angeles Board of Harbor Commissioners (POLA BOHC), City of Los Angeles (COLA) and U.S. Army Corp of Engineers (USACOE).

The Coalition For A Safe Environment is an Environmental Justice Community based non-profit organization with members in Long Beach and 25 cities in California.

We find the proposed San Pedro Waterfront Project Draft Environmental Impact Report (DEIR)/ Draft Environmental Impact Statement (DEIS) to be deficient because:

1. The Section 4 Cumulative Analysis failed to include the following other local new & future construction projects:
  - a. Los Angeles Harbor College Expansion Project - Wilmington
  - b. LA Unified School District New Elementary School - Wilmington
  - c. Warren E & P New 500 Oil Well Drilling Project - Wilmington
  - d. Machado Lake Expansion & Restoration Project - Wilmington

CFASE-1

CFASE-1 CONT.	<ul style="list-style-type: none"> <li>e. New LNG Truck Fuel Station - Wilmington</li> <li>f. LA County Sanitation Dept. New Outfall Pipe Construction Project - Carson</li> <li>g. New Retail Mall Project - Carson</li> <li>h. LA Unified School District New Elementary &amp; High School Project - Carson</li> <li>i. Port of Long Beach New Oil Exploration &amp; Oil Well Drilling Project</li> </ul>
CFASE-2	<p>2. The Section 4 Cumulative Analysis identified categories of sensitive receptors but failed to provide an estimation of the number of sensitive receptors:</p> <ul style="list-style-type: none"> <li>a. In order for the public to have an understanding of the magnitude of impacted sensitive receptor children and adults.</li> <li>b. In order for the Port to know exactly what number of sensitive receptors will be negatively impacted and what type of mitigation is required.</li> <li>c. In order for the port to estimate necessary mitigation financial resources.</li> </ul>
CFASE-3	<p>3. The Section 4 Cumulative Analysis of lighting impacts comes to the conclusion that all lighting impacts have been mitigated, the lighting plan already makes maximum use of measures and that no further mitigation is feasible which is only the opinion of the port and its consultants. There was no analysis performed to determine:</p> <ul style="list-style-type: none"> <li>a. What lighting was not necessary after normal business hours.</li> <li>b. What lighted signage was not necessary after normal business hours.</li> <li>c. What lighting could be dimmed after normal business hours.</li> <li>d. Could electric lighting posts be lower than standard practice.</li> <li>e. Could florescent glow in the dark signage replace some electric lighted signage.</li> <li>f. Could the Port replace nearby residents window curtains and shades with darker curtains and shades.</li> </ul>
CFASE-4	<p>4. The Section 4 Cumulative Analysis concludes that after the Port proposed mitigation for air quality impacts during construction that there would remain significant air quality impacts and that these emissions would exceed CEQA and NEPA baseline emissions of every toxic emissions category. The DEIR/DEIS fails to include numerous other potential mitigation measures:</p> <ul style="list-style-type: none"> <li>a. Port could cease or limit construction during SCAQMD bad air quality warning days.</li> <li>b. Port could coordinate with other area major construction projects to alternative heavy days or weeks of construction to limit air quality and public health impacts.</li> <li>c. Port could cease or limit construction during windy days to prevent additional fugitive dust impacts. No maximum wind speed has been established.</li> <li>d. Port did not consider what role new electric trucks, hybrid trucks and LNG trucks could play and what percentage could be phased in on project.</li> <li>e. Port did not consider and estimate what local construction materials, parts and equipment suppliers could be incorporated into project to prevent or minimize long distance deliveries and support local harbor economy and businesses.</li> <li>f. Port did not require or mandate what percentage of construction workers must use public transportation or live within 5 miles of the Port in order to minimize out of area long distance drivers air quality impacts and support local resident minimum or no driving requirement and hiring.</li> <li>g. Port did not consider the use of large temporary tent structures with BACT to cover construction areas in order to limit fugitive dust and other toxic emissions released into the atmosphere.</li> <li>h. Port did not require or mandate</li> </ul>

5. The Section 4 Cumulative Analysis concludes that after the Port proposed mitigation for project air quality the green house gas (GHG) emission that even after mitigation the project would still produce cumulatively considerable and unavoidable contributions to global climate change under CEQA and there were no other feasible mitigation measures. The DEIR/DEIS fails to include numerous other potential mitigation measures:

A. The Port failed to consider and address the legal requirements of AB 32 Global Warming Solutions Act of 2006.

B. The Port could offset its construction and operational GHG emissions by investing in numerous potential mitigation measures on-port property an off-port property such as:

a. On-port Property:

1. Purchase or lease the Advanced Control Technologies, Inc. - Advanced Marine Emissions Control System (AMECS) for cruise ships, container ships and oil/fuel/gas tanker ships.
2. Purchase or lease the CleanAir Marine Power - Wittmar DFMV Cold Ironing System.
3. Purchase or lease the Vycon, Inc. Regen Power System.
4. Purchase the American MagLev Technologies - MagLev Container Transport System.

b. Off-port Property:

1. Purchase and install solar power systems on top of public schools, recreational, senior care and child care facilities and hospitals.
2. Purchase and replace old inefficient gas floor and wall heaters in residential homes and public schools for more efficient gas or electric heaters.
3. Purchase and replace old inefficient water heaters in residential homes and public schools with solar water heaters or electric water heaters.
4. Purchase and replace old inefficient refrigerators in residential homes and public schools with new efficient refrigerators.
5. Offer a \$ 5,000 coupon for the replacement of an old inefficient fuel car for a newer more fuel efficient car or down payment for a new car for local harbor residents.
6. Pay for the annual cost to repair leaking HFC's from older Port diesel trucks.
7. Pay for the evacuation of HFC's from refrigeration units in reefer containers placed into storage in Wilmington.

6. The Section 4 Cumulative Analysis concludes that Biological Mitigation for marine mammals being impacted or killed is limited, was fully addressed, significant and unavoidable. The DEIR/DEIS fails to include numerous other potential mitigation measures:

a. To prevent accidental deaths to whales and mammals from being hit from ships at sea the ship lanes distance can be moved farther out to allow whales and mammals to follow the coastline undisturbed. Ships do not need close up coastal views.

b. Land based sound detectors could be installed to listen for passing whales and mammals and alert ships arriving and departing.

CFASE-5

CFASE-6

CFASE-6  
CONT.

- c. Migrating whale season notification alert system to advise ships of whale season.
- d. Ships to reduce speed to 10nm within 50nm of coastal shoreline and ports.
- e. Prohibit ship ballast dumping and require 100% landside disposal. This will prevent the pollution, contamination and killing of whale food sources.
- f. The Port has allowed coastal waters to be significantly polluted and contaminated from the Dominguez Channel Watershed, water runoff and public trash such as plastic bags which kills and contaminates whale and mammal food sources. The Port could install trash traps, water purification filter systems and ship water skimmers.

CFASE-7

7. The Section 4 Cumulative Analysis concludes Biological Mitigation for fish, crustaceans and sea plant life being impacted or killed is limited, was fully addressed, significant and unavoidable. The DEIR/DEIS fails to include numerous other potential mitigation measures:
- a. Ship exhaust aerial atmospheric deposition in the form of particulate matter and VOC's contaminates and kills natural food sources in coastal and tidelands waters but is not mitigated. The Port has allowed coastal waters to be significantly polluted and contaminated from the Dominguez Channel Watershed, water runoff and public trash such as plastic bags which kills and contaminates whale and mammal food sources. The Port could install trash traps, water purification filter systems and ship water skimmers.
  - b. The Port can build fresh and salt water fisheries or sponsor an organization or company that can raise fish for replenishing the loss and depletion of sea life.
  - c. The Port can build additional seaweed and plant life reserves and bedrock islands to provide a breeding and safe area for sea life to survive. We do not support or want ships and other metal wreckage to be dumped and used for this purpose. We want natural materials such as rock to be used.
  - d. Prohibit ship ballast dumping and require 100% landside disposal. This will prevent the pollution, contamination and killing of aquatic life food sources and their habitats.

CFASE-8

8. The Section 4 Cumulative Analysis concludes that Geological Mitigation for potential impacts on local harbor communities and the public being impacted or killed due to a tsunami or seiche is limited, was fully addressed, significant and unavoidable. The DEIR/DEIS fails to include numerous other potential mitigation measures:
- a. The Port could develop a public alarm system such as the old civil horn alarm system.
  - b. The Port could develop and distribute English and Spanish information on what the public can do in the event of tsunami or seiches.
  - c. The Port can coordinate with disaster agencies to be able to immediately distribute early warning notices and prepare to evacuate information to all Los Angeles area media outlets. In 2006 there was a warning that came out on Channel 7 asking the public to be prepared to evacuate due to a potential tsunami. Only one TV station and only two radio stations carried the warning. If you were not watching or listening to these stations you did not know of the warning.

CFASE-9

9. The Section 4 Cumulative Analysis on Traffic concludes that there is no feasible mitigation to address local neighborhood and harbor community traffic. The DEIR/DEIS fails to include numerous other potential mitigation measures:

CFASE-9  
CONT.

- a. The Port could post signs prohibiting neighborhood entry by construction workers and suppliers.
- b. The Port could post designated traffic and delivery routes.
- c. The Port could require contractor employee travel training classes.
- d. The Port could require that contractors hire a mandatory percentage of local residents to minimize out of area workers and long distance driving. Unions are fully capable of referring local resident workers and regularly accommodate special employer needs or requirements.
- e. The Port could require that contractors require that a mandatory percentage of workers use public transit transportation.

CFASE-10

10. The Section 4 Cumulative Analysis on Traffic fails to address other public impacts such as:

- a. Degradation of public streets, highways, freeways and bridges where the public is paying for repair, maintenance and replacement of infrastructure. The Port can contribute funds to the city and state for these public incurred costs.
- b. The extra construction worker and supplier traffic requires additional city and CHP police enforcement that the Port does not serve, fund and mitigate.
- c. The extra construction worker and supplier traffic causes an increase in traffic accidents that involve and impact local residents that the Port does not fund and mitigate. These accidents:
  1. Cause temporary and permanent disabilities.
  2. Cause temporary and permanent loss of income.
  3. Cause increases in car insurance.
  4. Cause increases in health insurance.
  5. Cause increases in life and accidental insurance.
  6. Cause schools to lose funds due to missed school days by children.
  7. Cause local residents to get fired from jobs because they were late again.
- d. The extra traffic tickets impacts court staff time, police attendance time, local resident waiting time, new court house construction and police station construction costs.

CFASE-11

11. The Section 4 Cumulative Analysis states that the increased water demands, waste water and solid waste generation would not exceed the capability and capacity of existing facilities now or in the near future. The DEIR/DEIS fails to acknowledge impacts and include numerous other potential mitigation measures:

- a. This project deprives the general public of its future servicing capability and capacity.
- b. The general public is stuck with the future maintenance, construction and expansion costs that the Port does not contribute too.
- c. The general public is stuck with land fill costs that the Port does not contribute too.
- d. The general public is stuck with the recycling program costs that the Port does not contribute too.
- e. The general public is stuck with the costs for future additional water supplies and infrastructure.
- f. The DEIR/DIES references that wastewater and storm water discharges would be regulated by NPDES permits and approved TMDL's. The Port has failed to

CFASE-11  
CONT.

protect coastal waters, violates and allows violation of NPDES permits regularly and there are no TMDL's approved for the Port.

CFASE-12

12. The Section 4 Cumulative Analysis states that the LADWP is responsible for maintaining sufficient capability to provide its customers ie. the Port. The DEIR/DEIS fails to acknowledge impacts and include numerous other potential mitigation measures:

- a. The Port construction project and operation will require additional power that was not incorporated in the planning of power needs for the city. This project will cause the public to incur future power plant and transmission lines building costs that the port does not contribute too.
- b. City of Los Angeles residents will incur increased power costs due to none residents coming to use the expanded project who do not pay the electric bill.
- c. The Port can invest in additional solar energy systems other then the 10MW its is already proposing to build.
- d. Purchase and install solar power systems on top of residential homes, public schools, recreational, senior care and child care facilities and hospitals.
- e. The Port and/or city can mandate a Port lessor utility tax or fee.

CFASE-13

13. The Section 5 Environmental Justice states that air quality will have a disproportionately high and adverse impact on low-income and minority populations which is unacceptable and significantly unmitigated and grounds for non-approval and certification of the Final EIR/EIS. The DEIR/DEIS identifies that 55.3% of San Pedro's and 87.1% of Wilmington's population is low income and minority validating the significance of negative impacts on Environmental Justice communities and the majority of the San Pedro Waterfront Project area population. The DEIR/DEIS fails to acknowledge, identify, study and assess all negative impacts and include numerous other potential mitigation measures as were discussed in the Section 4 Cumulative Impact public comments.

CFASE-14

14. The Section 5 Environmental Justice states that the Port will utilize special precautions of notifying each site within 30 days of their intent to begin construction near sensitive receptor sites only within 1,000 feet of construction which is not adequate. The DEIR/DEIS fails to acknowledge numerous other potential mitigation measures:

- a. Sensitive receptors sites must also include local harbor residences.
- b. Port can temporarily relocate residents and patients and pay for hotels, motels, other schools and care facilities and transportation expenses away from the Port construction.

CFASE-15

15. The DEIR/DEIS states that there will be significant and unavoidable public health impacts which is unacceptable. The DEIR/DEIS fails to acknowledge numerous other potential mitigation measures:

- a. The Port can establish a Public Health Care Mitigation Trust Fund to fund local community clinics such as the Wilmington Community Clinic and San Pedro Harbor Free Clinic, and the Los Angeles County Harbor General Hospital.
- b. Public health care & treatment.
- c. Financial assistance to pay for health care at local clinics & county hospitals.
- d. Financial assistance to pay for health insurance.
- e. Financial assistance to pay for medical equipment.
- f. Financial assistance to pay for medical supplies.

CFASE-15  
CONT.

- g. Financial assistance to pay for medical prescriptions.
- h. Financial assistance for funeral expenses.
- i. Financial assistance for short & long term convalescent care.
- j. Financial assistance for rehabilitation.
- k. Financial assistance for job retraining.
- l. Financial assistance for lost income.
- m. Financial assistance for special learning disability assistance.
- n. Funeral and burial services.

CFASE-16

16. The DEIR/DEIS fails to acknowledge, address and mitigate the fact that there is an inadequate Port Public Emergency & Disaster Notification, Response or Long Term Care System. The Port has created no emergency funds pool, contracted no third party support services, contracted no relocation areas, contracted no food or water services etc.

The Port has put every Harbor resident and Harbor Community in danger from its business operations. All planning that has been conducted has been to protect "Port Assets" not Harbor resident's lives and livelihoods. If there is a Port catastrophe"

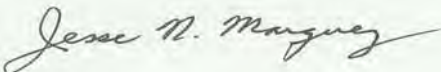
- a. There are inadequate Port and City Police to protect and assist the public.
- b. There are inadequate Fire Department Personnel & Equipment to provide assistance.
- c. There are inadequate medical & hospital services & beds available.
- d. There is no relocation place for displaced families to go to.
- e. There are no emergency food & water resources for displaced families.

CFASE-17

17. POLA responses that the Health Risk Assessment is adequate to address the public health impact issues raised is not acceptable. HRA's are not based on any local Public Health Survey or Public Health Baseline of the project area communities impacted. There is substantial health information that is not collected or known which will help determine appropriate public health mitigation.

Coalition For A Safe Environment Mission Statement is - To protect, promote, preserve and restore our Mother Earth's delicate ecology, environment, natural resources and wildlife. To attain Environmental Justice in international trade marine ports, goods movement transportation corridors, petroleum and energy industry communities.

Respectfully Submitted,



Jesse N. Marquez  
Executive Director

Tom Politeo  
Sierra Club - Harbor Vision Task Force

## 1 Coalition for a Safe Environment (CFASE)

### 2 Response to Comment CFASE-1

3 As discussed in Section 4.1.1 in Chapter 4, “Cumulative Analysis,” of the draft  
4 EIS/EIR, there are several methodologies used in the draft EIS/EIR to analyze  
5 cumulative impacts. The draft EIS/EIR uses the “list of projects” approach, the  
6 projections approach, and a hybrid of the two, depending upon the resource being  
7 analyzed. The list of projects therefore depends on the geographic scope of those  
8 resource areas that use the “list of projects” methodology. The resource-specific  
9 geographic scopes are discussed in greater detail at the beginning of the impact  
10 analyses in Chapter 4. For example, the region of analysis for cumulative effects on  
11 air quality is the entire South Coast Air Basin (SCAB), which is consistent with the  
12 thresholds established by the South Coast Air Quality Management District  
13 (SCAQMD). The region of analysis for the cumulative effects on traffic are those  
14 streets and intersections most likely to be impacted by cumulative project-related  
15 automobile and truck traffic, as listed in Table 3.11-1, consistent with the  
16 recommendations of the Los Angeles Department of Transportation (LADOT).  
17 There is an enormous amount of information that is not currently available in  
18 sufficient detail for most of the cumulative projects. Without such information, an  
19 attempt to quantify cumulative air quality impacts would produce speculative and  
20 unreliable results. As another example, the traffic analysis includes an ambient  
21 growth factor that accounts for growth in the area that may not be directly  
22 attributable to a specific future project. Therefore, the identified projects in comment  
23 CFASE-1 were included in the cumulative analysis. Table 4-1 of Chapter 4,  
24 “Cumulative Analysis,” in the draft EIS/EIR provided a list of 89 past, present, and  
25 reasonably foreseeable projects. However, Table 4-1 is not all inclusive for all  
26 resources. Depending on the resource, as explained above for air quality and traffic,  
27 some resources analyzed more projects than are included in Table 4-1. Finally  
28 adding the identified projects in the comment to the cumulative project list would not  
29 change the significance conclusions for the cumulative impact analysis.

### 30 Response to Comment CFASE-2

31 As discussed in CEQA Guidelines Section 15130, “The discussion of cumulative  
32 impacts shall reflect the severity of the impacts and their likelihood of occurrence,  
33 but the discussion need not provide as great detail as is provided for the effects  
34 attributable to the proposed Project alone. The discussion should be guided by the  
35 standards of practicability and reasonableness...” Furthermore, CEQA Guidelines  
36 Section 15143 states, “the EIR shall focus on the significant effects on the  
37 environment. The significant effects should be discussed with emphasis in  
38 proportion to their severity and probability of occurrence.” It was not necessary to  
39 discuss impacts at the level of detail requested for the cumulative analysis. The level  
40 of detail provided in the draft EIS/EIR was sufficient to address the significant



1 thresholds, to determine whether there would be significant impacts, and to determine  
2 whether there would be any potentially feasible mitigation measures.

3 The number and type of sensitive receptors is resource-dependent in both the  
4 proposed project impact sections and the cumulative analysis. Additionally, the  
5 definition of sensitive receptor depends on the resource. Please see individual  
6 resource sections and the cumulative section for greater detail on sensitive receptors.  
7 For example, sensitive receptors for the noise impact analysis are discussed in greater  
8 detail in Section 3.9.2.2.1 of Section 3.9, “Noise” in the draft EIS/EIR. Sensitive  
9 receptors for noise include all persons living within the noise study area. Sensitive  
10 receptors to air quality impacts are detailed in Section 3.2.2.4 and Figure 3.2-1 in  
11 Section 3.2, “Air Quality,” of the draft EIS/EIR. The cumulative analysis for air  
12 quality includes the entire SCAB and is intended to look at the area as a whole. The  
13 air quality analysis states that sensitive members (receptors) of the population include  
14 those that may be more negatively impacted by poor air quality than other members  
15 of the population, such as children, the elderly, or the infirmed. Generally, adults that  
16 are not elderly or infirmed are not considered sensitive receptors. However, other  
17 persons that may be exposed to health risks are also included in the air quality  
18 analysis as residential and occupational receptors (see Impact AQ-7 in Section  
19 3.2.4.3.1). Individual and absolute numbers of sensitive receptors are not needed for  
20 the air quality analysis. The analysis presents the increase in health risk to receptors  
21 due to air quality impacts as a ratio of exposure and compares it to the conditions  
22 with or without the proposed Project. For example, Table 3.2-37, “Maximum Health  
23 Impacts Associated with Proposed Project without Mitigation,” specifically identifies  
24 the cancer risk to sensitive receptors with the proposed Project. Mitigation measures  
25 are intended to reduce the proposed Project’s contribution to emissions as compared  
26 to the CEQA/NEPA baseline. Therefore, the mitigation measures are not dependent  
27 on individual sensitive receptor numbers. The proposed Project’s contribution is  
28 independent from the number of receptors in the area that would be exposed to the  
29 increase in emissions.

### 30 **Response to Comment CFASE-3**

31 The proposed Project’s contribution to cumulative impacts is addressed in greater  
32 detail under Impact AES-5 in Section 3.1, “Aesthetics,” of the draft EIS/EIR.  
33 Impact AES-5 addresses whether the proposed Project would create a new source of  
34 substantial light or glare that would adversely affect day or nighttime views of the  
35 area. As discussed in CEQA Guidelines Section 15130, “The discussion of  
36 cumulative impacts shall reflect the severity of the impacts and their likelihood of  
37 occurrence, but the discussion need not provide as great detail as is provided for the  
38 effects attributable to the proposed Project alone. The discussion should be guided  
39 by the standards of practicability and reasonableness...” The cumulative lighting  
40 analysis was consistent and in accordance with the cumulative analysis policies of  
41 CEQA and NEPA.

42 As discussed in Section 3.1.4.3 of Section 3.1, “Aesthetics,” within the context of the  
43 brightly lit night setting of the Port, the incremental change in ambient proposed

1 project lighting would have little effect on light-sensitive areas. Large flood lights in  
2 the Outer Harbor and the Inner Harbor (associated with surface parking) would be  
3 removed and replaced with directional lighting associated with the proposed Outer  
4 Harbor Cruise Ship Terminals and the Inner Harbor parking structures. Lighting  
5 associated with proposed project components would comply with the San Pedro  
6 Waterfront and Promenade Design Guidelines, which include lighting  
7 recommendations to minimize light pollution, spill light, and glare while promoting  
8 goals to create an attractive and safe daytime and nighttime waterfront that supports  
9 local economic growth. Additionally, lighting would comply with the Port Master  
10 Plan (PMP), which requires an analysis of design and operational effects on existing  
11 community areas. Design consistency with these guidelines and regulations would  
12 minimize lighting effects and keep the lighting impacts of the proposed Project at a  
13 less-than-significant level. Although Impact AES-5 would be less than significant  
14 for the proposed Project, when combined with past, present, and reasonably  
15 foreseeable future projects, the cumulative analysis determined that the proposed  
16 Project's contribution would be cumulatively considerable.

17 Mitigation measures must be consistent with all applicable constitutional  
18 requirements, including the following: There must be an essential nexus  
19 (i.e., connection) between the mitigation measure and a legitimate governmental  
20 interest, and the mitigation measure must be "roughly proportional" to the impacts of  
21 the proposed Project (15126.4(4)(a)(b)). The contribution of the proposed Project to  
22 the lighting contexts is negligible when compared to the cumulative projects. Only  
23 when the proposed Project is combined with all past, present, and reasonably  
24 foreseeable future projects would there be a significant cumulative lighting and glare  
25 impact because the overall lighting levels would exceed the baseline. By itself the  
26 proposed Project would not contribute to a significant lighting impact, as determined  
27 in Section 3.1.4.3 of Section 3.1, "Aesthetics." In regards to the specific mitigation  
28 measures identified in the comment:

- 29 a. Some exterior lighting could possibly be reduced after normal business hours;  
30 however, the majority of exterior lighting would be necessary after normal  
31 business hours for public safety and security concerns. The proposed Project  
32 would be required to meet to the Los Angeles City Bureau of Street Lighting  
33 Standards, such as those described in Attachment C of *Plan Processing*  
34 *Information for Private Development Projects*. Furthermore, removing any  
35 potential lighting associated with the proposed Project would not reduce or fully  
36 mitigate the cumulative impact since the combination of the proposed Project  
37 with all past, present, and reasonably foreseeable future projects would result in a  
38 significant cumulative lighting impact.
- 39 b. Some exterior signage could possibly be turned off after normal business hours.  
40 However, the majority of exterior lighting signage would be necessary after  
41 normal business hours. This signage would be used by motorists or pedestrians  
42 using the proposed project area after normal business hours. Furthermore,  
43 removing any potential lighting associated with the proposed Project would not  
44 reduce or fully mitigate the cumulative impact since the combination of the

- 1 proposed Project with all past, present, and reasonably foreseeable future projects  
2 would result in a significant cumulative lighting and glare impact.
- 3 c. Some exterior lighting could possibly be dimmed after normal business hours.  
4 However, the majority of exterior lighting could not be dimmed after normal  
5 business hours. The proposed Project would be required to meet to the Los  
6 Angeles City Bureau of Street Lighting Standards, such as those described in  
7 Attachment C of *Plan Processing Information for Private Development Projects*.  
8 Furthermore, dimming lighting associated with the proposed Project would not  
9 reduce or fully mitigate the cumulative impact since the combination of the  
10 proposed Project with all past, present, and reasonably foreseeable future projects  
11 would result in a significant cumulative lighting and glare impact.
- 12 d. Lighting posts would be designed to provide adequate lighting for public safety  
13 and security. The proposed Project would be required to meet to the Los Angeles  
14 City Bureau of Street Lighting Standards, such as those described in Attachment  
15 C of *Plan Processing Information for Private Development Projects*. Therefore,  
16 electric lighting posts could not be lower than standard practice. Furthermore,  
17 lowering electric lighting posts within the proposed project area would not  
18 reduce or fully mitigate the cumulative impact since the combination of the  
19 proposed Project with all past, present, and reasonably foreseeable future projects  
20 would result in a significant cumulative lighting and glare impact because the  
21 overall lighting levels would exceed the baseline. Florescent glow-in-the-dark  
22 signage could not replace some electric lighted signage since florescent glow-in-  
23 the-dark does not provide the illumination necessary to identify buildings or  
24 roads to motorists or pedestrians. Furthermore, using glow-in-the-dark signage  
25 would not reduce or fully mitigate the cumulative impact since the combination  
26 of the proposed Project with all past, present, and reasonably foreseeable future  
27 projects would result in a significant cumulative lighting and glare impact.
- 28 e. The Port could not replace nearby resident window curtains and shades with  
29 darker curtains and shades. The proposed Project would not cause spillover  
30 lighting or glare; therefore, window curtains and shades would not reduce  
31 impacts from the proposed Project. Replacing nearby resident window coverings  
32 would not reduce or fully mitigate the cumulative impact since the combination  
33 of the proposed Project with all past, present, and reasonably foreseeable future  
34 projects would result in a significant cumulative lighting and glare impact.  
35 Furthermore, replacing all nearby residences window curtains and shades is not  
36 roughly proportional to the cumulative impacts, since the proposed Project's  
37 contribution to those cumulative impacts is negligible.

## 38 Response to Comment CFASE-4

39 Mitigation Measures MM AQ-1 through MM AQ-22 were provided in a detailed  
40 description in Section 3.2, "Air Quality and Meteorology," of the draft EIS/EIR.  
41 However, even with these measures, impacts from the proposed Project would  
42 remain significant and unavoidable. Should the Board of Harbor Commissioners

1 choose to approve the proposed Project with these significant impacts, a statement of  
2 overriding consideration will be required.

3 While LAHD appreciates suggestions for mitigation measures, the courts have  
4 determined that lead agencies need not accept every mitigation measure suggested by  
5 the public (*San Franciscans for Reasonable Growth v. City and County of San*  
6 *Francisco* [1989] 209 Cal.App.3d 1502, 1519; see also *Concerned Citizens of South*  
7 *Central L.A. v. Los Angeles Unified School Dist.* [1994] 24 Cal.App.4th 826, 841  
8 [discussion of mitigation measures is subject to ‘rule of reason’ and does not require  
9 consideration of every “imaginable” mitigation measure]).

10 Mitigation measures must be consistent with all applicable constitutional  
11 requirements, including the following: there must be an essential nexus  
12 (i.e., connection) between the mitigation measure and a legitimate governmental  
13 interest, and the mitigation measure must be “roughly proportional” to the impacts of  
14 the proposed Project (15126.4(4)(a)(b)). With respect to the specific mitigation  
15 measures proposed in the comment:

- 16 a. LAHD does not suspend use of construction equipment operations during Stage 2  
17 smog alerts. However, operations will be minimized to the extent possible. It  
18 should be noted that the SCAB has not had a Stage 2 smog alert since 1988  
19 (SCAQMD).
- 20 b. LAHD has jurisdiction only over projects it is designing and constructing; it does  
21 not have control over projects that are outside its jurisdiction. The air quality  
22 analysis of the proposed Project and alternatives is project-specific. As described  
23 in Section 3.2.4 of Section 3.2, “Air Quality,” in the draft EIS/EIR, the proposed  
24 Project or alternative would emit certain emissions whether constructed over a  
25 short or longer period of time. Alternating heavy days or weeks of construction  
26 with other projects in the area would not reduce the total amount of emissions  
27 generated by the proposed Project. Furthermore, alternating construction with  
28 other projects would effectively lengthen the total construction schedule, thereby  
29 extending other environmental impacts, including construction noise impacts and  
30 recreational impacts. Finally, alternating construction with other projects would  
31 likely delay the construction schedule beyond a reasonable amount of time.
- 32 c. The proposed Project incorporates fugitive dust control measures. Specifically,  
33 SCAQMD Rule 403 (Fugitive Dust) prohibits emissions of fugitive dust from  
34 any active operation, open storage pile, or disturbed surface area that remains  
35 visible beyond the emission source property line. During construction of the  
36 proposed Project or one of the alternatives, best available control measures  
37 identified in the rule would be required to minimize fugitive dust emissions from  
38 proposed earth-moving and grading activities. These measures would include  
39 site prewatering and rewatering as necessary to maintain sufficient soil moisture  
40 content. Additional requirements apply to construction projects on property with  
41 50 or more acres of disturbed surface area, or for any earth-moving operation  
42 with a daily earth-moving or throughput volume of 5,000 cubic yards or more  
43 three times during the most recent 365-day period. These requirements include

1                   submittal of a dust control plan, maintaining dust control records, and  
2                   designating a SCAQMD-certified dust control supervisor. Rule 403 defines high  
3                   wind conditions. Furthermore, LAHD adopted the *Los Angeles Harbor*  
4                   *Department Sustainable Construction Guidelines for Reducing Air Emissions* in  
5                   2008, which requires compliance with SCAQMD Rule 403.  
6

- 7                   d. The mitigation measures to reduce air quality impacts do consider the role of new  
8                   technology to reduce emissions such as electric trucks, hybrid trucks, and  
9                   liquefied natural gas (LNG) trucks. Mitigation Measure MM AQ-15, Truck  
10                  Emission Standards, requires that on-road heavy-duty diesel trucks (above  
11                  14,000 pounds) entering the cruise terminal building shall achieve the  
12                  Environmental Protection Agency's (EPA's) 2007 Heavy-Duty Highway Diesel  
13                  Rule emission standards for on-road heavy-duty diesel engines (EPA 2001a) in  
14                  the following percentages: 20% in 2009, 40% in 2012, and 80% in 2015 and  
15                  thereafter. Furthermore, Mitigation Measure MM AQ-24 applies to Mitigation  
16                  Measures MM AQ-9 through MM AQ-21 and requires that if any kind of  
17                  technology becomes available and is shown to be as good as or better than the  
18                  existing measure in terms of emissions reduction performance, the technology  
19                  could replace the existing measure pending approval by LAHD. The  
20                  technology's emissions reductions must be verifiable through EPA, the  
21                  California Air Resources Board (CARB), or other reputable certification and/or  
22                  demonstration studies to LAHD's satisfaction. Therefore, should electric,  
23                  hybrid, or LNG trucks be deemed to have a better emissions reduction  
24                  performance than the trucks required under Mitigation Measure MM AQ-15 and  
25                  this performance is verified by EPA, CARB, or other reputable certification  
26                  and/or demonstration studies, LAHD would require their use.
- 27                  e. Estimating what local construction materials, parts, and equipment suppliers  
28                  could be incorporated into the proposed Project to prevent or minimize long  
29                  distance deliveries and support local harbor economy and businesses is beyond  
30                  the scope of what is required for the analysis in this EIS/EIR and is not  
31                  enforceable. However, the Port will request that contractors consider local  
32                  suppliers to minimize long distance deliveries to the extent feasible, which may  
33                  reduce impacts below what has been previously disclosed.
- 34                  f. Construction of the proposed Project would require a specialized labor force for  
35                  some of the large construction components, including the water cuts and the  
36                  remediation of existing contaminated sites. Such labor force is unlikely to live  
37                  within the vicinity within the proposed Project or have adequate access to public  
38                  transportation. Therefore, LAHD cannot require or mandate construction  
39                  workers to use public transportation or live within 5 miles of the proposed  
40                  Project site.
- 41                  g. As stated in response CFASE-4(c), the proposed Project would be required to  
42                  comply with Rule 403 regarding fugitive dust. This measure would appropriately  
43                  control fugitive dust. The SCAQMD determined in the *Multiple Air Toxics*  
44                  *Exposure Study II* (MATES II) that about 70% of the background airborne cancer  
45                  risk in the SCAB is due to particulate emissions from diesel-powered on- and

1 off-road motor vehicles (SCAQMD 2000). Since the majority of the toxic air  
2 emissions are coming from moving motor vehicles, the use of a tent to cover the  
3 proposed Project would be technologically infeasible to reduce toxic air  
4 emissions.

- 5 h. Thank you for your comment. The comment is incomplete; therefore, no  
6 response is required.

## 7 Response to Comment CFASE-5

8 While LAHD appreciates suggestions for mitigation measures, the courts have  
9 determined that lead agencies need not accept every mitigation measure suggested by  
10 the public (*San Franciscans for Reasonable Growth v. City and County of San*  
11 *Francisco* [1989] 209 Cal.App.3d 1502, 1519; see also *Concerned Citizens of South*  
12 *Central L.A. v. Los Angeles Unified School Dist.* [1994] 24 Cal.App.4th 826, 841  
13 [discussion of mitigation measures is subject to ‘rule of reason’ and does not require  
14 consideration of every “imaginable” mitigation measure]).

15 Mitigation measures for greenhouse gases (GHGs) reduction in the proposed project  
16 area were developed using Assembly Bill 32 Guidelines (Section 3.2.3.2.10 in  
17 Section 3.2, “Air Quality”) and the May 2008 Memo from the California State  
18 Attorney General’s Office (Section 3.2.3.2.15). Mitigation Measures MM AQ-1  
19 through MM AQ-22 have been detailed in Section 3.2, “Air Quality,” of the draft  
20 EIS/EIR. Specifically, Mitigation Measure MM AQ-9 deals directly with the GHGs  
21 related to proposed project cruise vessels. With respect to the specific comments and  
22 mitigation measures proposed in the comment:

- 23 a. The draft EIS/EIR analysis considers and addresses the legal requirements of  
24 AB32. Carbon dioxide and carbon dioxide equivalent emissions are analyzed in  
25 Section 3.2, “Air Quality.” Mitigation measures to reduce GHG emissions were  
26 developed using Assembly Bill 32 guidelines and are identified in Section  
27 3.2.3.2.10. The cumulative impacts analysis for air quality, and in particular  
28 health risks, considers the cumulative effects of a larger region than the  
29 immediate Port area and references risks as determined by the MATES II study.  
30 Thus the cumulative analysis is considered reasonable.
- 31 b. The suggestion to offset the Port’s construction and operational GHG emissions  
32 by investing in numerous potential mitigation measures on Port property are  
33 addressed below:
- 34 ■ The comment calls for implementation of the Advanced Maritime Emissions  
35 Control System (AMECS). LAHD anticipates that AMECS technology  
36 could eventually prove feasible and cost-effective as an alternative to  
37 alternative maritime power (AMP) for some or all vessels at the Port,  
38 especially marine oil tankers. Parts of an AMECS system have been tested  
39 as part of a pilot project at the Port of Long Beach that focuses on vessels

1 carrying dry bulk, break bulk, and roll-on/roll-off cargo (Port of Long Beach  
2 2006).

- 3 ■ With respect to the cruise ships, Mitigation Measure MM AQ-9 would  
4 require AMP for cruise vessels. While this does not mean an immediate  
5 reduction in GHG, this alternative power could come from renewable sources  
6 in the future. Furthermore, Mitigation Measure MM AQ-12 requires all new  
7 vessel builds to incorporate NO<sub>x</sub>, PM and GHG control devices on ships'  
8 engines. These control devices include, but are not limited to, the following  
9 technologies, where appropriate: (1) selective catalytic reduction (SCR)  
10 technology, (2) exhaust gas recirculation, (3) in-line fuel emulsification  
11 technology, (4) DPFs or exhaust scrubbers, (5) common rail direct fuel  
12 injection, (6) low NO<sub>x</sub> burners for boilers, (7) implementation of fuel  
13 economy standards by vessel class and engine, and (8) diesel-electric pod-  
14 propulsion systems. Furthermore, Mitigation Measure MM AQ-24 applies to  
15 Mitigation Measures MM AQ-9 through MM AQ-21 and requires that if any  
16 kind of technology becomes available and is shown to be as good as or better  
17 than the existing measure in terms of emissions reduction performance, the  
18 technology could replace the existing measure, pending approval by LAHD.  
19 The technology's emissions reductions must be verifiable through EPA,  
20 CARB, or other reputable certification and/or demonstration studies to  
21 LAHD's satisfaction. Therefore, should new technology be deemed to have  
22 a better emissions reduction performance than the trucks required under  
23 Mitigation Measure MM AQ-15 and this performance is verified by EPA,  
24 CARB, or other certification and/or demonstration studies, LAHD would  
25 require their use. Furthermore, Mitigation Measure MM AQ-22 requires the  
26 periodic review of new technology and regulations via the San Pedro Bay  
27 Clean Air Action Plan Technology Advancement Program and other  
28 methods. Therefore, the specific suggestions (2 and 3) in the comment are  
29 already being included in the proposed Project for cruise ships as mitigation,  
30 and any additional future technology that is proven to further reduce GHG  
31 emissions would be incorporated through the use of Mitigation Measures  
32 MM AQ-22 and MM AQ-24. For example, should AMECS become feasible  
33 and commercially available in the future, Mitigation Measure MM AQ-22  
34 would provide a process to consider new or alternative emission control  
35 technologies and an implementation strategy to ensure compliance. Under  
36 Mitigation Measure MM AQ-22, the opportunity to add new measures to the  
37 lease would occur at least once every 7 years.

- 38 ■ Currently container transport within the Port is primarily performed by  
39 private entities under lease to the Port. Furthermore, the implementation of  
40 electric trains, electric rail, maglev, or other modes of transportation relating  
41 to regional goods movement infrastructure is outside the scope of this  
42 EIS/EIR. Implementation of these systems is not necessary or financially  
43 feasible at the project-specific level.

- 44 c. The suggestion to offset the Port's construction and operational GHG emissions  
45 by investing in numerous potential mitigation measures off Port property are  
46 addressed below:

- 1                   ■ LAHD has previously agreed to establish a Port Community Mitigation Trust  
2 Fund. This mitigation trust fund would be geared toward addressing the  
3 overall off-Port impacts created by Port operations outside of the context of  
4 project-specific NEPA and/or CEQA documents. This fund includes, for  
5 example, approximately \$6 million for air filtration in schools and funding  
6 for an initial study of off-Port impacts on health and land use in Wilmington  
7 and San Pedro, as well as a more detailed subsequent study of off-Port  
8 impacts related to port impacts on harbor area communities. Therefore,  
9 LAHD is currently contributing to and funding mechanisms to off-Port  
10 property uses specifically for air quality purposes.
- 11                   ■ Furthermore, mitigation measures must be feasible. Feasible is defined in  
12 Section 15364 of the CEQA Guidelines as capable of being accomplished in a  
13 successful manner within a reasonable period of time, taking into  
14 consideration economic, environmental, legal, social, and technological  
15 factors. The suggested mitigation measures would occur outside the  
16 jurisdiction of LAHD. Therefore, LAHD would have to rely on a number of  
17 other agencies and jurisdictions to implement the measures and would not be  
18 able to ensure that the suggested mitigation measures would be accomplished  
19 in a successful manner. Furthermore, LAHD cannot ensure that these  
20 measures would occur within a reasonable period of time. Since the success  
21 and timing of the suggested measures cannot be guaranteed, they would not  
22 be considered feasible to reduce either project-specific impacts or cumulative  
23 impacts associated with GHGs.
- 24 Finally, even with the inclusion of the suggested mitigation measures, the proposed  
25 Project would still result in significant cumulative effects on air quality and GHGs.  
26 The GHG threshold the Port uses for project-specific impacts is no net increase of  
27 GHGs. Even with the inclusion of the suggested mitigation measure, the proposed  
28 Project or alternative would result in a net increase of GHGs, thus resulting in a  
29 project-specific impact and a cumulative impact.
- 30 See Response to Comment CFASE-4 regarding “rule of reason” in considering  
31 mitigation measures.

## 32 **Response to Comment CFASE-6**

- 33 Shipping lanes in U.S. coastal waters are under the jurisdiction of and determined by  
34 the U.S. Coast Guard (USCG). LAHD has no authority to alter shipping lanes  
35 outside Los Angeles Harbor, where migrating marine mammals are not an issue. In  
36 addition, ship speeds in the harbor are well under the National Marine Fisheries  
37 Service (NMFS) speed restrictions in the range of 10 to 13 knots recommended for  
38 use, and where appropriate, feasible, and effective, in areas where reduced speed is  
39 likely to reduce the risk of ship strikes and facilitate whale avoidance (Section  
40 3.3.2.7.2).
- 41 As discussed in Response to Comment NMFS-2, the increase in whale strikes as a  
42 result of the proposed Project will result in well under 1 additional strike over a



1 22-year period. Whale strike occurrences are reported for the entire coast of  
2 California. Installation of land-based sound detectors or alert systems for Port  
3 projects, even when examining them at the cumulative level, is disproportionate to  
4 the Port's contribution to a significantly cumulative impact. Furthermore, ships  
5 arriving and departing out of the harbor are moving at very slow speeds which, as  
6 discussed above, facilitates whale avoidance of vessel strikes.

7 The Port already has in place its Vessel Speed Reduction Program (VSRP) with over  
8 90% participation. The VSRP slows ship speeds to 12 knots from Point Fermin to  
9 the harbor, approximately 40 nautical miles (nm) out.

10 Invasive species that could be introduced as a result of ballast water exchanges are  
11 not considered an impact to whale species' feeding habits (grey whales feed mainly  
12 in the cold arctic water of the Bering and Chuchi Seas during the summer months,  
13 and lack of availability of krill for blue whale is not cited by the NMFS Office of  
14 Protected Resources as threat to their existence). As discussed in Section 3.3.3.13 of  
15 Section 3.3, "Biological Resources," California Public Resources Code (PRC)  
16 Section 71200 et seq. requires ballast water management practices for all vessels,  
17 domestic and foreign, carrying ballast water into waters of the state after operating  
18 outside the Exclusive Economic Zone (EEZ). Specifically, the regulation prohibits  
19 ships from discharging ballast water within harbor waters unless they have performed  
20 an exchange outside the EEZ in deep, open ocean waters. Alternatively, ships may  
21 retain water while in port, discharge to an approved reception facility, or implement  
22 other similar protective measures. Each ship must also develop a ballast water  
23 management plan to minimize the amount of ballast water discharged in the harbor.

24 The proposed Project's and each alternative's contribution to a cumulative impact  
25 was found to be less than cumulatively considerable under CEQA and NEPA. Best  
26 management practices (BMPs) to prevent or minimize contaminant loadings to the  
27 Los Angeles/Long Beach Harbor from stormwater runoff from past, present, and  
28 reasonably future projects, including the proposed Project or alternatives, are  
29 required by the Standard Urban Stormwater Mitigation Plan (SUSMP), which is  
30 incorporated into the Los Angeles County Urban Runoff and Stormwater National  
31 Pollutant Discharge Elimination System (NPDES) Permit issued by the Los Angeles  
32 Regional Water Quality Control Board (LARWQCB). SUSMP requirements must be  
33 incorporated into the proposed project plan and approved prior to issuance of  
34 building and grading permits. Specifically, the SUSMP requires that each project  
35 incorporate BMPs specifically designed to minimize stormwater pollutant discharges.  
36 While adopted BMPs vary by project, all BMPs must meet specific design standards  
37 to mitigate stormwater runoff and control peak flow discharges. The SUSMP also  
38 requires implementation of a monitoring and reporting program to ensure compliance  
39 with the constituent limitations in the permit. These BMPs and compliance  
40 monitoring for the proposed Project or one of the alternatives would reduce the  
41 residual cumulative impacts from runoff.

42 Additionally, the Dominguez Channel Watershed Management Area is  
43 approximately 133 square miles and is dominated by urban land uses such as  
44 residential, industrial, commercial, and transportation, which together comprise 85%

1 of the land (Weston 2005). Port-controlled land adjacent to the Dominguez Channel  
2 comprises only a small portion of the 133 square miles. The requested mitigation is  
3 disproportionate to the proposed Project, its alternatives, or overall Port contribution  
4 to this cumulative effect.

5 LAHD, in partnership with the Port of Long Beach, is expanding its water quality  
6 programs with the development of a coordinated Water Resources Action Plan  
7 (WRAP), a comprehensive effort to target remaining water and sediment pollution  
8 sources in the San Pedro Bay. The WRAP was just published in August 2009 in  
9 cooperation with USEPA and LARWQCB at  
10 [http://www.portoflosangeles.org/DOC/WRAP\\_Final.pdf](http://www.portoflosangeles.org/DOC/WRAP_Final.pdf).

## 11 Response to Comment CFASE-7

12 Impact BIO-2a of Section 3.3, “Biological Resources,” in the draft EIS/EIR discusses  
13 potential impacts from the proposed Project on sensitive marine habitats in the area.  
14 Cumulative impacts to biological resources are addressed in Chapter 4, “Cumulative  
15 Analysis.” Mitigation Measures MM BIO-1 through MM BIO-5 were recommended  
16 to reduce the impacts from the proposed Project and alternatives. However, it was  
17 found that after implementation of the mitigation measures, temporary impacts from  
18 construction would remain significant and unavoidable. Should the Board of Harbor  
19 Commissioners choose to approve the proposed Project with these significant  
20 impacts, a statement of overriding consideration would be required.

21 The cumulative analysis for biological resources concluded that impacts to fish and  
22 aquatic plant life as a result of the proposed Project or its alternatives were not  
23 significant after mitigation, with the exception of ballast water exchanges (discussed  
24 in detail under Response to Comment CFASE-6). Responses to the suggested  
25 mitigation measures are provided below.

- 26 ■ The proposed Project and its alternatives include significant measures to reduce  
27 air emissions, including volatile organic compounds (VOCs), from cruise ship  
28 vessels entering Los Angeles Harbor. These measures are outlined in Mitigation  
29 Measures MM AQ-9 through MM AQ-24 (see Section 3.2, “Air Quality and  
30 Meteorology.”) However, it was found that after implementation of the  
31 mitigation measures temporary impacts from construction would remain  
32 significant and unavoidable. Should the Board of Harbor Commissioners choose  
33 to approve the proposed Project with these significant impacts, a statement of  
34 overriding consideration would be required.
- 35 ■ As discussed in Response to Comment CFASE-6, LAHD has implemented and  
36 will continue to implement BMPs for stormwater runoff and other discharges.  
37 The land area controlled by LAHD adjacent to the Dominguez Channel and in  
38 the watershed is only a fraction of the total 133 square miles. Therefore, the  
39 requested mitigation is disproportionate to the proposed Project or Port  
40 contribution to this cumulative effect.

1                   ■ Runoff from on-land construction and operations resulting from the cumulative  
2                   projects would not result in a loss of Essential Fish Habitat (EFH), nor would  
3                   these activities cumulatively alter or reduce this habitat. Cumulatively  
4                   significant impacts to fisheries and aquatic plant life are considered significantly  
5                   cumulative only when compared to historic Port conditions. The proposed  
6                   Project or its alternatives and any other reasonably foreseeable Port project  
7                   would have to mitigate for any permanent losses to fisheries, fish habitats, or  
8                   aquatic plant life (e.g., the proposed Project proposes to enhance and expand the  
9                   Salinas de San Pedro Salt Marsh, which would provide higher quality and more  
10                  diverse habitat upon completion). Therefore, the requested mitigation that the  
11                  Port sponsor or build fresh and/or salt water fisheries and create bedrock islands  
12                  is disproportionate to any potential cumulative effect.

13                  See Response to CFASE-6 for a detailed discussion regarding ballast water  
14                  discharges.

15                  See Response to CFASE-4 regarding “rule of reason” in considering mitigation  
16                  measures.

## 17   **Response to Comment CFASE-8**

18                  Although impacts due to seismically induced tsunamis and seiches are typical, but  
19                  infrequent, for the entire California coastline, the impacts associated with these  
20                  events would not be increased by the construction or operation of the proposed  
21                  Project. The potential is very low for a major tsunami to occur that would cause the  
22                  kind of results predicted in the tsunami model study (see Section 3.5, “Geology,” for  
23                  additional information on the probability of a major tsunami). However, even with  
24                  incorporation of emergency planning and construction in accordance with current  
25                  City and state regulations, substantial damage and/or injury would occur in the event  
26                  of a tsunami or seiche. Because portions of the proposed project site are at elevations  
27                  lower than the predicted tsunami wave heights, there is a substantial risk of coastal  
28                  flooding due to tsunamis and seiches. Therefore, when combined with past, present,  
29                  and reasonably foreseeable future projects, the proposed Project results in a  
30                  cumulatively considerable impact with respect to tsunamis and seiches as described  
31                  in Section 4.2.5.3 in Chapter 4, “Cumulative Analysis.” In regards to the suggested  
32                  mitigation measures in the comment:

33                  a. As described in Section 3.7.2.2 in Section 3.7, “Hazards and Hazardous  
34                  Materials,” of the draft EIS/EIR, there are currently existing public emergency  
35                  systems for the West Coast regarding tsunamis. Tsunami bulletins and warnings  
36                  are broadcast by the West Coast and Alaskan Tsunami Warning Center  
37                  (WCATWC) through standard National Weather Service (NWS) dissemination  
38                  methods such as National Oceanographic and Atmospheric Association (NOAA)  
39                  Weather Radio All Hazards, the Emergency Alert System, and the Emergency  
40                  Managers Weather Information Network. State emergency service agencies  
41                  receive the message through the Federal Emergency Management Agency’s  
42                  (FEMA’s) National Warning System and the NOAA Weather Wire Service. The  
43                  states immediately pass warnings to local jurisdictions (NOAA National Weather

1 Service 2008). The USCG also relays the message via radio. The *City of Los*  
2 *Angeles General Plan* Public Safety Element identifies the entire Port as an area  
3 that could be affected by a tsunami and inundation (City of Los Angeles Planning  
4 Department 1996). LAHD is in the process of creating a port-wide emergency  
5 notification system to warn of tsunamis and other emergency situations (Malin  
6 pers. comm. 2008a). Furthermore, as described in Section 3.7.3.3.5 in Section  
7 3.7, “Hazards and Hazardous Materials,” of the draft EIS/EIR, the City of Los  
8 Angeles has a Tsunami Response Plan Annex , which identifies specific  
9 evacuation routes, protocols for evacuation, and the chain of command of  
10 responsibility for evacuations.

11 b. LAHD will consider developing and distributing English and Spanish  
12 information on what the public can do in the event of a tsunami or seiche.  
13 However, even with the distribution of additional informational materials in  
14 English and Spanish, the significant impact determination for the proposed  
15 Project independently and cumulatively would not change. The Port and its  
16 surrounding area are susceptible to tsunamis and seiches based on the location on  
17 the west coast and due to the fact that some of the area within the Port is at low  
18 elevations and could potentially be inundated with floodwaters.

19 c. As described above in CFASE-8(a) and in Section 3.7.3.3.5 in Section 3.7,  
20 “Hazards and Hazardous Materials,” of the draft EIS/EIR, there are a number of  
21 current emergency plans and future plans for the Port area and the City that  
22 require coordination among City agencies and the timely notification of warnings  
23 to the public. Furthermore, the City and LAHD are planning to adopt the  
24 Standardized Emergency Management System (SEMS). SEMS is used to  
25 manage responses to multi-agency and multi-jurisdiction emergencies and  
26 facilitate communications and coordination among all levels of the system and  
27 among all responding agencies. Additionally, a new emergency management  
28 process that incorporates Homeland Security’s National Incident Management  
29 System (NIMS) and Incident Command System (ICS) and the application of  
30 standardized procedures and preparedness measures will be used within the City  
31 (LAHD 2008).

## 32 **Response to Comment CFASE-9**

33 The five suggested mitigation measures described in the comment are directed at  
34 minimizing local effects of construction-period traffic associated with workers and  
35 truck trips, rather than at addressing traffic impacts during the operational phase of  
36 the proposed Project. Specifically:

37 a. and b. To mitigate potential construction-period impacts, the draft EIS/EIR  
38 includes Mitigation Measure MM TC-1, the development and implementation of a  
39 worksite traffic control plan, including numerous elements. While the designation  
40 of specific and appropriate haul routes was not among those elements, these routes  
41 would normally be identified during the preparation of the worksite traffic control  
42 plan. The traffic control plan could include written instructions to construction

1 workers and delivery drivers, as well as temporary signage posted to direct  
2 construction traffic to the identified routes. These measures would not alter the  
3 finding of the draft EIS/EIR that the construction-period impacts would be less  
4 than significant with the mitigation as proposed.

5 c. Mitigation Measure MM TC-1 requires the development and implementation of a  
6 worksite traffic control plan as discussed above. All contractors would be trained  
7 on the worksite traffic control plan and would be required to understand and  
8 follow the worksite traffic control plan. Therefore, contractors would receive  
9 training on the appropriate construction travel routes and manners.

10 d. and e. The last two potential mitigation measures suggested in the comment  
11 (requiring contractors to meet a specific goal of hiring local residents and  
12 requiring that a specific portion of construction workers utilize public transit) are  
13 not normally included in a worksite traffic control plan. Certain types of  
14 construction activities would require skilled labor, and local residents may not  
15 provide the required expertise. While these measures could be pursued, they  
16 would not alter the finding of the draft EIS/EIR that the construction-period  
17 impacts would be less than significant with the mitigation as proposed.

## 18 Response to Comment CFASE-10

19 As discussed in CEQA Guidelines Section 15130, “The discussion of cumulative  
20 impacts shall reflect the severity of the impacts and their likelihood of occurrence,  
21 but the discussion need not provide as great detail as is provided for the effects  
22 attributable to the proposed Project alone. The discussion should be guided by the  
23 standards of practicability and reasonableness...” More detailed discussion of the  
24 proposed Project’s and the alternatives’ contribution to cumulative impacts are  
25 provided in Chapter 4 of the draft EIS/EIR. Future traffic conditions have been  
26 estimated throughout the proposed project timeline of 2037, including estimated  
27 increases from additional projects in the area. The analysis in the draft EIS/EIR  
28 showed that impacts to traffic would be significant and unavoidable. Should the  
29 Board of Harbor Commissioners choose to approve the proposed Project with these  
30 significant impacts, a statement of overriding considerations will be required.

31 In regards to the specific comments in the comment letter:

32 a. The comment does not provide any evidence that the proposed Project would  
33 cause the degradation of public streets, highways, freeways, and bridges where  
34 the public is paying for repair, maintenance and replacement of infrastructure.  
35 The proposed Project includes a number of upgrades and replacements to  
36 existing infrastructure along the waterfront that has become worn over time.  
37 This includes Harbor Boulevard and Sampson. Furthermore, public streets  
38 outside the boundaries of the Port are not within the jurisdiction of the Port and  
39 are under the jurisdiction of either the City of Los Angeles, County of Los  
40 Angeles or Caltrans. These agencies are responsible for the maintenance,

- 1 upgrade, and upkeep of streets and rights of way within their jurisdictional  
2 boundaries. The Port will not contribute funds to the city and state.
- 3 b. In Section 3.13.4.3.1 of Section 3.13, “Public Services,” and Section 3.7.4.3.1 of  
4 Section 3.7, “Hazards and Hazardous Materials,” the impacts to police and  
5 emergency services and routes were analyzed during the construction of the  
6 proposed Project. The analysis indicated that less than significant impacts would  
7 occur to police services and emergency services and routes during construction.  
8 Therefore, no mitigation is necessary.
- 9 c. CEQA requires mitigation of significant impacts, which refer to the physical  
10 environment: “A significant effect on the environment is defined as a substantial  
11 adverse change in the physical conditions which exist in the area affected by the  
12 proposed project.” (CEQA Guidelines Section 15002(g).) Economic and health  
13 considerations such as temporary and permanent disabilities, temporary and  
14 permanent loss of income, increases in car insurance costs, increases in health  
15 insurance costs, increases in life and accidental insurance, schools losing funds  
16 due to missed school days by children, and local residents getting fired from jobs  
17 due to tardiness are not physical effects on the environment.
- 18 d. Potential results such as increased traffic tickets and car insurance are too  
19 speculative in nature to analyze under CEQA. Additionally, CEQA requires  
20 mitigation of significant impacts which refer to the physical environment: “A  
21 significant effect on the environment is defined as a substantial adverse change in  
22 the physical conditions which exist in the area affected by the proposed project.”  
23 (CEQA Guidelines Section 15002(g).) Economic considerations such as traffic  
24 ticket impacts on court staff time, police attendance time, local residents waiting  
25 time, new court house construction costs and police station construction costs are  
26 not physical effects on the environment.

## 27 Response to Comment CFASE-11

28 Thank you for your comment. Section 3.13, “Public Services,” of the draft EIS/EIR  
29 included analysis of potential impacts from the increase use in water, increases in  
30 wastewater, and solid waste disposal. LAHD and USACE have evaluated all feasible  
31 mitigation measures and incorporated them into the document. With the mitigation  
32 measures that were incorporated to reduce water use, decrease wastewater, and  
33 provide for solid waste removal, impacts were found to be less than significant. The  
34 commenter fails to present additional mitigation measures that would reduce impacts  
35 even further.

- 36 a. The proposed Project does not deprive the general public of its future servicing  
37 capability and capacity. Section 3.13, “Public Services,” demonstrates that  
38 capacity for treating wastewater and disposing of solid waste currently exists and  
39 would not be reduced significantly by the proposed Project. Furthermore,  
40 utilities are responsible for upgrading their capacity and infrastructure on a

- 1 regular basis through the development and implementation of Capital  
2 Improvement Plans as the Port and surrounding area grows.
- 3 b. As with all users, the Port must pay utilities for provision of their services. This  
4 payment contributes to each utility's ongoing maintenance, construction and  
5 expansion costs. Therefore, the general public is not stuck with future  
6 maintenance, construction and expansion costs.
- 7 c. As with all users, the Port must pay disposal fees to landfills. This payment  
8 contributes to the landfills ongoing maintenance, construction and expansion  
9 costs. Therefore, the Port contributes its fair share of fees to dispose solid waste  
10 at the landfills.
- 11 d. As with all users, the Port must pay disposal fees to landfills. This payment  
12 contributes to the recycling programs instituted by the City of Los Angeles.
- 13 e. As with all users, the Port must pay for the delivery of potable and reclaimed  
14 water. This payment contributes to the ongoing maintenance, construction and  
15 expansion costs of the water infrastructure. Furthermore, LADWP performed  
16 and certified a Water Supply Assessment per SB610 guidelines and determined  
17 that it could provide the proposed Project with potable and reclaimed water from  
18 its existing supplies (See Appendix O of the final EIS/EIR). Therefore,  
19 additional water supplies are not required for the proposed Project.
- 20 f. The comment provides no substantial evidence that the Port regularly violates  
21 NPDES permits. TMDL's are established by the Regional Water Quality Control  
22 Board with approval by the EPA. The Port is not responsible and does not have  
23 the authority to establish TMDLs for any water bodies. As described in Section  
24 3.14.2.1.2 in Section 3.14, "Water Quality, Sediments, and Oceanography," there  
25 is one TMDL established for the Port, which is for bacteria in the Inner Cabrillo  
26 Beach and Los Angeles Harbor Main Channel areas. In addition, a framework  
27 has been developed and analysis is underway to develop Toxic and Metal  
28 TMDLs for water bodies within the LA/LB Harbors Complex that were included  
29 on California's 2002 303(d) list of impaired waters (Anchor et al. 2005:123).  
30 These include Inner Cabrillo Beach, Dominguez Channel, Los Angeles Harbor,  
31 Los Angeles Fish Harbor, and other areas.

## 32 Response to Comment CFASE-12

33 Section 3.13, "Utilities and Public Services," of the draft EIS/EIR quantitatively  
34 estimated the proposed Project's electricity impacts throughout the proposed project  
35 timeline. With the energy efficiency mitigation measures employed by LAHD along  
36 with the Leadership in Energy and Environmental Design Gold-rating Standard  
37 planned for the Outer Harbor, the proposed Project would result in less-than-  
38 significant impacts from electricity consumption. Furthermore, as identified in  
39 Section 4.2.12.4, "Impact PS-3," the cumulative impact of the proposed Project is  
40 determined to be less than significant. Therefore, suggestions to add mitigation

1 measures in the form of additional solar energy systems or mandated utility taxes are  
2 not warranted.

3 The Port is required to pay for electricity used during construction and operation. It  
4 either pays for electricity directly or the lease holders pay directly for their electricity  
5 use. Fees paid either by the Port or the lease holders pay for future power plan and  
6 transmission line building costs. Non residents patronizing lease holder retail  
7 establishments would provide revenue to the lease holder to pay their electric bill.  
8 Therefore, the public does not incur increased power costs associated with the  
9 proposed Project.

10 See Response to CFASE-4 regarding “rule of reason” in considering mitigation  
11 measures.

## 12 **Response to Comment CFASE-13**

13 LAHD has previously agreed to establish a Port Community Mitigation Trust Fund  
14 geared towards addressing the overall off-Port impacts created by Port operations  
15 outside of the context of project-specific NEPA and/or CEQA documents. While the  
16 MOU does not alter the legal obligations of the lead agencies under NEPA or CEQA  
17 to disclose and evaluate mitigation measures to reduce or avoid cumulative impacts  
18 of the proposed Project, and therefore is no environmental justice mitigation per se, it  
19 would have particular benefits for harbor area communities where disproportionate  
20 effects could occur.

21 The proposed Project mitigates all impacts wherever feasible. Impacts to  
22 environmental resources that would be mitigated to a level of less than significant  
23 would not result in disproportionately high and adverse effects on minority and low-  
24 income populations. However, the impacts that could not be mitigated to less than  
25 significant and that would affect human populations would result in  
26 disproportionately high and adverse effects on minority and low-income populations.  
27 Therefore, the draft EIS/EIR (specifically Chapter 5, “Environmental Justice”) does  
28 acknowledge, study, and assess all disproportionately high and adverse  
29 effects/impacts on minority and/or low-income populations which could result from  
30 the proposed Project or one of its alternatives. Furthermore, suggested mitigation  
31 measures proposed in comments CFASE-3 through CFASE-5, and CFASE-7 through  
32 CFASE-12 are addressed in the responses above. The suggested mitigation measures  
33 are either infeasible or otherwise not applicable.

34 See Response to CFASE-4 regarding “rule of reason” in considering mitigation  
35 measures.

36 See Comment EPA-23 stating that the EJ analysis for impacts on the San Pedro  
37 Community “is very well done.”



## 1 Response to Comment CFASE-14

2 LAHD has previously agreed to establish a Port Community Mitigation Trust Fund  
3 geared towards addressing the overall off-Port impacts created by Port operations  
4 outside of the context of project-specific NEPA and/or CEQA documents. While the  
5 MOU does not alter the legal obligations of the lead agencies under NEPA or CEQA  
6 to disclose and evaluate mitigation measures to reduce or avoid cumulative impacts  
7 of the proposed Project, and therefore is no environmental justice mitigation per se, it  
8 would have particular benefits for harbor area communities where disproportionate  
9 effects could occur.

10 In regards to the suggested mitigation measures:

- 11 a. Per response to CFASE-2, the number and type of sensitive receptors is resource  
12 dependent in both the proposed Project's impact sections and the cumulative  
13 analysis. Additionally, the definition of sensitive receptor depends on the  
14 resource. Please see individual resource sections and the cumulative section for  
15 greater detail on sensitive receptors. Mitigation Measure MM AQ-8 is crafted to  
16 protect those most vulnerable to air quality impacts and within the closest  
17 proximity to the construction site. Even with this mitigation measure in  
18 combination with Mitigation Measures MM AQ-1 through MM AQ-7, impacts  
19 would still be significant. Furthermore, even if all residences in the local harbor  
20 were considered sensitive receptors and were notified of construction activities  
21 30 days prior to the beginning of construction, this would not reduce the  
22 construction impacts to less than significant.
- 23 b. Mitigation measures must be consistent with all applicable constitutional  
24 requirements, including the following: there must be an essential nexus (i.e.,  
25 connection) between the mitigation measure and a legitimate governmental  
26 interest and the mitigation measure must be "roughly proportional" to the  
27 impacts of the proposed Project (15126.4(4)(a)(b)). The suggestion for the Port  
28 to temporarily relocate residents and patients and pay for other expenses is not  
29 proportional to the air quality impacts disclosed in the draft EIS/EIR.

30 See Response to CFASE-4 regarding the "rule of reason" in considering mitigation  
31 measures.

## 32 Response to Comment CFASE-15

33 Thank you for your comment. The proposed Project's mitigation measures were  
34 selected and developed based on technical research including current feasibility and  
35 future capabilities, as well as public input and comment, and the involvement of the  
36 Port Community Advisory Committee. The selected mitigation measures represent  
37 those technically feasible and of greatest value in protecting public health and safety.

38 Regarding the comment for the Port to establish a Public Health Care Mitigation  
39 Trust Fund, LAHD previously agreed to establish a Port Community Mitigation Trust

1 Fund. This Mitigation Trust Fund would be geared towards addressing the overall  
2 off-Port impacts created by Port operations outside of the context of project-specific  
3 NEPA and/or CEQA documents. This fund includes, for example, approximately \$6  
4 million for air filtration in schools and funding for an initial study of off-Port impacts  
5 on health and land use in Wilmington and San Pedro, as well as a more detailed  
6 subsequent study of off-Port impacts related to port impacts on harbor area  
7 communities.

8 Furthermore, the recommended mitigation would not substantially reduce or avoid  
9 health risk impacts on the physical environment, and is not appropriate mitigation  
10 under CEQA or NEPA. Mitigation measures must be consistent with all applicable  
11 constitutional requirements such that the mitigation measure must be “roughly  
12 proportional” to the impacts of the proposed Project (15126.4(4)(a)(b)). The  
13 suggestion for LAHD to provide financial assistance for: public health care and  
14 treatment; health care at local clinics and county hospitals; health insurance; medical  
15 equipment, medical supplies, medical prescriptions; funeral expenses; short and long  
16 term convalescent care; rehabilitation; job retraining; lost income; special learning  
17 disability assistance; and, funeral and burial services is not proportional to the air  
18 quality impacts disclosed in the draft EIS/EIR.

19 See Response to CFASE-4 regarding “rule of reason” in considering mitigation  
20 measures.

## 21 Response to Comment CFASE-16

22 The suggestion that there is an inadequate Port Public Emergency and Disaster  
23 Notification, Response, or Long Term Care System is incorrect. Federal, state, and  
24 local agencies meet and develop planning contingencies, develop communication and  
25 logistic protocols and exercise them. Because events could change and conditions  
26 are dynamic, the planning teams involve state resources, plan exercises, and optimize  
27 response strategies.

28 As described above in CFASE-8(a) and in Section 3.7.3.3.5 of the draft EIS/EIR  
29 there are a number of current emergency plans and future plans for the Port area and  
30 the City of Los Angeles which require coordination among city agencies and the  
31 timely notification of warnings to the public. The following existing emergency  
32 plans apply to the Port area:

- 33 ■ LAHD’s Emergency Operations and Organization Manual of September 2006,
- 34 ■ The Tsunami Response Plan Annex of the Emergency Operations and  
35 Organization Manual of September 2007,
- 36 ■ Hazardous Materials Annex of the Emergency Department Master Plan and  
37 Procedures of December 1993,
- 38 ■ LAHD’s Emergency Procedures Plan of July 2000, and
- 39 ■ LAHD’s evacuation plans.

1 The Homeland Security Division of LAHD is responsible for maintaining and  
2 implementing the LAHD's Emergency Procedures Plan. This plan was last revised  
3 in July 2000. The Homeland Security Division is currently updating the plan to  
4 account for changes in the Port's emergency procedures and to modify the plan's  
5 format to a new format prescribed by EPD (LAHD 2007). LAHD's Emergency  
6 Procedures Plan references LAHD's evacuation plan. The evacuation plan is  
7 maintained and implemented by the Port Police and in consultation with the  
8 Homeland Security Division and the USCG. LAHD's evacuation plan is also  
9 currently being updated (Malin pers. comm. 2008a). Finally, each tenant at the Port,  
10 including existing cruise terminals, cargo terminals, bulk fuel storage facilities, and  
11 the Ports O'Call businesses, is responsible for maintaining its own emergency  
12 response plan (Malin pers. comm. 2008a). These must comply with emergency and  
13 security regulations enforced by LAFD, the Port Police, the Homeland Security  
14 Division, and the USCG.

15 LAPD and LAFD have the primary responsibility for evacuation of community areas  
16 that are outside the borders of the Port complex. Evacuation planning continues  
17 between these two agencies and the Port Police as well as the Highway Patrol. The  
18 Port Police might fulfill a support role in the event of an evacuation of community  
19 areas outside the Port complex to ensure coordination and assistance with planning,  
20 evacuations, and perimeter control. Additionally, the Port police could be called to  
21 function as first responders to an incident outside or near the complex until a unified  
22 command is established with other City agencies to control the scenario. It is  
23 appropriate to communicate general emergency preparedness and evacuation  
24 planning to the community in advance; however, it is not prudent to share detailed  
25 tactical plans that are scenario- and/or location-based which contain sensitive security  
26 information.

27 Furthermore, the City of Los Angeles and the Port are planning to adopt the  
28 Standardized Emergency Management System (SEMS). SEMS is used to manage  
29 responses to multi-agency and multi-jurisdiction emergencies and facilitate  
30 communications and coordination among all levels of the system and among all  
31 responding agencies. Additionally, a new emergency management process that  
32 incorporates Homeland Security's National Incident Management System (NIMS)  
33 and Incident Command System (ICS) and the application of standardized procedures  
34 and preparedness measures will be used within the City (LAHD 2008).

35 Finally, as described above in CFASE-8, State emergency service agencies receive  
36 tsunami warnings posted by the West Coast and Alaskan Tsunami Warning Center  
37 (WCATWC) message through FEMA's National Warning System and the NOAA  
38 Weather Wire Service. The USCG also relays the message via radio. LAHD is in  
39 the process of creating a port-wide emergency notification system to warn of  
40 tsunamis and other emergency situations (Malin pers. comm. 2008a).

41 A natural disaster such as an earthquake or tsunami would be significant and  
42 unavoidable, but the existing emergency response plans discussed above represent  
43 the best available preparation for the Port and the City of Los Angeles and are  
44 adequate. As discussed in Section 3.5.4.3.1 under Impacts GEO-1a, 1b, 2a, and 2b

1 construction and operation of the proposed Project would result in substantial damage  
2 to structures or infrastructure or expose people to substantial risk involving tsunamis,  
3 seiches, or earthquakes. This impact determination is based on the geologic nature of  
4 Southern California as it is subject to large, unpredictable land and ocean  
5 earthquakes. Mitigation measures are proposed for these impacts. However, as  
6 stated in Section 3.7.4.3.1 Impact RISK-2a and b, the construction and operation of  
7 the proposed Project would not substantially interfere with an existing emergency  
8 response or evacuation plan or require a new emergency or evacuation plan, thereby  
9 increasing the risk of injury or death. The purpose of emergency response plans is to  
10 handle a large scale emergency where normal operation of emergency services  
11 cannot occur. Therefore, the existing plans identified above in conjunction with  
12 coordination of emergency services would enable emergency services providers to  
13 adequately respond to a large scale emergency.

## 14 **Response to Comment CFASE-17**

15 As described in Section 3.2, “Air Quality,” and discussed under Impact AQ-7 the  
16 health risk assessment included an estimate of cancer risk, chronic hazard index, and  
17 acute hazard index for the proposed Project and six alternatives relative to the CEQA  
18 and NEPA baselines. These were used as the basis for calculating each of these  
19 health impacts from the proposed Project and six co-equally analyzed alternatives.  
20 Furthermore, the project-level health risk analysis impacts assessed in the draft  
21 EIS/EIR were conducted in accordance with current guidance from the California Air  
22 Resources Board and the Office of Health Hazard Assessment. The health risk  
23 assessment addresses the impacts from the proposed Project as well as all of the  
24 alternatives, including the No Federal Action and No Project alternatives. These  
25 results are presented both with and without mitigation measures. A health risk  
26 assessment is not intended to capture all public health problems, but rather to  
27 evaluate the cancer risks and the acute and chronic noncancer health risks to  
28 particular groups of people (residents, students, workers, etc.) associated with  
29 exposure to air contaminants under the proposed Project and the alternatives.  
30 Therefore, a local Public Health Survey or Public Health Baseline is not required  
31 under CEQA or NEPA. Furthermore, because the health risk assessment is meant to  
32 only determine the impacts of the proposed Project and its alternatives, the mitigation  
33 proposed to reduce any impacts quantified by the health risk assessment must be  
34 specifically designed to reduce public health impacts resulting from proposed Project  
35 or alternative air quality emissions. In other words, there would be no nexus between  
36 collecting public health survey or baseline information and developing mitigation  
37 measures for emissions generated by the proposed Project or an alternative. Finally,  
38 the complexity of individual health outcomes and the fact that they are based on  
39 numerous factors involving personal choice as well as environmental factors make  
40 public health surveys inaccurate and infeasible for the purposes of identifying the  
41 effect of air quality mitigation measures on public health. Therefore there is no need  
42 to do an additional HIA survey or HIA-like survey as part of the final EIS/EIR. This  
43 issue is also discussed in Response to Comment USEPA-4, USEPA-5, USEPA-6,  
44 USEPA-23, and USEPA-24.



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December 7, 2008

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VISION-4

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

Subject: 2008 Waterfront Project Draft EIS/EIR

Dear Dr. MacNeil and Dr. Appy:

The Grand Vision Foundation (GVF) is a non-profit community and civic organization whose mission is to preserve and promote the Warner Grand Theatre, an historical landmark listed on the National Register of Historic Places. Since its inception in 1995, GVF has been guided by the goal of energizing downtown San Pedro (Downtown) through a revival of arts and culture. In 1996, the then-closed and derelict Theatre was purchased by the City of Los Angeles for the expressed purpose of enhancing tourism and revitalization in Downtown. GVF's main accomplishments have been to restore the Theatre's marquee, neon blade sign, seats, stage rigging, technical equipment and more. Due to these efforts, the Theatre is now regularly programmed and open to the public.

GVF recommends a preservationist approach to waterfront development which builds on existing assets. San Pedro's waterfront development should incorporate Downtown's rich fabric of historic buildings, view corridors and street grid at every opportunity.

The proposed project does not contribute to a revitalized Downtown commercial and entertainment district and, instead, curiously, passes downtown by. This is in direct opposition to the original intent of waterfront development -- which was to revitalize Downtown. GVF contends that the lack of an economic impact study of the effects of the proposed project on Downtown renders the EIR incomplete.

GVF agrees with the position of the San Pedro Chamber of Commerce, the Pacific Corridor Community Advisory Committee and the Central San Pedro Neighborhood Council **in opposing the Proposed Project**. Like these groups, our priority is for all improvements to be completed adjacent to Downtown first. Specific issues of concern are raised in Attachment #1.

We support **Alternative Development Scenario 4**, with the following modifications:

- 1) Shared Parking West of Harbor. We support linking the waterfront with downtown San Pedro by providing parking structures at one or more of the parking opportunity sites recommended by the City of Los Angeles CRA study authored by SMWM in 2006. It is our belief that the optimal site would be at a corner of 6<sup>th</sup> St. and Pacific Avenue, which was identified by the CRA in 2006 as the "portal" to historic Downtown. This would maximize visitors' exposure to the full length of the historic district. Please seek precedents where waterfront development extends beyond Port-controlled properties.

VISION-5

2) San Pedro should be linked to the waterfront by the extension of the red car line, or some other attractive and consistent people mover, to encourage a seamless connection between activities at the waterfront and in Downtown. This transportation hub should remain at 6<sup>th</sup> Street, and the route should incorporate 5<sup>th</sup> Street, Pacific Avenue and 7<sup>th</sup> Streets.

VISION-6

3) The historic street connection from 6<sup>th</sup> Street to the Ferry Building and Ports of Call Village should be maintained. A pedestrian walkway should be created next to both sides of 6<sup>th</sup> Street between Harbor Blvd and Sampson Way. This is a key linkage to downtown San Pedro and maintains our urban street grid. While GVF supports the new street access to Sampson Way from 7<sup>th</sup> Street, the proposed new intersection at 7<sup>th</sup> Street and Harbor Blvd to Sampson is unwieldy, dangerous and difficult to access to and from the Maritime Museum, Acapulco Restaurant and the Ports of Call Village. Instead, we support a traditional 90-degree intersection.

VISION-7

VISION-8

4) Preserve, restore, improve and celebrate the waterfront's historic assets, including Ports of Call Village and the Fish Market, which, like the Warner Grand Theatre, are a source of community pride and collective nostalgia. Explain why the proposed project preserves Acapulco Restaurant and demolishes Ports of Call Village, and what criteria were used to make this decision.

VISION-9

5) Plaza and park development, especially the proposed "town square" at the Maritime Museum, needs further research and design; a plaza of such large scale is cause for concern. This is a critical location as it is both the entrance to the waterfront and the exit to Downtown. It is where the "seam" must become "seamless", despite the presence of a railroad track.

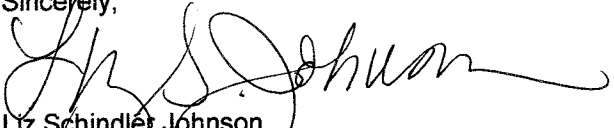
VISION-10

The proposed "town square" is large and without flow or focus. It risks becoming a no-man's land. According to current urban design thinking, successful plazas are activated by a sense of procession through different stages of space, with visual and physical focal points. Successful plazas are also scaled to size that give users a sense of security and comfort, while presenting vistas that hold the visitor's attention.

We suggest developing two parks on either side of 6<sup>th</sup> Street (which we recommend preserving) as it continues from Harbor Blvd to Sampson Way. On the north side, extend the John S. Gibson Park to the current temporary LAMI site to incorporate and celebrate San Pedro's historical monuments. Integrate the existing park with whatever new plaza area is added instead of surrounding the park with landscaping. On the south side, with Harbor Blvd (or the railroad tracks) to the west and Sampson Way to the east, a new park/plaza space should focus on a contemporary water feature, landscaping, art, and street furniture. This space could also serve to shield pedestrians from traffic movement to the south.

VISION-11

We urge the Mayor, Port of Los Angeles Harbor Commissioners and staff to implement our comments and recommendations. The waterfront redevelopment project should stay true to its original purpose of revitalizing Downtown and capitalizing on existing strengths. Instead, the proposed project seeks to fundamentally alter our street grid and change the historic flow from west-east to north-south. It emphasizes separation and barriers rather than a "seamless interface." A successful project must go beyond artificial government zones in order to serve and enhance the community or it will become an underutilized through-way to a new cruise terminal.

Sincerely,  
  
Liz Schindler Johnson  
President & Executive Director  
Grand Vision Foundation

## SAN PEDRO WATERFRONT PROJECT

### Draft Environmental Impact Statement/Environmental Impact (DEIS) Report

DEIS report notes that "(t) throughout history, the community of San Pedro and the Port have been closely linked and mutually interdependent. However the physical connection between the downtown San Pedro and the waterfront is lacking due to a number of visual and physical barriers that inhibit access to the water's edge." (see page ES -13). The DEIS proposed improvements are designed to meet three purposes:

- (1) Redevelop the San Pedro Waterfront area for increased public access and to provide connections between the waterfront area and the San Pedro community. As noted in the report "the State Lands Commission and the Public Trust Doctrine place responsibility on the Port that emphasizes public access." (page ES-13).
- (2) Reinforce the existing weak connections between Downtown and Ports O'Call so that the two can perform to their potential. (see page ES-13 para #3).
- (3) Provide for the cruise industry growth in passenger volume for the next two decades by improving the Harbor Channel Waterway and landside infrastructure to serve the new larger ships.

#### The proposed projects include: (see table ES-2, page ES 16)

- (1) Cruise berths expansion and additions, from existing two 1000 linear foot and one occasional 3<sup>rd</sup> berth to four permanent berths (three 1,250 feet linear feet and one 1,000 foot linear berths), Construction of two new 100,000 square feet terminals in Outer Harbor, increasing the parking for cruise ships from existing 3,560 to 6,000, creating new three (about 7-acre area) water cuts (for tug boats and other existing vessels) to improve navigation on Harbor Channel.
- (2) Promenade and open space projects include the 30-foot wide promenade along the western edge of Harbor Channel, three parks (3-acre within Ports O'Call – location not specified, 6-acre park in Outer Harbor and one 18-acre "Central Park", Pedestrian crossings at 8 locations and vehicular access at 6 locations across Harbor Boulevard between 1<sup>st</sup> and 22<sup>nd</sup> Street, and other public works projects including interactive water feature near 7<sup>th</sup> Street.
- (3) Ports O'Call redevelopment projects includes addition of 150,000 square feet new development, 976 surface parking spaces dedicated to Ports O'Call and Downtown Harbor, removal of rail yard adjacent to bluff site near Port O'Call and construction of a four level parking structure with 1,652 parking spaces on the site. Also proposed are three new structures of 10,000 square feet each to house two boat display offices and tug boat offices, construction of a 17,600 Rail maintenance facility and other similar public works projects described in summary on table ES-2.
- (4) Transportation improvements proposed include a street widening, Sampson Way between 7<sup>th</sup> and 22<sup>nd</sup> Street from the existing two lane to a four lane street, modification of Harbor Boulevard and 6<sup>th</sup> street intersection, "eliminating access to Sampson Way from Harbor Boulevard at 6<sup>th</sup> Street", landscape improvement to Harbor Boulevard on west side, a new 152-parking surface lot to serve 7<sup>th</sup> Street Harbor and adjacent area and waterfront, red car extension to Cabrillo Beach and Outer Harbor.

Reading the project descriptions as provided in EIR Executive Summary (Figure ES-4 and Table ES-2 and the EIS report Land Use and Transportation Sections) it seems that the waterfront development focus is on one of the three stated project purposes, i.e., the cruise industry growth. The cruise operations estimated growth over a twenty year period is 100 %, from a 1,150,548 passengers in 2006 to 2,257,335 passengers in 2037 (table ES-4 page ES-28).

VISION-13 | It is not clear how the two other two stated purposes, namely providing increased public access and connections between the waterfront area and the San Pedro and reinforcing the existing weak connections between Downtown and Ports O'Call are addressed. Based on the outlined mitigation monitoring measures (see pages 3.11-155 through 168) it seems that the existing connections between the waterfront and Downtown San Pedro are weakened more and the environmental quality of the San Pedro Peninsula is degraded by increased traffic and poor air quality.

**IMPACTS:**

VISION-14 | The report Impact Statement LU-3: "The proposed Project would not physically disrupt, divide, or isolate existing neighborhoods, communities, or land uses" is not supported by information in the report.

VISION-15 | As noted on Table ES-10 page 54 the proposed project operations would increase auto traffic volumes and degrade the intersections capacity. The mitigation measures proposed that include modifying about a dozen intersections within the Downtown area to increase traffic carrying capacity, prohibiting weekday peak parking on Gaffey Street to add a traffic lane, and, prohibit parking on Harbor Boulevard to provide three lanes of traffic in each directions would have adverse effects on the environment. There will be no free parking on the Waterfront ("parking would no longer be free along the waterfront" page SE-31) and street parking is prohibited. This will create hardship and would not "enhance vehicular and pedestrian linkages to connect the communities to the Port . page 3.8-27.

VISION-16 |

As part of traffic study 36 intersections in the Downtown San Pedro area bounded by Gaffey (W). Front (N) Harbor Boulevard (E) and 22<sup>nd</sup> Street and two intersections at Western and 9<sup>th</sup> and 25<sup>th</sup> Streets were analyzed. Of the 36 intersections analyzed, 31 have traffic signals. As per the traffic study 32 of the 36 study intersections are at present operating at acceptable level of service. The four intersections with unacceptable level of service are Gaffey at 6<sup>th</sup>, and 1st Streets, and, Summerland Avenue and Harbor Boulevard at 3<sup>rd</sup> Street.

For purposes of traffic study the traffic capacity (Level Of Service LOS) at intersections are categorized in six levels. LOS "A" being the best and "F" being worst. Service level D (number 4 in the 6 levels) or less is deemed acceptable. For signalized intersections level A is defined as where "No vehicle waits longer than one red light and no approach phase is fully used. At level D "delays may be substantial during portions of rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backup. Level E means waiting vehicles through several signal cycles and level F means tremendous delays. For non signal intersections level A means average delay is less then ten seconds per vehicle and for level F the delay per vehicle is 50 seconds or more. See Table 3.11-1 on page 3.11-13 and 3.11-14. As per the traffic

study the traffic counts estimate for trip generation shows a "Net increase in trip over base line" in 2015 at 18,350 weekday daily and in 2037 at 22,679 trips.

The traffic study conclusion is that the proposed project would result in reduce the intersection capacity of 14 intersections to level D or worst (see Table 3.11-7 page 3.11-35) without mitigation. Applying the proposed mitigation measures (see page 3.11-37) would mitigate identified impacts on six of the 16 identified intersections in 2037.

The study also concludes that proposed project operations would increase traffic volumes and degrade LOS along neighborhood streets within the proposed project vicinity and that residual impacts "would be significant and unavoidable." (see page 3.11-45). "No feasible mitigation is identified to address these impacts." (page 3.11-168)

**CUMULATIVE IMPACTS of the Water front project would**

VISION-17 | (1) Reduce traffic carrying capacity of most intersections in the Downtown San Pedro (2) eliminate street parking on two major streets (3) Degrade traffic capacity of neighborhood streets and, thus also (4) severely limit the future growth potential (building capacity) of the entire San Pedro Peninsula. Therefore,



VISION-17  
CONT.

the EIS report statement that "The proposed Project would not result in cumulative considerable impacts (after applicable mitigation) for Land Use Planning and Transportation" (page ES-69) is questionable.

VISION-18

The environmental effects on low income and minority populations would also be disproportionate. As stated in the DEIS "Impact AQ-4: Proposed project operations would result in offsite ambient air pollution concentrations that exceed a SCAQMD threshold of significance in Table 3.3-16. Significant and unavoidable." (page 8 of 72)

As noted in the report "The State of California CEQA Guidelines require an EIR to discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." No housing is proposed.

VISION-19

Also, as noted on Table ES-11 page 5 of 42, during the community outreach process it was suggested that "For reinforcing and facilitating linkages between the downtown San Pedro and its waterfront, areas for proposed land assembly consideration as joint development opportunity sites along the Harbor Boulevard should be studied that will provide physical and economic links, and provide public access to the waterfront." The EIS report has not identified any joint development opportunity sites.

#### **RECOMMENDED MITIGATION MEASURES:**

**(1) The threshold standard for proposed land uses and related programs must encourage transit use to limit automobile trip generations within the San Pedro Peninsula.**

**To achieve this threshold following alternatives are recommended for consideration:**

Provide and limit cruise terminal related long term parking along Front Street adjacent to Harbor Freeway exit ramps (north of Swinford Street and south of Channel Street) and connect the proposed parking via the red car and water taxi service with the inner and outer harbor terminals. In addition, provide a new service drive adjoining and parallel to the proposed promenade to give automobile access to the waterfront. This service drive within the Port land would restore some of the land street right-of-way land that existed within the 400 acre project area and was abandoned as right-of-way use by the Port.

The promenade service drive together with the cruise terminal parking, the red car rail and water taxi service off street parking at appropriate locations would serve as a multi-modal integrated regional and local vehicular and pedestrian access to and within the waterfront. This measure would be in keeping with "Southern California Association of Governments (SCAG) Growth Management Policy #.12 (page 3.8-5) Encourage existing or proposed local jurisdictions' programs aimed at designing land use which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

**(2) The threshold standard for proposed intersection improvement should be to limit impacts to maintain the current level of traffic capacity of intersection within the San Pedro Peninsula.**

To improve carrying capacity at the impacted street intersections on Harbor Boulevard, Gaffey Street and other impacted intersections, the Port should purchase adjacent blighted and underutilized property to add additional lanes AND also provide land for redevelopment, for mixed use joint development including public open space and as relocation resources for any displaced housing and business. This measure is in keeping with recommendation (Table ES-11 page 5 of 42) made during the community outreach process to reinforce and facilitate linkages between the downtown San Pedro and its waterfront.

**(3) Identify projects to reinforce and facilitate physical, economic and social linkages between the downtown San Pedro and its waterfront.**

One of the redevelopment opportunity sites for mixed use development, including housing can be the vacated rail yard area adjacent to Port O'Call bluff area. This land area can be deemed as POLA surplus land after the rail use is abandoned and thus could be a prime redevelopment site for a mixed use project including housing to be developed in cooperation with the CRA and LAHA. A catalytic project at this site

VISION-22  
CONT.

would be in keeping with the State of California CEQA Guidelines, as noted in the DEIS, that require an EIR to discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.”

**(4) The threshold standard for proposed air quality should be to limit off-site air pollution to current levels within the San Pedro Peninsula**

VISION-23

As a mitigation measure Port should increase land area devoted to open space as landscape area along waterfront and also tree planting along streets and private property within San Pedro community. As noted in the DEIS “Impact AQ-4: Proposed project operations would result in offsite ambient air pollution concentrations that exceed a SCAQMD threshold of significance in Table 3.3-16. Significant and unavoidable.” (Page 8 of 72). Hence, to limit the adverse environmental effects of projected air pollution a substantial increase in open space and tree cover in and around Port area is essential. The Port of Los Angeles is composed of 43 miles of Waterfront and 7,500 acres of land and water, the proposed San Pedro Waterfront project is approximately 400 acres adjacent to the San Pedro Community. The percentage of land area devoted to tree

cover and unpaved ground cover should be in keeping with the requirements to bring the air quality to thresholds that do not exceed acceptable levels.

To improve land utilization and bring the land uses in keeping in conformance with the proposed improvements the following land use changes are recommended: Land uses (page 3.3-8). West Bank Planning Area 2: Replace land use designations: General Cargo, Liquid Bulk, Industrial and Other and with Commercial, Recreational and Institutional land use designations. West Turning Basin Planning Area 3: Remove the General Cargo land use designation and designate instead Recreational land use.

Some observations that need to be explained:

VISION-24

- The Port of Los Angeles is composed of 43 miles of Waterfront and 7,500 acres of land and water, the proposed San Pedro Waterfront project is approximately 400 acres adjacent to the San Pedro Community. The only public park proposed on the waters edge is in the Outer Harbor on left over land sandwiched between Cabrillo Marina and Outer Harbor Cruise Buildings?

VISION-25

- Waterfront Promenade in the Inner Harbor area is build along Harbor Boulevard, separated from the Cruise Terminal area for security reasons. Along the Outer Harbor Area the proposed Promenade runs through the terminals.

VISION-26

- Waterfront Taxi stops (ES-6a) are not connected or coordinated with off street parking. The historic Ferry landing at the base of 6<sup>th</sup> Street is ignored. The historic ferry location at sixth and Harbor could be the iconic location for the ferry/water taxi system.

VISION-27

- As an alternative to isolated number of smaller buildings as proposed, a landmark multistory building could serve as a landmark for the waterfront.

VISION-28

- Millions to be spent on creating room for housing recently decommissions boats but no plans to renovate and enlarge an existing historic landmark building and showcase the historic educational material stored in the 6<sup>th</sup> Street Maritime Museum. Programs associated with the museum provided “as many as 5,000 youth-sailing days to schools and youth organizations”. Yet, “No changes to existing operations are anticipated under the proposed Project.” Page ES-34

VISION-29

- Town square (0.79 acre) with fronting on LA Maritime Museum “with 3-parking spaces for disabled visitors”. Between 4<sup>th</sup> Street and 10<sup>th</sup> Street no automobile access to Waterfront. (Page ES-38). The town square has no “town” activity generators (buildings/uses that attract activity). The proposed improvements destroy the historic context of the Ferry Building. This could be the place to re-house the historic ferry landing (water taxi service) and add space for stored exhibits of the Ferry building.

## 1 **Grand Vision Foundation (VISION)**

### 2 **Response to Comment VISION-1**

3 The proposed Project is intended to complement downtown and connect downtown  
4 San Pedro to the waterfront. To ensure this connection with linkages, view corridors,  
5 and building scales, LAHD, CRA, the City of Los Angeles Department of City  
6 Planning, the LA Mayor's Office, and Council District 15 have collaborated on the  
7 development of a seamless integration of access and urban design principles along  
8 Harbor Boulevard between the San Pedro Waterfront development and the  
9 community of San Pedro. The Seamless Study focused on identifying key pedestrian  
10 and vehicular access points between downtown and the waterfront, and addressing  
11 building densities and massing as it relates to both sides of Harbor Boulevard.  
12 Multiple aspects of urban planning and design were examined to promote a seamless  
13 integration of the waterfront and the community of San Pedro.

### 14 **Response to Comment VISION-2**

15 Thank you for your comment. The proposed project objectives include the  
16 enhancement of linkages between downtown San Pedro and the waterfront.  
17 However, LAHD is limited to implementing proposed project elements within its  
18 jurisdictional boundaries, which does not include downtown San Pedro. An EIR is  
19 not necessarily required to include information on the economic or social effects of  
20 the proposed Project (CEQA Guidelines Section 15131). However, the draft EIS/EIR  
21 provides an economic analysis of effects on downtown, which is provided in Chapter  
22 7, "Socioeconomics and Environmental Quality." Please see Master Response 5 for  
23 additional details regarding the effects on downtown San Pedro businesses. It is  
24 anticipated that public investment in the downtown waterfront area will draw visitors  
25 to downtown San Pedro.

### 26 **Response to Comment VISION-3**

27 Thank you for your comment. Your objection to the proposed Project will be  
28 forwarded to the Board of Harbor Commissioners. Improvements to the downtown  
29 waterfront area were initially included in the first phase of construction (See Table  
30 ES-5 of the draft EIS/EIR). While the timing of proposed project construction has  
31 been delayed (table reflects assumption that final EIS/EIR approval would have  
32 already occurred, as some elements were to start in June 2009), proposed project  
33 sequencing is assumed to generally be the same. As such, conceptual design and  
34 some more detailed design have already begun on some of the Downtown Harbor  
35 proposed project elements.

## 1 **Response to Comment VISION-4**

2 Thank you for your comment. Please see Master Response 1 for a discussion of the  
3 range of alternatives and Master Response 3 for a discussion of waterfront parking.  
4 Your support for Alternative 4, with modifications, will be forwarded to the Board of  
5 Harbor Commissioners. Please note that LAHD will continue to explore public  
6 parking options for shared waterfront/downtown visitor parking in Community  
7 Redevelopment Agency projects located in downtown San Pedro.

## 8 **Response to Comment VISION-5**

9 Thank you for your comment. Please see Master Response 6 regarding extension of  
10 the Waterfront Red Car Line into downtown San Pedro. Your suggestion for an  
11 interim solution will be considered.

## 12 **Response to Comment VISION-6**

13 Pedestrian access to the Downtown Harbor area would be provided at 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>,  
14 and 9<sup>th</sup> Streets. Vehicular access to 6<sup>th</sup> Street would be removed as it continues from  
15 Harbor Boulevard to Sampson Way to accommodate development of the pedestrian-  
16 oriented 7<sup>th</sup> Street Harbor, Town Square, and the Downtown Civic Fountain. The  
17 north, west, and south legs of this intersection will remain oriented at right angles, as  
18 they currently are. While the final design of this intersection has not yet been  
19 prepared, the east leg of the intersection, the realigned Sampson Way, would be  
20 constructed to align the westbound left-turn and westbound through movements with  
21 the existing westbound and southbound departure lanes, respectively. The  
22 westbound right-turn movement would occur over a larger turning radius (i.e., greater  
23 than 90 degrees), facilitating the flow of traffic making this movement. The  
24 mitigation measures proposed on Page 3.11-37 of the draft EIS/EIR partially mitigate  
25 the proposed project impact at this intersection. The commenter's concern regarding  
26 the safety and efficient operation of this intersection is noted. All proposed project  
27 roadway improvements and traffic mitigation measures would be built in accordance  
28 with relevant City of Los Angeles standards as well as ADA standards. Primary  
29 parking for the Los Angeles Maritime Museum and Acapulco Restaurant would be in  
30 the proposed surface parking lot between Berth 83 and Berths 80–81. Primary car  
31 access to the Los Angeles Maritime Museum and Acapulco Restaurant would  
32 therefore not be at the intersection of 7<sup>th</sup> Street and Harbor Boulevard but rather off  
33 Sampson Way. There would be ADA parking spaces at the museum for direct access  
34 off Sampson Way and Harbor Boulevard.

## 35 **Response to Comment VISION-7**

36 The commenter expresses concern that the reconfigured connection between Harbor  
37 Boulevard and Sampson Way would not facilitate the flow of traffic as well as a  
38 standard "90-degree intersection." This is not necessarily correct. The north, west,

1 and south legs of the intersection would remain oriented at right angles, as they  
2 currently are. While the final design of this intersection has not yet been prepared,  
3 the east leg of the intersection, the realigned Sampson Way, would be constructed to  
4 align the westbound left-turn and westbound through movements with the existing  
5 westbound and southbound departure lanes, respectively. The westbound right-turn  
6 movement would be occur over a larger turning radius (i.e., greater than 90 degrees),  
7 facilitating the flow of traffic making this movement. The mitigation measures  
8 proposed on Page 3.11-37 of the draft EIS/EIR partially mitigate the proposed project  
9 impact at this intersection. However, as indicated on Page 3.11-39 of the draft  
10 EIS/EIR, after mitigation measures are implemented, this intersection would operate  
11 at LOS D or better in all analyzed peak hours in 2015 and 2037, an LOS considered  
12 to be acceptable under LADOT standards. The commenter's concern regarding the  
13 safety and efficient operation of this intersection is noted. All proposed project  
14 roadway improvements and traffic mitigation measures would be built in accordance  
15 with relevant City of Los Angeles standards as well as ADA standards. This issue is  
16 also discussed in Response to Comment CSPNC1-7.

## 17 **Response to Comment VISION-8**

18 Selected existing successful businesses at Ports O'Call could be integrated into the  
19 redevelopment of the area. Please do not infer the presence of one business and not  
20 another on Figure ES-7 as being significant. The businesses shown at the edges of  
21 the Ports O'Call planning area serve as landmarks for the site map. Please see Master  
22 Response 4 for additional discussion regarding Ports O'Call development.

## 23 **Response to Comment VISION-9**

24 Thank you for your comment. Detailed designs will be forthcoming as design  
25 progresses and will take into account scale, focus points, security, and seamless  
26 integration with linkages to downtown San Pedro.

## 27 **Response to Comment VISION-10**

28 Thank you for your comment. Under the proposed Project and alternatives, access to  
29 6<sup>th</sup> Street would be removed as it continues from Harbor Boulevard to Sampson Way  
30 to accommodate development of the 7<sup>th</sup> Street Harbor and minimize circulation  
31 impacts on the realigned Sampson Way. The remaining land area would be  
32 incorporated into the Town Square and would contain the Downtown Civic Fountain.  
33 Your suggestion will be forwarded to the Board of Harbor Commissioners.

## 1 Response to Comment VISION-11

2 Thank you for your comment. The proposed Project’s purpose is to revitalize and  
3 increase public access to the waterfront. It is anticipated that public investment in a  
4 vibrant waterfront will also draw visitors to downtown San Pedro. The proposed  
5 alterations are intended to improve the proposed project area, including traffic  
6 circulation through the area, moving traffic away from the community areas. LAHD  
7 integrated a number of elements from the *Harbor Boulevard Seamless Study* into the  
8 proposed project design, which intends to avoid the creation of barriers and  
9 separation.

## 10 Response to Comment VISION-11a

11 Thank you for your comment. As described in the last paragraph of Section ES.4.2  
12 of the Executive Summary (“Project Purpose,” Page ES-14), there are four overall  
13 purposes to the proposed Project rather than the three suggested by the commenter.  
14 The overall purposes of the proposed Project are to

- 15 ■ increase public access to the waterfront,
- 16 ■ allow additional visitor-serving commercial development within the Port,
- 17 ■ respond to increased demand in the cruise industry, and
- 18 ■ improve vehicular access to and within the waterfront area.

19 The purpose of the proposed Project is also discussed below in VISION-12. The  
20 proposed Project seeks to achieve its goals by improving existing infrastructure and  
21 providing new infrastructure facilities, providing waterfront linkages and pedestrian  
22 enhancements, providing increased development and redevelopment opportunities,  
23 and providing berthing opportunities for increased cruise ship capacity.

24 The number of cruise berths would expand under the proposed Project from three  
25 berths to four berths (two in the Inner Harbor and two in the Outer Harbor), allowing  
26 the Port to accommodate two larger vessels simultaneously. In addition, the  
27 proposed Project would include the construction of two new 100,000-square-foot  
28 terminals in the Outer Harbor. However, the number of parking spaces would not  
29 increase to 6,000 from an existing 3,560 as the commenter suggests. The number of  
30 cruise ship parking spaces would increase from the existing 2,560 surface spaces to  
31 4,600 at full buildout, which would be provided in a four-level parking structure that  
32 would be dedicated to serving both the Inner and Outer Harbors, as described in  
33 Table ES-2, Elements of the Proposed Project: Parking for Cruise Ships. There  
34 would be 400 surface parking spaces in the Outer Harbor that would be dedicated to  
35 non-passengers. The proposed Project would include three new harbor cuts, totaling  
36 approximately 7 acres.

37 The commenter is correct in noting that the proposed Project would include a 30-foot-  
38 wide promenade and three parks. However, the proposed Project would also include

1 pedestrian crossings at nine locations rather than eight as the commenter suggests: a  
2 pedestrian bridge at 13<sup>th</sup> Street across Harbor Boulevard/Sampson Way., and  
3 signalized pedestrian crossings at Swinford, O’Farrell, 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets.  
4 Furthermore, as part of the final EIS/EIR, a ninth upland access point is included—a  
5 signalized pedestrian crossing or pedestrian bridge across Harbor Boulevard at  
6 9<sup>th</sup> Street.

7 The commenter is correct in noting that the proposed Project does include an additional  
8 150,000 square feet of new space in Ports O’Call. However, the proposed Project also  
9 includes the redevelopment of 150,000 square feet of existing development and the  
10 development of a new 75,000-square-foot conference center. Therefore, the total square  
11 footage of proposed development in Ports O’Call is 375,000 square feet. The proposed  
12 Project would remove the existing railyard. However, the proposed Project would  
13 develop 986 surface parking spaces for Ports O’Call, not 976 as the commenter suggests,  
14 per Table ES-2, Elements of the Proposed Project: Ports O’Call Redevelopment. The  
15 proposed Project would develop four new four-level parking structures, totaling 1,652  
16 parking spaces, at the existing railyard east of the bluffs. There would be two 10,000-  
17 square-foot buildings to display the fire boat and the S.S. Lane Victory. There would  
18 also be two new 10,000-square-foot buildings for Crowley and Millennium. A  
19 17,600-square-foot Red Car maintenance building would be developed at 13<sup>th</sup> Street,  
20 within the SP Railyard bluff site.

21 The proposed Project would expand Sampson Way between 7<sup>th</sup> and 22<sup>nd</sup> Streets by  
22 two lanes in each direction, for a total of four lanes. The proposed Project would  
23 provide for an enhanced four-way intersection with modification of the 6<sup>th</sup> Street  
24 connection, eliminating access to Sampson Way from Harbor Boulevard at 6<sup>th</sup> Street.  
25 Harbor Boulevard would receive landscape and hardscape improvements as  
26 described in Chapter 2, “Project Description,” of the draft EIS/EIR). A new 152-  
27 space surface parking lot would be developed under the proposed Project adjacent to  
28 the Acapulco Restaurant to serve 7<sup>th</sup> Street Harbor, Downtown Harbor, Town Square,  
29 and the restaurant. Finally, the Waterfront Red Car Line would be extended to  
30 Cabrillo Beach and the Outer Harbor as well as City Dock No. 1. This issue is also  
31 discussed in PCCAC1-12a.

## 32 Response to Comment VISION-12

33 Thank you for your comment. There are four primary CEQA project objectives,  
34 discussed in Section 2.3.1 of Chapter 2, “Project Description,” of the draft EIS/EIR,  
35 designed to (1) enhance and revitalize the existing San Pedro Waterfront area,  
36 improve existing pedestrian corridors along the waterfront, increase waterfront access  
37 from upland areas, and create more open space, through... (see Section 2.3.1 of  
38 Chapter 2, “Project Description”); (2) expand cruise ship facilities and related  
39 parking to capture a significant share of anticipated West Coast growth in the cruise  
40 demand, through... (see Section 2.3.1 of Chapter 2, “Project Description”); (3)  
41 improve vehicular access to and within the waterfront area; and (4) demonstrate  
42 LAHD’s commitment to sustainability by reflecting the Port’s sustainability program  
43 policies and goals in the proposed project design, construction, and implementation.

1 Similar objectives are provided in Section 2.3.2 of Chapter 2, “Project Description,”  
2 to address the NEPA purpose and need.

3 The proposed Project includes many features to address the aforementioned  
4 objectives. For example, Section 2.4.2.1.1 of Chapter 2, “Project Description,” of the  
5 draft EIS/EIR discusses numerous pedestrian-oriented features, such as the  
6 waterfront promenade, San Pedro Park, Town Square, and the Downtown Civic  
7 Fountain, which address the first project objective. See Chapter 2, “Project  
8 Description,” for a full description of the proposed Project. The proposed Project  
9 also has numerous features designed to address the third project objective of  
10 improving vehicular access to and within the port. For example, these include  
11 realignment and expansion of Sampson Way; 7<sup>th</sup> Street/Sampson Way intersection  
12 improvements; vehicular access at 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets; and additional  
13 parking to allow visitors to park near the proposed Project. Furthermore, six  
14 potentially feasible alternatives to the proposed Project are included in the draft  
15 EIS/EIR. Several alternatives have been analyzed, including fewer Outer Harbor  
16 Cruise Ship Terminal berths (Alternatives 1 and 3) and no Outer Harbor Cruise Ship  
17 Terminal berths (Alternatives 4, 5, and 6). These alternatives also include numerous  
18 other component variations (see Table 2-6 in Chapter 2, “Project Description,” of the  
19 draft EIS/EIR). All three objectives (i.e., promenade, harbors, and open space; new  
20 development, redevelopment, cultural attractions, and modifications; and  
21 transportation improvements) are discussed thoroughly throughout the document.  
22 This issue is also discussed in Response to Comment PCCAC1-13.

## 23 **Response to Comment VISION-13**

24 The comment states that it is unclear how an increase in vehicular access is addressed  
25 based upon the mitigation monitoring measures referenced on “Pages 3.11-155  
26 through 168.” The third project objective of the proposed Project is to improve  
27 vehicle *access* to and within the waterfront area. The objective of providing access to  
28 and within the waterfront is not synonymous with LOS as suggested in the comment  
29 letter. Access has a broader definition, as discussed in Section 2.3 of Chapter 2,  
30 “Project Description,” which includes other features, such as improved parking and  
31 the ability to “accommodate growth in the cruise industry, provide additional space  
32 for water-dependent marine facilities, improve circulation, and increase public access  
33 to the water.” The draft EIS/EIR discloses some significant and unavoidable impacts  
34 associated with transportation.

35 Additionally, the other objectives of the proposed Project are to redevelop the  
36 San Pedro Waterfront area for increased public access and provide connections  
37 between the waterfront and the community of San Pedro (see Section 2.4.2.1.1 of  
38 Chapter 2, “Project Description,” for a list of pedestrian-oriented features).  
39 Pedestrian and bicycle access to the San Pedro Waterfront is an important element,  
40 and non-vehicular access principles were incorporated to maximize access in  
41 numerous locations by foot or bicycle. For a full description of the proposed Project  
42 and the alternatives see Chapter 2, “Project Description.” Additionally, see Table 2-6  
43 in Chapter 2, “Project Description,” which provides a summary of the components



1 incorporated into the proposed Project and the alternatives. Please also see Section  
2 3.2, “Air Quality and Meteorology,” which discusses air quality impacts. This issued  
3 is also discussed in PCCAC1-14.

#### 4 **Response to Comment VISION-14**

5 Impact LU-3 in Section 3.8.4.3.1 of Section 3.8, “Land Use and Planning,” states that  
6 “The proposed Project would not physically disrupt, divide, or isolate existing  
7 neighborhoods, communities, or land uses.” The proposed Project really would not  
8 physically divide or isolate existing neighborhoods, communities, or land uses.  
9 LAHD acknowledges that the proposed Project would disrupt the community of  
10 San Pedro during construction but proposed project modifications would provide  
11 linkages to the waterfront and streamline Harbor Boulevard. Additionally, the  
12 proposed Project would enhance vehicular and pedestrian linkages to connect the  
13 communities to the Port and allow residents and visitors to access coastal resources  
14 better, including the promenade, recreational opportunities, open space, commercial  
15 centers, retail shops, restaurants, and marinas/harbors. This issue is also discussed in  
16 PCCAC1-15.

#### 17 **Response to Comment VISION-15**

18 The purpose of the proposed traffic mitigation measures is to address projected traffic  
19 impacts and remedy deficiencies in the ability of the local street system to  
20 accommodate projected traffic volumes. The potential for the proposed parking  
21 restrictions on Gaffey Street (weekday peak periods only) and on Harbor Boulevard  
22 (full-time) to result in secondary impacts was considered. Surveys of the utilization  
23 of the on-street parking spaces that would be affected were conducted, and based on  
24 the results of those surveys, it was determined that implementation of the proposed  
25 parking restrictions would not result in secondary impacts. This information is  
26 provided on Pages 62–65 of Appendix M of the draft EIS/EIR. This issue is also  
27 discussed in Response to Comments CRA-18 and PCCAC1-16.

#### 28 **Response to Comment VISION-16**

29 Proposed project objectives are to be viewed in light of the proposed Project as a  
30 whole and are not specific to every individual component of the proposed Project or  
31 the alternatives. As identified on Page ES-31 of the Executive Summary, “The  
32 redevelopment and additional development at Ports O’Call would require an increase  
33 in parking spaces. Parking would be provided at a number of locations within the  
34 Port and near Ports O’Call. Parking would no longer be free along the waterfront.”  
35 However, because a fee for parking maybe charged, this does not mean the proposed  
36 Project would not enhance vehicular and pedestrian linkages (Page 3.8-27). The  
37 proposed Project would achieve the objective to connect the communities to the Port  
38 and allow residents and visitors to access the coastal resources better through

1 proposed project features, including the promenade, recreational opportunities, open  
2 space, commercial centers, retail shops, restaurants, and marinas/harbors.  
3 Furthermore, residents would also be able to access the waterfront via pedestrian  
4 means as well as the Waterfront Red Car Line. This issue is also discussed in  
5 PCCAC1-17.

## 6 **Response to Comment VISION-17**

7 Page ES-69 of the Executive Summary of the draft EIS/EIR concludes that the  
8 proposed Project, with mitigation, would not result in cumulative transportation and  
9 navigation (marine) impacts but would result in cumulative transportation and  
10 circulation (ground) impacts, which the comment is referring to. This impact was  
11 fully analyzed in the draft EIS/EIR. No changes to the draft EIS/EIR are necessary.  
12 This issue is also discussed in PCCAC1-18.

## 13 **Response to Comment VISION-18**

14 The draft EIS/EIR identifies substantial mitigation that would be applied to the  
15 selected alternative to address project-level impacts on air quality. These mitigation  
16 measures would also minimize the contribution of the proposed Project (or  
17 alternative) to cumulative impacts. In Chapter 5, “Environmental Justice,” of the  
18 draft EIS/EIR, LAHD and the USACE have put forth a tremendous level of effort to  
19 identify all feasible measures to reduce or avoid impacts of the proposed Project that  
20 would disproportionately affect minority or low-income populations.

21 The USACE and LAHD are committed to mitigating disproportionate effects to the  
22 extent feasible. LAHD’s primary means of mitigating the disproportionate effects of  
23 air quality impacts are to address the source of the impact through a variety of Port-  
24 wide clean air initiatives, including the CAAP, the Sustainable Construction  
25 Guidelines, and the proposed CAAP San Pedro Bay (Health) Standards. As part of  
26 the San Pedro Bay Standards, LAHD would complete a Port-wide Health Risk  
27 Assessment (HRA) covering both the Port of Los Angeles and the Port of Long  
28 Beach that would include a quantitative estimate of health risk impacts from diesel  
29 particulate matter (DPM) emissions of the Port’s overall existing and planned  
30 operations. Current and future proposed projects’ approval would be dependent on  
31 meeting the San Pedro Bay Standards.

32 The primary purpose of the proposed San Pedro Bay Standards is to provide a  
33 valuable tool for long-term air quality planning, aiding the Ports and agencies with  
34 evaluating and substantially reducing the long-term overall health risk effects of  
35 future projects and ongoing Port operations’ emissions over time. LAHD and the  
36 Port of Long Beach would use the San Pedro Bay Standards in CEQA documents as  
37 a tool in the cumulative health risk discussions, although consistency with the  
38 standards would not serve as a standard of impact significance. When evaluating  
39 projects, a consistency analysis with the assumptions used to develop the health risk  
40 and criteria pollutant San Pedro Bay Standards would be performed in order to ensure

1 that the proposed Project is fully contributing to attainment of the San Pedro Bay  
2 Standards. The forecasting used to develop San Pedro Bay Standards assumed  
3 implementation of the CAAP on projected future Port operations through the  
4 specified CAAP implementation mechanisms and also assumed implementation of  
5 existing regulations. As long as the project is consistent with growth projection  
6 assumptions used to develop the San Pedro Bay Standards, and the CAAP  
7 mitigations for the project are consistent with the mitigation assumptions used to  
8 develop the San Pedro Bay Standards, then the project can be deemed consistent with  
9 the San Pedro Bay Standards. The proposed Project is consistent with the San Pedro  
10 Bay Standards because it is consistent with projections of the Ports' future operations  
11 used in formulating the San Pedro Bay Standards and because it exceeds compliance  
12 with applicable CAAP measures.

13 In addition, through a Memorandum of Understanding (MOU), LAHD previously  
14 agreed to establish a Port Community Mitigation Trust Fund geared toward  
15 addressing the overall off-Port impacts created by Port operations outside of the  
16 context of project-specific NEPA and/or CEQA documents. This fund includes, for  
17 example, approximately \$6 million for air filtration in schools and funding for an  
18 initial study of off-Port impacts on health and land use in Wilmington and San Pedro  
19 as well as a more detailed subsequent study of off-Port impacts of existing Port  
20 operations, examining aesthetics, light and glare, traffic, public safety, effects of  
21 vibration, recreation, and cultural resources related to Port impacts on harbor area  
22 communities. As part of the MOU, LAHD would contribute \$1.50 per cruise  
23 passenger received at the cruise terminals up to an amount of approximately \$1.66  
24 million. The off-Port community benefits of the MOU are designed to offset overall  
25 effects of existing Port operations. While the MOU does not alter the legal  
26 obligations of the lead agencies under NEPA or CEQA to disclose and evaluate  
27 mitigation measures to reduce or avoid cumulative impacts of the proposed Project  
28 and therefore is not environmental justice mitigation per se, it would have particular  
29 benefits for harbor area communities where disproportionate effects could occur.

30 Despite identification of all feasible mitigation measures, as required by CEQA,  
31 significant unavoidable adverse impacts would remain after implementation of the  
32 mitigation measures (under both CEQA and NEPA). The environmental justice  
33 evaluation bases its identification of high and adverse impacts on minority and/or  
34 low-income population on these significant, unavoidable adverse NEPA impacts.  
35 Regarding the comment that the draft EIS/EIR does not propose any measures to  
36 mitigate significant and unavoidable impacts identified in Chapter 5, "Environmental  
37 Justice," all feasible mitigation measures have been identified for each environmental  
38 resource topic addressed in the draft EIS/EIR. These would be implemented and  
39 tracked under the mitigation monitoring and reporting plan required under CEQA.  
40 This issue is also discussed in greater detail in Response to Comment USEPA-23.

41 The commenter is correct in stating that the proposed Project does not include  
42 housing. However, it is a CEQA requirement that an EIR discuss the ways in which  
43 a project could foster economic or population growth or the construction of  
44 additional housing, either directly or indirectly, in the surrounding environment as  
45 part of the growth-inducing impact analysis of the project. This includes ways in

1 which the project would remove obstacles to population growth or trigger the  
2 construction of new community services facilities that could cause significant effects  
3 (State CEQA Guidelines, Section 15126.2). Even though the proposed Project does  
4 not specifically involve the construction of housing, direct and indirect growth  
5 (including the potential construction of housing), which could have an environmental  
6 impact, was considered in the draft EIS/EIR in Chapter 8, “Growth-Inducing  
7 Impacts.” This analysis determined that the proposed Project’s and the alternatives’  
8 contributions to regional employment would account for less than 0.1% of regional  
9 employment. Given the highly integrated nature of the southern California economy  
10 and the prevalence of cross-county and inter-community commuting by workers  
11 between their places of work and places of residence, it is unlikely that a substantial  
12 number of workers would change their place of residence in response to the new  
13 Port-related employment opportunities. Thus, in the absence of changes in place of  
14 residence by persons likely to fill the job opportunities, distributional effects on  
15 population and, thus, housing assets are not likely to occur. This issue is also  
16 discussed in Response to Comment PCCAC1-19.

## 17 **Response to Comment VISION-19**

18 LAHD is willing to work with CRA in the future on identifying and participating in  
19 any joint-use development sites or opportunities. However, the draft EIS/EIR does  
20 not include specific joint-use development opportunities. The draft EIS/EIR analyzes  
21 a reasonable range of alternatives, as discussed in Master Response 1, which permit  
22 the decision makers to make a reasoned choice regarding project/alternative approval,  
23 approval with modifications, or disapproval. Additional alternatives are therefore not  
24 needed to comply with CEQA and NEPA. This issue is also discussed in Response  
25 to Comment PCCAC1-20.

## 26 **Response to Comment VISION-20**

27 Thank you for your comment. Please note that while creating regional transportation  
28 systems is out of the scope of the proposed Project, LAHD is working with MTA,  
29 LAX, and others to provide connections to regional transit opportunities.

30 Under both CEQA and NEPA, lead agencies are required to evaluate a “reasonable  
31 range” of alternatives but are not required to evaluate every possible alternative.  
32 According to the Council on Environmental Quality (CEQ), “[w]hen there are  
33 potentially a very large amount of alternatives, only a reasonable number of  
34 examples, covering the full spectrum of alternatives, must be analyzed and compared  
35 in the EIS” (CEQ Forty Questions, No. 1b). Under CEQA, “an EIR need not  
36 consider every conceivable alternative to a project” (CEQA Guidelines  
37 Section 15126.6(a).) The “range of alternatives required in an EIR is governed by a  
38 ‘rule of reason’ that requires an EIR to set forth only those alternatives necessary to  
39 permit a reasoned choice” (CEQA Guidelines Section 15126.6(f).) The draft  
40 EIS/EIR analyzes the proposed Project and six alternatives as specified in Chapter 2,  
41 “Project Description.” These six alternatives provide variations among 35

1 components incorporated into the proposed Project shown in Figure ES-4 and Table  
2 2-6.

3 The alternative suggested in the comment is within the range of alternatives analyzed  
4 in the EIS/EIR and does not reduce or avoid any significant impacts that are not  
5 already reduced by alternatives and/or mitigation measures analyzed in the EIS/EIR.  
6 The commenter's recommendations will be forwarded to the Board of Harbor  
7 Commissioners. The current proposed Project and alternatives have been detailed in  
8 the draft EIS/EIR; any inclusion of different alternatives will be decided on by the  
9 Board of Harbor Commissioners. This issue is also discussed in Response to  
10 Comment PCCAC1-21.

## 11 **Response to Comment VISION-21**

12 Thank you for your comment. The detailed traffic impact study prepared as part of  
13 the draft EIS/EIR was prepared in accordance with the traffic impact study guidelines  
14 adopted by LADOT. The thresholds of significance are based on an assessment of  
15 the proposed project-related impacts relative to the projected future conditions  
16 without the proposed Project in place (2015 and 2037) rather than relative to the  
17 existing conditions. Mitigation measures to address the proposed project-related  
18 impacts were developed to mitigate fully or partially eight of the 12 significantly  
19 affected intersections in 2015 and 13 of the 17 significantly affected intersections in  
20 2037. At four of the significantly affected intersections, no feasible mitigation  
21 measures were identified.

22 The comment states LAHD should purchase the adjacent blighted and underutilized  
23 property to add additional lanes and provide land for redevelopment, such as mixed-  
24 use joint development, including public open space, and the relocation of resources  
25 for any displaced housing and businesses related to traffic impacts. To minimize  
26 disruption to the surrounding community and avoid potential secondary impacts, the  
27 mitigation program developed for the proposed Project focused on improvements that  
28 can be made within the existing rights-of-way, such as roadway restriping and  
29 widening and the installation of traffic signals. The proposed traffic mitigation  
30 program is described in Appendix M and is summarized in Section 3.11,  
31 "Transportation and Circulation (Ground)," of the draft EIS/EIR. Should land be  
32 purchased, as suggested by the commenter, for the acquisition and relocation of  
33 property and for new mixed-use developments to offset affected intersections, the  
34 physical relocation and the construction and operation of new mixed-use  
35 developments would result in additional significant impacts, such as air quality and  
36 noise impacts. Significant and unavoidable impacts on air quality and noise would  
37 occur during construction and potentially during operation of these suggested  
38 "offsets." Therefore, the commenter's suggestion would simply exchange significant  
39 unavoidable impacts associated with traffic for significant and unavoidable impacts  
40 associated with air quality and noise and thus not actually reduce significant and  
41 unavoidable impacts overall. Furthermore, the draft EIS/EIR analyzes a reasonable  
42 range of alternatives, as discussed in Master Response 1, which permit the decision  
43 makers to make a reasoned choice regarding project/alternative approval, approval

1 with modifications, or disapproval. Additional alternatives, such as inclusion of a  
2 mixed-use development, are therefore not needed. These issues are also addressed in  
3 Response to Comment PCCAC1-10 and Response to Comment PCCAC1-11.

#### 4 **Response to Comment VISION-22**

5 Thank you for your comment. The CEQA guideline quoted is derived from  
6 Appendix G and Section 15126.2 and is used as a guideline for determining the  
7 potential impacts to population and housing (see Chapter 7, “Socioeconomics and  
8 Environmental Quality”) and growth-inducing impacts (see Chapter 8, “Growth-  
9 Inducing Impacts”). It is not intended as a measure that projects should incorporate.  
10 As discussed in Master Response 1 the draft EIS/EIR analyzes a reasonable range of  
11 alternatives. Furthermore, the creation of a residential development is typically  
12 considered incompatible with the Public Trust Doctrine. This issue is also discussed  
13 in Response to Comment PCCAC1-23.

#### 14 **Response to Comment VISION-23**

15 Thanks you for the comment. While aesthetic and visual benefits may occur  
16 with increased open space and tree covering, they would have minimal impact on  
17 reducing the air quality concentration at the Port and surrounding vicinity. While the  
18 draft EIS/EIR does show that the proposed Project does have a location  
19 where there are expected exceedances of the significant threshold levels, the vast  
20 majority of areas will experience a decrease in concentration. This is illustrated in  
21 Figure D 3.7-9 which shows that most residential areas will experience a reduction in  
22 exposure to air pollutants as a result of the proposed Project. This issue is also  
23 discussed in Response to Comment PCCAC1-24, CSPNC-65, CSPNC3-70,  
24 CSPNC3-71, CSPNC3-72, and CSPNC3-74.

#### 25 **Response to Comment VISION-24**

26 There are three proposed parks within the proposed Project that will provide a total of  
27 approximately 29 acres of park and open space. Fishermen’s Park in Ports O’ Call  
28 will be a 3 acre park designed to accommodate Ports O’ Call visitors, encourage  
29 harbor viewing, allow for picnicking, and host special events. The 6-acre Outer  
30 Harbor Park will be designed to maximize harbor views and facilitate public access  
31 to the water’s edge. San Pedro Park, at approximately 18 acres, will be designed to  
32 extend and complement the 16 acre 22<sup>nd</sup> Street Park currently under construction,  
33 providing space for an informal amphitheatre, children’s play areas, public art,  
34 botanical gardens, and water features. This issue is also discussed in Response to  
35 Comment PCCAC1-25.

## 1 **Response to Comment VISION-25**

2 The proposed promenade can be seen in Figure 2-5 in Chapter 2, “Project  
3 Description.” As opposed to the existing cruise terminal, the Port has the opportunity  
4 to design the proposed Outer Harbor Park and promenade and Outer Harbor cruise  
5 operations to maximize public access and waterfront views while working with the  
6 U.S. Coast Guard to create a facility security plan that satisfies security requirements.  
7 This issue is also discussed in Response to Comment PCCAC1-26.

## 8 **Response to Comment VISION-26**

9 Thank you for your comment. Waterside infrastructure will be designed to support  
10 future water taxi services and stops. Parking to support waterfront visitors and users  
11 of the water taxis, Waterfront Red Car Line, etc. is provided in several areas along  
12 the waterfront. Please refer to Master Response 3 for further discussion regarding  
13 waterfront parking. The entrance to the historic ferry landing is not ignored but  
14 complemented by the Town Square, Downtown Civic Fountain, and 7<sup>th</sup> Street and  
15 Downtown Harbors. Designations of waterfront taxi connections on Figure ES-6a  
16 are approximate and meant to denote service to general areas (e.g., Cruise Ship  
17 Promenade, Downtown Harbor, Ports O’ Call, Outer Harbor Park, and Cabrillo  
18 Beach). Your suggestion for incorporating the water taxi stop near 6<sup>th</sup> Street within  
19 the Downtown Harbor near the historic ferry landing will be forwarded to the Board  
20 of Harbor Commissioners.

## 21 **Response to Comment VISION-27**

22 Thank you for your comment. To keep aesthetic impacts at less-than-significant  
23 levels, it is important to keep building height to a minimum. This issue is also  
24 discussed in PCCAC1-28.

## 25 **Response to Comment VISION-28**

26 Thank you for your comment. The proposed Project includes changes to the  
27 following: Ralph J. Scott Fireboat Museum, S.S. Lane Victory, and the Los Angeles  
28 Maritime Institute (LAMI). The proposed Project would include the development of  
29 an approximately 10,000-square-foot site within a multilevel display structure that  
30 would be approximately 50 feet high to house the Ralph J. Scott Fireboat Museum.  
31 The proposed structure would be built on the south side of existing Fire Station No.  
32 112 and would be incorporated into the existing pile-supported plaza in the  
33 Downtown Harbor area. Additionally, the S.S. Lane Victory would be relocated and  
34 a new building (up to 10,000 square feet) would be constructed in the North Harbor  
35 area to support the S.S. Lane Victory visitors’ center, and the lease would be renewed  
36 for this operation. Finally, the proposed Project includes a new lease and the reuse of  
37 the Crowley Building (a 2-story building totaling 3,530 square feet with an outdoor

1 carport totaling 500 square feet) in the Downtown Harbor area for LAMI. LAMI,  
2 and not the 6<sup>th</sup> Street Maritime Museum as identified by the commenter, operates the  
3 TopSail Youth Program and provides “5,000 youth-sailing days to schools and youth  
4 organizations” (Section ES.4.3.2.8). Therefore, as part of the proposed Project,  
5 LAMI would receive a relocation and upgrade of its current facilities to support the  
6 important programs it provides the community. However, as correctly described on  
7 Page ES-34, LAMI would not expand or change its existing operations, it would  
8 merely use the proposed facilities provided by the proposed Project. The proposed  
9 Project includes no changes to the existing Maritime Museum building or its exhibits.  
10 The draft EIS/EIR analyzes a reasonable range of alternatives, as discussed in Master  
11 Response 1, which permit the decision makers to make a reasoned choice regarding  
12 project/alternative approval, approval with modifications, or disapproval. Additional  
13 alternatives are therefore not needed to comply with CEQA and NEPA. However the  
14 comment will be forwarded to the Board of Harbor Commissioners for consideration  
15 during its deliberations on the proposed Project and alternatives. This issue is also  
16 discussed in Response to Comment PCCAC1-29.

## 17 **Response to Comment VISION-29**

18 Thank you for your comment. Impacts to the Municipal Ferry Building are discussed  
19 in Section 3.4, “Cultural Resources,” Page 3.4-54. The draft EIS/EIR acknowledges  
20 there would be less than significant indirect impacts to the Municipal Ferry Building:  
21 “The proposed Project would have an indirect impact on the Municipal Ferry  
22 Building/Los Angeles Maritime Museum, an NRHP-eligible property, because the  
23 proximity of the new landside promenade would be directly adjacent to the northeast  
24 and southeast corners of the museum. In addition, new water would be constructed  
25 more than 50 feet to the north (Downtown Harbor water cut) and approximately 75  
26 feet to the south (7th Street Harbor water cut) of the museum building. This would  
27 change the existing adjacent setting north and south of the museum but would not  
28 result in a direct impact. These indirect impacts would not constitute a substantial  
29 adverse change that would affect the significance of the resources; therefore, impacts  
30 would be less than significant.” The only buildings that currently exist within  
31 relatively close proximity of the Maritime Museum are the LAMI Topsail Building  
32 and Acapulco Restaurant. Neither of these building are considered historical and do  
33 not add to the “historical context” of the Maritime Museum. Under the proposed  
34 Project the LAMI Topsail Building would be removed for the construction of the  
35 Downtown Harbor and LAMI would be relocated as discussed in Response to  
36 Comment VISION-28. Acapulco would remain under the proposed Project.  
37 However, since these two buildings have no historical relevance to the existing  
38 Maritime Museum, their existing and future conditions do not affect the Maritime  
39 Museum. Furthermore, the existing monuments and other outdoor features of the  
40 Maritime Museum, such as its berth, would not be removed, altered, or changed as  
41 part of the proposed Project.

42 At this time, water taxis have not been included as part of the proposed Project. The  
43 draft EIS/EIR analyzes a reasonable range of alternatives, as discussed in Master  
44 Response 1, which permit the decision makers to make a reasoned choice regarding



1 project/alternative approval, approval with modifications, or disapproval. Additional  
2 alternatives are therefore not needed to comply with CEQA and NEPA. However the  
3 comment will be forwarded to the Board of Harbor Commissioners for consideration  
4 during its deliberations on the proposed Project and alternatives. This issue is also  
5 discussed in Response to Comment PCCAC1-30.

**Comment Letter on the  
San Pedro Waterfront Project  
Draft EIR**

**Submitted by the Sierra Club**

**December 2008**

December 8, 2008

Dr. Ralph G. Appy  
Port of Los Angeles  
425 S. Palos Verdes Street  
San Pedro, Ca. 90731

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

Re: Comments on the Port of Los Angeles San Pedro Waterfront DEIS/EIR.

Dear Dr. Appy and Dr. MacNeil,

Please accept these comments filed on behalf of the Sierra Club by its Harbor Vision Task Force regarding the Waterfront Draft EIR/S.

Thank you,

Tom Politeo

## *Hello again to déjà vu on the Waterfront*

We have decided to take a somewhat different track in our comments on this EIR—to put more emphasis on the sort of things we'd like to see done and why rather than on shortcomings with this EIR. This EIR does have its strengths and weakness, and shows a yeoman's improvements, but admittedly, it is just a step in the process of developing a good plan.

At one time, people talked about developing a world class waterfront. Google shows over a million entries for “world class” and “waterfront” together. Yahoo shows more than 4 million. Our interest in this is to encourage world-class leadership in the design of the waterfront and to take a big jump in improving sustainability. There is a “sustainability” plan that has developed rather organically in part of the community which has enjoyed broad support, the Sierra Club supports the plan insofar as it goes, though we hope to go further. The Chamber of Commerce adopted sustainability as an organizing objective for the work it does. It has supported option #4 in the DEIR, which is the closets of the port's options to the sustainability plan. The Chamber may have gone further, but fears delays to the project.

For the waterfront to be truly sustainable, it needs to make a marked improvement in reducing climate change, be an economic success and help foster a of related objectives that support or flesh out these goals. This goes much deeper than unscrewing incandescent bulbs and replacing them with florescent lights to save an energy and money. The way our civilization is organized is itself not conducive to sustainability and we need to take some leading steps to change that.

Sustainability is not an either-or game. If our waterfront is environmentally sustainable but is an economic failure, it will not attract others to do the same and will invite redevelopment efforts that may not be sustainable themselves. The economic success can't just be for today, like the environmental success, it needs to be enduring and provide a solid foundation for future environmental and economic improvement.

San Pedro Bay is itself an important asset to California and the nation. It is important to the nation's economy, it is important to a number of state and federal agencies because it is home to part of the California Coastal Trail. It is important to fisheries and our food supply. As such, this site offers extensive opportunities to build a project on multi-agency cooperation and to bring in additional funding from outside. A pioneering effort toward sustainability should itself attract further interest in planning and funding, something which may be especially important to the state and region if, as some think, that globalization has peaked and that the next trend will be toward relocalization.

It may be hard to maintain enthusiasm over an EIR that seems to come back over and over again, like heartburn after a greasy meal, but we believe there is a lot to be enthusiastic about here, if we get on about the business of developing the most sustainable urban development we can achieve.

SCHVTF2-1

We hope a revised Draft EIR will present at least a couple of clearly sustainable alternatives that do not involve placing a cruise terminal at Kaiser Point in the foreseeable future. Drafting an EIR that permutes every possible mathematical combination of cruise ship locations seems to miss the point of deeper environmental issues that must be addressed.

## Introduction

When our nation was young, Thomas Jefferson sought a constitutional limit to debt, so that one generation would not be able to indenture the next generation with its overspending. He also wrote that though the one generation may use the earth's resources, that they shouldn't deplete those resources, leaving a diminished earth for the next generation.

On both these accounts, we are in deep trouble today—and it is a bit disheartening that after more than 200 years, we are dealing poorly with such fundamental issues of sustainability and ethics.

Beacon Economics reported on Friday, December 5th, that we find ourselves in the economic pickle we are in because we have overspent in an unsustainable manner. This may not come as a big surprise to anyone, because of all the debt problems we have, and because it seems that borrowing is the only thing that has been keeping our economy in high gear for a good many years. There are many who have said similar recently, and many, like Kevin Phillips, who have been speaking of looming consequences from our fiscal irresponsibility. During the Bush presidency, we doubled our national debt. This, before adding corporate, consumer and mortgage debt to the mix.

Our civilization is also marching almost fearlessly into the greatest environmental crisis humankind will ever experience: climate change. Though we have already started feeling the advance pain from this looming crisis, it isn't as strong a kick in the pants as our economic woes have been. However, if we don't act decisively now, it will become the most pressing problem we have ever faced and we will be unable to avert immense suffering no matter how much we try and how much additional debt we can throw at the problem.

The science on climate change indicates we need to reduce our carbon emissions by a factor of five to one by 2050, or we will run headlong into a global catastrophe. If we are to allow for modest population and economic growth, including the rise of emerging nations, we may well need to reduce our carbon emissions by a factor of seven to one over current uses. We won't get there by changing to fluorescent lighting or switching to gas-only powered hybrids. We will need to do all these things and obtain some fundamental productivity improvements to the way our civilization works.

To deal effectively with two serious problems we face at the same time, it behooves us to find common solutions that help us advance both economic and environmental issues at the same time. Since both our headaches derive from a consumption problem, it is realistic to expect we can do both at once. There are other related problems that may benefit as well from a long and hard look at underlying causes.

The fixes won't come by doing business as usual, or taking tried and true approaches. This is how we got in the fine mess we're in today. Einstein describes it as insanity to keep doing the same thing and expect a different result. It may very well be, that the quality of our answers can be measured in terms of how much of a departure they are from business as usual.

In the time of a shrinking economy, we'd be smart to scrutinize the cost of our plans carefully, but not apprehensively. We shouldn't be afraid to make wise investments that further solving our economic and environmental problems—especially if they go to the core of both problems. Nor should we be afraid to structure a foundation which is less costly but embraces future expansion when the economy once again improves.

A good number of analysts are saying that we have seen the peak of globalization this year, and that economic relocalization is the next trend. Just as the change to globalization offered its opportunities, relocalization will offer its. For a region that has gained so much from globalization, prudence suggests this is past the time for diversification. By starting a green technology incubator, the Chamber of Commerce has been working to get more eggs into other baskets as part of its own commitment to sustainability.

This may all seem big-picture thinking for an EIR that at face value may have little more than local impact. But it's not, not if you subscribe to the idea that we need to think globally but act locally. Moreover, a shining success with the Waterfront Project might have repercussions that are felt around the world, perhaps not with a big splash but at least a gentle nudge. Los Angeles is the Big City on the West Coast and holds half of the largest port complex in the nation. This puts us in a better position to help the world take notice, and bestows on us the responsibility of world-class leadership.

## ***EIR evaluation***

The EIR process is itself canted toward moving projects forward. It doesn't require improvements over what may be the most deplorable baseline conditions, it simply requires that new projects don't make those conditions worse. It further permits the lead agency to invoke overriding considerations to approve problematic projects so long as the best reasonable efforts have been made to keep those projects green.

Though this standard may seem modest, it has been up to the task in most areas, holding the line on preventing further environmental degradation. However, this task isn't up to the task of, nor is it intended to conduct essential environmental repairs. That process is above and beyond the call of administrative duty required by an EIR. By itself, a project doesn't need to improve on unfortunate baseline conditions. It doesn't need to provide leadership.

An EIR may sometimes step ahead of its requirements, and score above average marks. Or it may slip behind, relying on "overriding considerations" in its approval, and score less than average marks. It may do both and average out.

Yet, over the issue of climate change, in a post AB-32 situation, we are calling for something extraordinary out of this EIR. This, simply because we are facing extraordinary challenges. We want not just a C, or even a C+, but an A or an A+. Put another way, it's the bottom of the ninth, the bases are loaded, the winning run is on home plate, and we need a grand slam.

So, this isn't simply a matter of dotting the i's and crossing the t's in CEQA. It is about pushing into new territory because business as usual in the same old familiar territory is not up to securing our future.

We hope that the sort of massive effort that is demonstrated by a 6000 page administrative record can be marshalled into a design that is not simply a "bullet proof" document designed to withstand court challenges, but a visionary document that is designed to lead the region, and perhaps the nation and world, into a far greener, sustainable and economically rewarding future.

## ***Economics***

The economics of the Waterfront Plan has been a continuing concern to us. Partly over the issue of having early work prejudice later work because we might be reluctant to tear out an early investment in favor of a different design. In the process, we may violate CEQA by prejudicing planning or obfuscating total environmental impact.

We have equally been concerned that this project is a resounding economic success—something which may now be a greater challenge than ever. However, if people are to emulate the actions of greening we take on here, a success is important.

The recent economic downturn offers new concerns. First, the question of what we can afford to do and when can we afford to do it. Today's immediate fiscal constraints should not be a limit on the possibilities of the plan, though they will necessarily limit what parts of the plan we choose to do now. Rather, we should design a good plan, up to the task of attaining our objectives, and go about implementing it incrementally, as we can afford to or as investment partners become available.

Moreover, this plan should make an important investment in greening our lifestyle and economy. As such, it should not simply represent a sunk cost with no hope of getting a return, but an investment in the future, one which may play a key role in sustaining the area and port.

If indeed globalization has peaked, our waterfront plan may also represent an important step toward diversification. With the economy in a downturn, a the plan itself may offer an important and much needed boost to the area.

### **Scale of Projects Presented Here**

This document is intended to present ideas of things that might be done. It is another matter to determine which of these ideas are ones that can be afforded.

## Cool Cities Waterfront

*When we try to pick out anything by itself, we find it hitched to everything else in the Universe.*

—John Muir, 1911.

The Sierra Club has proposed the development of a “Cool Cities” Waterfront as part of our “Cool Cities” campaign to implement Kyoto protocol goals one city at a time.

Our goals in the Cool Cities Waterfront are:

- Promote a lifestyle change that improves our quality of life and mobility while decreasing climate-changing emissions. This needs to put fun and sizzle into a foot-loose, car-free urban experience.
- Economic success so that the changes are copied elsewhere, further multiplying the reducing in climate-changing emissions.
- Promoting international cooperation and research in building a sustainable civilization and economy.

Among the objectives we seek in attaining these goals are:

- Increase the number of visitors who come to the waterfront area
- Decrease the number of car trips made to the waterfront area
- Increase the number of visitors who come by public transit or on foot or bicycle
- Create a fun urban experience that lures people out of their cars and entices them to walk and use public transit.
- Free up land used by cars (for parking and roadways) to direct visitor-serving uses, generally to better improve the utilization of land to achieve more open space and more density in the same general area.
- Provide for a strongly localized economy that is not dependent for its success on national chain stores or restaurants
- Provide a distinctive local “San Pedro” or “Los Angeles Harbor” character that draws on local heritage, geography and industry to create an experience which is distinctive, enjoyable and which cannot be easily replicated elsewhere.
- Ensure that this local character is not obliterated by its own success by supplanting it with cookie cutter stores and restaurants.
- High-standard LEED construction.
- The largest pedestrian-only urban district in the state
- Supported by a large pedestrian-oriented downtown.
- An educational component built into the urban experience through art, exhibits, displays that concerns itself with sustainability and restoration of the marine environment.
- An international quality drawing on the areas diverse ethnic heritage and on Los Angeles’ sister cities around the world.
- Things for people of all ages to do, individuals, couples and families.
- Things for people of all physical abilities to do
- Living history (as with the Red Car) and views to the future (as with solar power and LEED construction).
- Complement downtown development and support local residential neighborhoods
- Provide a regional point of interest which is well connected by public transit to other regional points of interest or walking districts.

We believe that the L.A. Waterfront project is a good place to initiate this sort of effort because it is the project is largely a municipally run project with a agency that has demonstrated a good degree of effectiveness. The proximity of the waterfront to other urban development lands offers special opportunities to initiate multi-agency cooperation and provide for interesting public-private partnerships in development.



# Challenges

The current draft EIR breaks some important new ground. However, it leaves some significant challenges.

SCHVTF2-2 • First, a disheartening absence of a marine research center in this Waterfront Project EIR. A research center with hands-on access to the water and research vessels, run with an open-to-the public visitor component is an important service which can only be conducted in a tidelands area. Its values to the area to help draw visitors, educate the public, provide for high-scale work and advance our understanding of the marine environment is important. This should be restored to the process.

SCHVTF2-3 In conjunction with this, we need to take a closer look at what our plans are for the adaptive reuse of Warehouse One, and for what bulk-break operations we may maintain in this vicinity.

SCHVTF2-4 • Second, between the Waterfront Project and the Cabrillo Marina Phase II EIRs, there is no adequate provision for establishing a youth-sailing program site nor is there an adequate provision for expanding marina slips to accommodate more visiting boats (though there has been some effort in this regard). It is very important toward the objectives of building a sustainable community that we have adequate youth programs, from Top Sail to learning how to sail or kayak available. Adequately run, these programs would be regional in scope, since there is a lack of such opportunities on a regional basis.

SCHVTF2-5 • Third, the planning process does not appear to have involved other agencies with interest in the California Coastal Trail alignment and implementation. The Port of Los Angeles cannot align the California Coastal Trail on its own, nor can it put up signs for the trail on its own, because it is not the authorized agency to do so. It must act in cooperatively to bring this about. The Waterfront EIR must demonstrate that this is going on.

SCHVTF2-6 • Fourth, the scope of the project area is inadequate to provide an optimal design in terms of environmental quality and equally, in terms of economic opportunities to support further urban in fill development, which is an important strategy in helping reduce climate change. In this regard, the plan fails to consider off-site parking adequately, and places almost all the parking burden within the waterfront area. Further, any transit planning to support the waterfront must be coordinated with transit planning for the adjoining residential and commercial districts.

SCHVTF2-7 • Fifth, the plan takes no serious steps in helping promote travel to the site by public transit and to reduce car trips to the area. Again, this sort of plan is best worked in a larger scope, which should include at least a buffer district or codevelopment area adjacent to the waterfront. Some small steps are taken in this direction, but they are not enough. We cannot hope to achieve the magnitude of change needed to avert climate change crisis without a far more comprehensive efforts in planning every EIR which impacts urban lifestyle as this one does.

SCHVTF2-8 • Sixth, the plan reneges on agreements established in the Waterfront Enhancements Projects. Part of the compromise for that plan involved building a parking at the end of 22nd Street in exchange for interim enhancements in the Ports o' Call area. Those interim enhancements are now cancelled and this is a significant breach of faith. Economic considerations were given for this change, but the Sierra Club, which took interest in this effort, and merchants directly impacted, were not consulted before the unilateral action was offered. This is unacceptable.

Moreover, a major question of the Sierra Club's inquiry and complaint in this process dealt specifically with the economics. We were concerned that funds poured into an earlier aspect of the project might subsequently prejudice subsequent planning and work. We were told that this was not an issue, that any initial outlay would not prejudice later work.

But now, economics are cited as dropping an element of the project we sought, whereas they are not being cited to keep a temporary element of the project we opposed. We are left in the uneasy position of thinking that there must be elements of the opposed project which mesh with future plans which were made behind closed doors.

SCHVTF2-9 • Seventh, we are concerned with project segmentation, since the footprint the parking lot built at the base of 22nd Street presages the EIRs plans to realign Samson Boulevard. Combined with project elements not done, this gives the strong impression of back-room planning and violation of CEQA planning requirements by piecemealing work.

SCHVTF2-10 • Eighth, we are concerned about the lack of an adequate master planning process and segmentation of environmental impact with other projects which overlap or surround this project. In the least, these impacts include interaction between the Waterfront Project EIR and the Waterfront Enhancements Project MND, Cabrillo Marina Phase II, the harbor

channel deepening plans, work planned for US 110/SR 47. There are past repercussions with Pier 400.

There isn't an environmentally adequate master plan from which all these projects follow, where the master plan addresses transportation and transit infrastructure, parking strategies, habitat restoration, and related objectives in a well-thought-out manner.

Nor has there been any corresponding thought given to the use of San Pedro Bay for recreational uses which are dependent on the tidelands as well. This includes past impact to sailing caused by Pier 400 and future impacts by misusing land in the Cabrillo Marina Phase II Project, by a possible eel grass habitat (which would block sailing) by the channel deepening project, and in the Waterfront Project which may further pinch sailing and other water sports with a cruise terminal placed in an inopportune location.

If nothing else, post AB 32, there should have been a review of the master planning process with respect to climate change issues to see how plans may have been improved to better meet objectives of reducing greenhouse emissions. This is a complex task in an urban environment and cannot be fudged into place with a little bit of hand waving. It clearly involves the generation of car trips, but it also involves the reduction of car trips and the length of car trips made through alternative transportation strategies. Further, the availability of regional-quality recreational opportunities, especially those accessible by public transit, is part of this strategy as well.

- Ninth, the mudflat at Ports o' Call should be kept in place and doubled in size and be part of an on-site educational exhibit. It should not be removed. The removal of parking from the Ports o' Call area and opportunities offered by the Plaza Park Terraces provide for more than ample space to maintain a known-working mudflat.

# California Coastal Trail

SCHVTF2-13

The lead agency for California Coastal Trail projects is the California Coastal Commission. Even if port area is exempted from this, a thorough trail cannot be properly planned and completed without design efforts that coordinate the portion inside the harbor with those that connect to it and to alternate and connecting routes that travel inland.

The plans for the CCT began in 1972 with the California Coastal Act. In 1999, Governor Gray Davis established the CCT as California's Millennium Trail. The recognition was furthered by the Clinton White House. In 2001, the California State Legislature passed AB 908 to complete the CCT. A nominal completion date for the trail was to be in 2008, with the understanding that it would remain a work in progress. The Harbor/Watts EDC itself worked on CCT implementation plans, for both the trail itself and connecting routes, in the San Pedro Bay area

As a result of these and processes, the following agencies and nonprofits all have an interest in developing the California Coastal Trail:

- The California Coastal Conservancy
- The Coastal Commission
- California State Parks
- The National Park Service
- The Harbor Watts EDC
- County Parks and Recreation
- Coastwalk

Each of these agencies should be play an active role in designating the CCT's alignment. They all have expertise that can be brought to bear in helping plan the trail. Additional nonprofit groups in the Southern California area that have taken interest in aspects of the trail include The L.A. Wheelmen and the Sierra Club.

## Diverse Trail

The CCT is a diverse trail that offers trail users experiences that include

- Hiking through California's Lost Coast, a rugged wilderness area in northern California.
- Traveling through large parks
- Traveling along sandy beaches and stumbling over rocky beaches
- Traveling through rural areas
- Traveling through urban areas

Taken together, these experiences are California, they are California's coast. The trail is to feature the coast in all of these areas, getting trail users as close to the coastline as possible and offering inland alternative routes and connecting routes to inland destinations and trails.

## Multi-track trail

The CCT is a multi-track trail, with separate tracks for any mode of muscle-powered transit imaginable, including:

- Hikers
- Urban walkers
- Joggers
- Skaters

- Bicyclists (urban and mountain)
- Equestrians

In some locations, all the different uses may need to share the same track. In others, they may be well separated. In still others, some of these uses may need to share a roadway. In yet others, some uses, like riding horseback may not be possible.

So, the trail can be thought of like a ribbon of yarn running along California's coast. In some sections, the threads in the yarn are well separated. In others, they run close together. In still others, they are atop of one another.

Through the San Pedro area, it is important that the trail give reasonably good support to all of the above uses except, perhaps, the last. There has been some interest to connect the Palos Verdes equestrian trail system to the L.A. River and to recreate a historic rancho as a teaching facility in the Wilmington area. These may bring an equestrian element near by, but possibly not into San Pedro.

The ability of different uses to share the same stretch of trail depends a lot on the number of users that section of trail will have. A sparsely used trail section can support as many different uses as its type of surface will support. In a more crowded area, segregating different uses becomes more important.

## Trail Organization

From the California Coastal Trail information web site:

*In the case of the Coastal Trail, existing development patterns or other constraints along some parts of the coast may dictate that more than one user mode will be obliged to share a single-trail alignment. But in areas that are subject to intensive use, experience has taught us that parallel tracks may be needed to accommodate different modes and to minimize conflicts. Experience has also shown us that if the trail to be accepted and supported in our coastal communities, it must be adapted to local circumstances and sensibilities. One size does not fit all, nor would any single standardized model work for the entire Coastal Trail.*

*Therefore the Coastal Trail will be comprised of many differing segments, each with its own character, reflecting the great diversity and variety found among our coastal communities. The trail also needs to be adaptable to environmental constraints, which may vary immensely over the course of a year. The challenge is to provide an orderly alignment to the trail system while at the same time allowing for community individuality. Thus, to assure a consistent high level of quality and connectivity throughout the length of the state, common principles are needed. To meet this need, and to provide a framework for the task of identifying the route of the trail, Coastal Commission staff has drafted a set of Coastal Trail alignment principles, based on shared values. These principles are: proximity to the sea, connectivity, integrity, respect, and feasibility. Each of these principles, explained below is based on the following premise:*

### **The Basic Premise:**

*The Coastal Trail is not a single designated pathway spanning the length of California's shoreline. It should be envisioned as a yarn comprised of several different but roughly parallel threads—here widely separated, there drawn together—with each thread being a particular trail alignment or trail improvement that responds to a specific need or accommodates a particular purpose. One thread may be for beach walkers, another for bicyclists, another may be merely an interim or temporary alignment, or may be placed where it is because of topography, land ownership or natural barrier. Some threads may be seasonal paths to detour around a snowy plover nesting site, circumvent a sprayed agricultural field, or bypass winter high water where a fast-flowing river cuts a barrier across the beach. Yet when we step back, we can see that all the threads form a coherent whole.*

*The Coastal Trail will rival any long distance trail in the world for scenic beauty, diverse landscapes and interesting locations. ... Whether strolling along the Venice Beach boardwalk or contemplating a sunset from a secluded beach on the north coast, people who use the trail will enjoy and respect this fragile and unforgettable coastline, and wish to conserve it for future generations.*

*Specific principles for laying out the CCT are then considered in detail. Briefly quoted in the following, they apply to all of the different components trail:*

*PROXIMITY. Wherever feasible, the Coastal Trail should be within sight, sound, or at least the scent of the sea.*

*CONNECTIVITY. The trail should effectively link starting points to destinations. ... Our challenge is to create non-automotive alternative connections that are sufficiently appealing to draw travelers out of their automobiles.*

*INTEGRITY. The Coastal Trail should be continuous and not compromised by motor traffic. ...*

*RESPECT. The trail must be located and designed with a healthy regard for the protection of natural habitats, cultural and archaeological features, private property rights, neighborhoods, and agricultural operations along the way. ...*

*Respect also requires understanding that this trail will exist in a context of other trail designations, including the Pacific Coast Bike Route, Humboldt Bay Trail, Lost Coast Trail, ... Where the Coastal Trail alignment incorporates or is a component of these other trails, the Coastal Trail should be no more than a concurrent designation.*

*FEASIBILITY. To achieve timely, tangible results with the resources that are available, both interim and long-term alignments of the Coastal Trail will need to be identified.*

—Donald Nierlich

<http://www.californiacoastaltrail.info/cms/pages/trail/done.html>

## Trail Economic Benefits

*In a 2002 survey of potential home purchasers conducted by the American Association of Homebuilders, recreational trails were described as the second most important community amenity.*

*The CCT will have a beneficial environmental effect, both directly in procuring a natural corridor along the coast and indirectly by promoting the educational benefits derived from broadened public access to the shoreline. And in-so-far as the guidelines call for developing connections to inland population centers, it will bring such advantages to those communities*

*And finally, the completion of the trail would have significant economic benefits given that California is already the most visited state in the nation, and outdoor recreation—and particularly walking—are high among the visitors' recreational choices. "In the rural North Coast, where traditional resource dependent economies are in decline, scenic and open space values are high and on tourism is on the rise." [And] "In the more urban coastal communities of central and southern California, public beaches and scenic open space enhance the quality of residential life and help to provide a competitive edge in the effort to attract new employers. The commercial tourism industry in these areas, already a strong component of the regional economy, is also strengthened by continuing public investment in accessible recreational amenities."*

*Conservancy Executive Officer Sam Schuchat's evaluation of the plans to complete the Coastal Trail, quoted in part at the beginning here, are shared by many. To paraphrase, completing the CCT will have lasting value for California; the costs of accomplishing this are reasonable, and the benefits manifest.*

—Donald Nierlich

<http://www.californiacoastaltrail.info/cms/pages/trail/done.html>

## Supporting Uses

The completion of the trail entails providing amenities to its users, preferably anything they need to hike the trail should be available on the trail or very near to it. This includes drinking water and camping sites. In developed areas, where the trail supports a more urban experience, places to buy food.

In urban, rural and wild places, it also involves side trips from the CCT to other points of interest. These may be urban, rural or wild in nature, a wilderness area, an urban park, a vista point, an historic marker, a place where there are things to do, such as kayaking or touring a museum.

## Bike Trail Types

Bike trails are divided into three designations:

**Bike path:** A first-class route for bicycles only which doesn't share a roadway with motor vehicles or a sidewalk with pedestrians.

**Bike lane:** A special lane on a roadway shared with cars—the lane is designated for bicycle only, though cars may enter the lane to turn or park.

**Bike Route:** A designated route for bike travel where there are no special bike travel lanes. Bikes and cars must share the road.

Even among bike paths, the quality of the path varies, depending on issues such as:

- sections with forced dismounts, typically because of pedestrian traffic
- sections where car access needs to be provided over the bike path
- distance the bike path is separated from a roadway, with respect to the bike paths exposure to road noise, dust and exhaust
- setting, involving views, vistas, passing by points of interest
- comfort, involving shade trees along the path, rest points, water stops, availability of clean restrooms
- connectedness to other bike paths
- quality of surface

SCHVTF2-14

Objectives for the California Coastal Trail in the San Pedro Waterfront area.

At least the following five uses should be supported from Cabrillo Beach to the Vincent Thomas Bridge:

- urban walking on paved surfaces
- jogging on hardpack surfaces
- skating on paved surfaces
- bicycling on paved surfaces
- ADA accessible route

In particular:

- Bicyclists should be able to enter Cabrillo Beach and make it all the way to the Vincent Thomas Bridge on a bike path (without sharing the road with cars) and without forced dismounts to walk a bike through a pedestrian area. They should be able to leave and enter the area at both ends without having to dismount as they come in or leave. There should be connecting bike paths, lanes or routes that they can take that leave the waterfront area through the length of the waterfront.
- Skaters should be able to make it through the entire length without having to remove their skates because a continuous, approved skating route is not available. Skaters may need to share sections of the route with bicycles or pedestrians. (Skaters zigzag and bicycles travel straight, pedestrians do both. Mixing skaters and bicycles on a route requires enough width so cyclists can pass zigzagging skaters safely.)
- Walkers, hikers and joggers should have numerous options to complete this route.
- Joggers should be able to jog this entire area on a contiguous jogging route, most of which is comprised of hardpack surfaces. Where hardpack surfaces can't be readily provided, paved surfaces can be used instead. Hardpack is preferred since it is softer than asphalt. In turn, asphalt is softer than concrete.
- Where possible, there should be loop options for all courses, so that people can travel in one direction on one route and return on another—or at least partly return on another, to add interest and variety to the route. This also helps distribute visitors over a wider area.

- An ADA accessible route can generally share the same path as urban walking surfaces. There may be places where an alternative is needed, due to a steep slope or stairs.

## Additional Amenities

A number of additional amenities will help make the CCT more successful:

- Camping sites for through hikers, by permit only, at Cabrillo Beach and the Youth Camp (currently run by the Boy Scouts). An additional camping site near the Vincent Thomas Bridge or on Knoll Hill. Multiple camping sites provide alternatives in the event one site is closed (for a festival, filming, or other use). They also provide planning options to hikers who may be weary and want the first stop they can find, or may want to press on as far as they can manage.
- An outdoor skating rink where inline and roller skates can stop and skate to music. The open space used for this may be a multi-use area used for other purposes with designated hours for skating.
- Places to lock up bikes and sometimes bike safes (or vaults) should be provided amply along the route, particularly near places where cyclists may want to stop.
- Discrete mileage markers so people can tell how far they went.
- Discrete route signs, so trail users can find their way around and know which paths are intended for which users. Directional signs should lead people to and from the CCT in the waterfront area and to inland alternate route. Signing needs to be done in combination with CCT authorities.
- Ample rest stops, benches with shade trees and drinking fountains. Places where people can sit and eat a snack.
- Adequate (but not excessive) night lighting.
- Clearly posted alternatives during closures for special events and route planning that helps makes alternatives as viable as possible.
- Twenty-four hour accessibility for the main route. Just as people can walk and drive on our streets 24 hours a day, the trail routes should be accessible at all hours. Doing less, gives motorists a preferred status.
- Transit service can support the CCT by offering people who want to do long walks or jogs a ride back. Planning the CCT should take this into account.

## Trail Quality Importance

SCHVTF2-15

Attracting trail users to the San Pedro Bay area is a matter of competing with trail uses in other areas, for us, with other Southern California urban areas. Creating a high caliber trail with good amenities, good separation from roadways, as little cross automotive traffic as possible, attention to details, good separation for different modes of travel (bikes vs. walkers, etc.) are important to providing a good experience.

Creating diverse route options for the trail also helps improve the quality of the trail experience by offering more to see, and different types of a landscape. For example, in the Ports o' Call area, three possible options are:

A waterside route along the waterfront's edge. This fulfills the close-to-water objective for the CCT. It offers the most open views, closet view of the industrial harbor, of visiting ships and of storefronts facing the water.

A second inland route can be designed like a grand pedestrian street, line with trees that provide a lush shade canopy, passing past shops, museums, restaurants, galleries, places for kids to play and public plazas. The wide course should provide room for sidewalk sales, street vendors, picnic spots, rest stops, and the like.

A third route along the top of the Plaza Park Terraces can look over Ports o' Call and the waterfront from above, offering an aerial perspective of Ports o' Call.

## Connector Trails

SCHVTF2-16

The Harbor Watts EDC has done a study of possible connecting trails for the California Coastal Conservancy. The trails outside of the port area are clearly not the Port's responsibility, but the Port should work with other agencies to help complete this system.

Bike lanes and designated walking routes along city streets that act as a "business loop" for the trail and reach other inland points of interest are important.

## Wilmington Connection

SCHVTF2-17

Between the Wilmington and San Pedro waterfront plans, the importance of a connection for the CCT between San Pedro and Wilmington may be overlooked.

It is important for a separate bike path and pedestrian lanes to be completed along the sides of John S. Gibson Road, Front Street and Harbor. There are some particularly hazardous choke points. One is at the north end of John S. Gibson where it reaches Harry Bridges. The second is immediately north of the cruise center, under and just north of the Vincent Thomas Bridge.

This route is one which is frequented by big rig trucks. It is important to have a separated bike path and pedestrian sidewalk along this entire route, so that trail users aren't run over, knocked down or blown over by trucks. Maximize the separation between motorized and non-motorized traffic will help make this section more pleasant, as will a good shade tree canopy and other amenities.

By Knoll Hill, the trail can take two optional paths. One up to the top of Knoll Hill and over to the other side. The other, around the north and east sides of Knoll Hill along the roadway.

Along John S. Gibson, the trail can take two similar paths. One along the roadway. The atop the bluffs, perhaps atop a green-roofed parking lot which is proposed for that location.

## Recognition of California Coastal Trail as a Legacy Millennium Trail

*September 2, 1999--After years of hard work by the Coastwalk Board, volunteers and staff, the Coastal Trail has attained national recognition as the official representative for California as a Millennium Legacy Trail. The Millennium designation recognizes 12 important National Trails, whereas Legacy Trails recognize one trail in each of the 50 states to represent the essence and spirit of that state. Community Trails are those that have strong positive impacts on the communities they serve.*

*The Coastwalk Board of Directors, supported by State Parks, the Coastal Conservancy and Coastal Commission, nominated the California Coastal Trail as the state's representative. On September 2nd Governor Davis picked the CCT to represent California as the Millennium Legacy Trail.*

*To celebrate the Millennium, the White House, under First Lady Hillary Clinton, created a series of cultural events to take place through the year 2000. Millennium Trails will recognize the value of trails, their contributions to America's history, and the legacies they create for future generations.*

*To celebrate this wonderful recognition for the CCT, Coastwalk will sponsor a variety of special events during the coming year.*

—Richard Nichols, (former) Coastwalk Executive Director

## Relation of California Coastal Trail to Quality of Life

*I believe that continuing investment in public access to California's coastline and parks is essential to maintain and improve our quality of life. As the State's population continues to grow, more recreational facilities will be needed; well-designed hiking, biking and equestrian trails provide urban residents with opportunities to enjoy nature without imperiling sensitive habitat areas...*



*... The California Coastal Trail is a concept that has captured the imagination of public officials at all levels of government. Inherent in a project of this scope, substantial physical and administrative obstacles lie ahead; we look forward to working with our State, local and federal partners and the private sector to meet these challenges. In doing so, the support that this project has received from local community groups should be rewarded with an implementation program that reflects the highest quality of design and environmental protection...*

*The intent of the SB908 report is summarized in the report's letter of conveyance, written by Sam Schuchat, the Executive Officer of the Coastal Conservancy:*

—Richard Nichols

<http://www.californiacoastaltrail.info/cms/pages/trailldone.html>

## Letter of Conveyance

*What will the trail be like and how will it be built*

*After considerable discussion and consideration of prior descriptions of the Coastal Trail in legislative documents, the Working Group agreed on this definition of the California Coastal Trail:*

*A continuous public right-of-way along the California coastline; a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of non-motorized transportation.*

*In addition, a broader set of objectives were drawn for the Coastal Trail Project:*

- 1. Provide a continuous trail as close to the ocean as possible, with vertical access connections at appropriate intervals and sufficient transportation access to encourage public use.*
- 2. Foster cooperation between State, local and federal public agencies in the planning, design, signing and implementation of the Coastal Trail.*
- 3. Increase public awareness of the costs and benefits associated with completion of the Coastal Trail.*
- 4. Assure that the location and design of the Coastal Trail is consistent with the policies of the California Coastal Act and local coastal programs, and is respectful of the rights of private landowners.*
- 5. Design the California Coastal Trail to provide a valuable experience for the user by protecting the natural environment and cultural resources while providing public access to beaches, scenic vistas, wildlife viewing areas, recreational or interpretive facilities and other points of interest.*
- 6. Create linkages to other trail systems and to units of the State Park system, and use the Coastal Trail system to increase accessibility to coastal resources from urban population centers.*

—Sam Schuchat

California Coastal Conservancy Executive Officer

(Per source reported by Richard Nichols)

<http://www.californiacoastaltrail.info/cms/pages/trailldone.html>

## Cars and Traffic

Many of the environmental, social and economic problems we have today trace to an excessive dependence on automobiles. In a perfect world, most all of us should live and work in the same community. Unfortunately, there are large numbers of Southern Californians who live in Temecula or Lancaster and work in Los Angeles.

These long commutes are absurd in their personal burden on the drivers. Marathon commuters spend the equivalent of two additional work days commuting. This is a strain on their personal lives, leading to a condition known as time poverty. This adversely impacts the quality of family and community life. It places a burden on highway infrastructure, which is itself subsidized by funding from other sources besides gasoline taxes and vehicle registration. It damages the environment with toxic and greenhouse emissions and with the various negative impacts caused by paved roadways.

This is a problem around much of the state and nation. Many people who worked in San Jose bought homes in Stockton—and the Sierra Club sued Stockton successfully for not containing its rampant sprawl. This will become a problem in developing nations like China, since they seem bent on emulating America's love affair with cars.

In Southern California, about one third of our urban land is used for cars. It is used for streets and highways, parking lots, parking structures and garages. It is used for car sales lots (which are almost always sprawling), parking imported cars by the docks, and car repair facilities.

And, as much of land is used for roadways, we are still facing regional gridlock and watching mobility decrease. Highway projects are not able to keep up with demand. Worse, they are becoming increasingly expensive as we pass a point of diminishing returns on new infrastructure projects.

In many areas, the footprint cars exert takes up more than half of the available land. "Acres of free parking" is hardly free in terms of the environmental and economic opportunities that are lost for trapping so much land. It's like flushing money down the toilet.

SCHVTF2-18

It is shameful to see how much of our tidelands we have surrendered to cars and squandered on parking and roadways. Even the notion that somehow a "grand boulevard" should be part of our waterfront design, or that the entrance to our waterfront area should look great when viewed from the front seat of a car is a monumental blunder stuck in an old way of thinking. Fortunately, the Draft EIR does go somewhat toward reducing the automotive footprint in some ways, but nowhere near far enough.

The land squandered to parking that cannot serve a double use is taken away from us for other uses. It makes it that much harder to create "location" or "destination." So, we end up with a city with "no there there."

In moving this plan forward, we need to take every parking space out of the waterfront area that we possibly can—so that the waterfront can be put to good use for water-dependent and water-benefiting activities.

We need to be sure that roadways do not stifle or hurt the pedestrian and bicyclist experience. Instead of dealing with roadways from the perspective of "traffic engineering" we should be dealing with them from the perspective of "pedestrian engineering." That is, if it is convenient to pedestrians to cross at every corner at an intersection, they should be able to do so, and cars should pick up the slack with the way traffic lights are timed, not pedestrians.

If we cut off obvious routes to pedestrians so that cars can move more freely, all we do is discourage people from walking and encourage people to drive. There can be no victory here. We'll only get more cars and a bigger traffic headache.

The Waterfront Project should treat pedestrians like kings, not second class citizens. The status of cars should be secondary.

# Street Realignment and Parking

SCHVTF2-19

A number of realignments to Harbor Boulevard and other streets can help improve the pedestrian-orientation of the waterfront and downtown areas (they should both be improved together). These changes will also help increase the connections that tie downtown and residential neighborhoods to the waterfront area. They should also help improve public transit connections. Lastly, the changes should facilitate more efficient use of the land, creating more development opportunities, increasing the attainable density while improving the quality of life and visitor experience by providing for higher quality open space.

SCHVTF2-20

One of the most egregious wastes of land is parking in the waterfront or tidelands area, especially flat parking lots (contrasted with multi-story parking structures). Parking lots and structures both have a large footprint that creates a dead zone with little pedestrian or visitor appeal. They are not attractive to walk around and especially unattractive to walk through. In the tidelands area, this waste is accentuated, since this land could be put to better use with direct water-benefitting or water-dependent uses.

Except for very limited circumstances, we do not believe there should be any parking in the tidelands area, and that all parking to support this area should be moved to nearby locations outside of the tidelands area, when these locations are available. For day use, parking should remain fairly close, within a few blocks walking or a short shuttle hop. For long-term use, as with the cruise center, we have more latitude to move parking further away. The placement of shorter-term parking should also be coordinated with and support other development efforts and not be done in a vacuum.

We believe these changes are an essential component of fighting climate change by promoting responsible, sustainable urban infill development. This type of development offers residents a rich near-to-home experience, reducing the need to travel. It further reduces the dependency on automobiles for those who do travel allowing them to take more efficient modes of transportation.

## Harbor Boulevard.

This description follows the street map, traveling from north to south.

SCHVTF2-21

From Swimford to 5th Street, Harbor Boulevard should be split into separate south and northbound sections, each about 36' wide.

The southbound lanes would travel along Beacon Street's current alignment. The northbound lanes would be moved to the east about 40' to travel where Harbor Boulevard's southbound lanes currently travel.

This split would:

- Reduce the total apparent width of Harbor through this section, reducing the maximum width of a single street that pedestrians must cross.
- Move the northbound lanes of Harbor Boulevard to the west, making it possible to provide additional space around the signature "dancing waters" fountain installed near Harbor and Swimford.
- Improve the pedestrian, jogging and cycling experience by providing for additional separation from the roadway and reducing mode-conflicts in the water fountain area.
- De-emphasize the automotive footprint
- Provide for additional possible space for light rail to enter the area.
- Improve the opportunity to do "over the boulevard" construction.

At 5th Street, Harbor would continue south in roughly its current alignment, moving slightly to the east. From 5th to 7th, we would prefer a street design that favors wide sidewalks or pedestrian courses on each side of the Boulevard. A combination of realignment and redevelopment designs on the west side of Harbor should permit amply wide sidewalks which can be planted with shade trees. The median strip down the middle of the boulevard here should also be wide enough to accommodate shade tree planting.

By the time Harbor Boulevard passes on the east side of the city hall building, Harbor will be moved about 10' to 15' to the east. This additional space will permit wider sidewalks and a better presentation for the landmark city hall building. Currently, the sidewalk on the east side of this building is narrow, and the building is squeezed too close to the street.

These 10' are not a whimsical or capricious change. Good urban designs that favor a pedestrian experience need to provide room for that experience, in which people can walk well separated from roadways on sidewalks that are not cramped. In terms of urban aesthetics, it permits a far superior presentation for the signature city hall building, like a good frame around a picture.

Just south of 7th Street, Harbor Boulevard will enter the Plaza Park Terraces and travel inside the building. It may drop in elevation somewhat as it approaches and enters the building. It may travel at split levels inside the building, with north and southbound lanes at different elevations. Ramps inside the structure would provide access to parking and conference center loading docks. They would also provide street-based deliveries access to the Ports o' Call areas. Deliveries would be carried out primarily before and after business hours.

Harbor Boulevard would resurface just before it reaches Crescent as it travels toward 22nd Street in roughly its current course. We would prefer a design through this section which establishes a substantial median between the north and southbound lanes. This section of the Boulevard might be lined with three rows of trees, one on each side and one down the middle. Three robust rows of trees can establish a wonderful canopy and substantially soften the Boulevard as it travels through this section.

Harbor Boulevard would terminate at 22nd Street.

Harbor Boulevard and bike lanes. A good waterfront design should accommodate a contiguous bike path that doesn't require dismounts from Crescent Avenue, to Swimford, so that bike lanes along Harbor Boulevard might not be necessary—even though they may be a good supplement to the bike lanes. (A bike lane is a striped off section of a roadway travelled by cars which is dedicated to bikes. A bike path is a pathway separated from a road, which is designated for bikes only, and which is not open to cars or pedestrians). If a bike lane is built along the full length of Harbor, there would be special challenges presented to the design inside the Plaza Park Terrace building that may call for a separate path inside this structure.

We would expect bike lanes to be provide along Harbor from Crescent to 22nd Street.

## **Cruise and Visitor Center Streets**

SCHVTF2-22

The Cruise and Visitor Center area stretches from the Vincent Thomas Bridge to almost 5th street, just east of Harbor Boulevard. This area should be a car-free area, with no roadway extensions to support automobiles. Passengers should arrive in this area via public transit, muni, metro or shuttle busses, charter coach buses, the Red Car, light rail and possibly by taxi. If warranted, a future design might include a people mover approach.

As a result, we would like to see all street extensions and roadways in the Cruise and Visitor Center area abandoned, except for those discretely placed roadways needed for delivery service. We would prefer to see bus pick up and drop off, including public and charter buses, to use a bus terminal located across the street (west of Harbor Boulevard) from the cruise terminal area. Luggage pick up and drop off service could be provided in this location, so that passengers don't need to drag their bags to and from the cruise terminal.

The current design extends First Street across the Cruise Ship Promenade, and forces pedestrians and cyclists using the promenade to walk around the extension to First Street. The extension to First Street across this area should be removed, and the curb which obstructs bike and foot travel on the promenade should be removed as well.

All the parking lots in the current Cruise Terminal area should be removed completely. Even ADA parking can be accomplished with a free valet service to maximize the amount of land available for other uses. The only type of "parking" that should be available here is for loading materials needed by the cruise terminal, for work crews, and for cruise terminal and visitor staff that need to make multiple departures and returns during their shift. Spaces for port police or other official vehicle parking used in the course of duty (not just parked there) should also be provided.

## Downtown Plaza Streets

SCHVTF2-23

We favor closing the extensions of 5th and 6th Streets and Samson in the downtown plaza area east of Harbor Boulevard to ordinary vehicular traffic. This area should be set up for pedestrian use only and that the roadway surfaces should be changed to reflect pedestrian orientation.

However, it will be necessary to provide vehicles access to 5th Street and to the Ports o' Call area through this area for the exceptional uses described below. However, the total number of vehicles trips to support all this exceptional access is small, and all roadway designs should favor pedestrian, cycling, skating and other similar uses, rather than motor vehicles. The pedestrian orientation should be evident both functionally and aesthetically.

The fire station will continue to need vehicle access for its on-duty staff and for on site parking for them as well, in the event they need to travel to another location as part of carrying out their duties. Fire engines will need access to Harbor Boulevard through 5th Street, and on into the Ports o' Call area, roughly where Samson currently travels into Ports o' Call.

The monument area is area is likely to draw disabled individuals, and continued ADA parking in this area is important. That said, we believe that there are better opportunities to present many of these monuments in other areas.

The perimeter of the pedestrian/plaza area can provide for service and delivery vehicle parking in this location.

It is important to provide emergency vehicle access to Ports o' Call from its north side. This might be accomplished with a roadway aligned roughly where Samson Way is now. Or it may be may be better accomplished with an extension to 7th street instead. Either way, emergency vehicles should be able to access Ports o' Call from the north side without having to enter the Plaza Park Terrace. This access would be done by driving over pedestrian corridors and plazas, not over streets dedicated to motor vehicles.

The configuration of downtown plaza areas can also provide a staging area for emergency services.

## Ports o' Call Streets

SCHVTF2-24

All streets in the Ports o' Call area, including Samson and Nagoya, will be abandoned and closed to motor vehicle traffic. The entire Ports o' Call area, from the downtown Plaza (6th Street) to the Southern Pacific Slip will be designed as a large pedestrians-only area, accommodating pedestrians, bicyclists and skaters.

It is important to maintain pedestrian pathways that are wide enough for emergency vehicle and delivery access. However, the surface treatment and aesthetics should be carried out as if only pedestrians, cyclists and skaters use the area. Traffic flow for delivery and emergency vehicles should be close enough to zero to not pose any issues with respect to capacity.

Nevertheless, emergency, oversized and delivery vehicle access to the Ports o' Call area is important and should be provided from the north via 6th or 7th, from the south, via Berth Road by Southern Pacific Slip, and through the Plaza Park Terraces. The primary route for delivery vehicle access may be through the Terraces or from the north.

Any of these three access routes could also be used for vehicles arriving for special events, like car shows, traveling shows.

## 22nd Street Area Streets

SCHVTF2-25

The section of Samson Way that parallels the Southern Pacific Slip is to be abandoned and removed. Vehicle access to the Ports o' Call area is to be provided from Berth, possibly on the east side of the Southern Pacific Slip. This access would be used primarily for emergency vehicles and may also be used for delivery vehicles and special events.

We favor a design for 22nd Street and Harbor Boulevard that permits wide sidewalks on both sides of the two streets and a landscaped center median. Shade trees would be planted on the sidewalks on both sides of the street and down the center median, providing an lush shade canopy and softening the hardscape created by the streets.

All the streets in this area should include bike lanes, this in addition to any bike paths that may also be included in this area.

There should be no one level parking lots in this area, and there especially should be no new ones in the Cabrillo Marina Phase II project, with the following exceptions, most of which remain to service existing uses. Parking would remain for fishermen by the Southern Pacific Slip. Parking and loading needed to support the fish market area would remain. On-street parking for Canetti's should remain. The smaller existing parking lots in the 22nd Street Landing and Yacht Club area should remain. These smaller parking lots also provide visual corridors between taller buildings to see into the marina area.

Any additional near-site parking needed in this area should be provided with two or more story parking structures. The height limit should be set so as not to interfere with the viewshed or important site lines.

## **Cruise Ship Parking**

SCHVTF2-26

Harbor Freeway East: The majority of parking for cruise ship passengers should be provided at a satellite location. We prefer a location between the Harbor Freeway and John S. Gibson Boulevard. This location should readily hold 5000 parking spaces, without rising above the top of the bluffs paralleling the Harbor Freeway. The building could have a green roof, and provide some coastal scrub habitat and an alternative walking path for people walking the California Coastal Trail. Easy access to the structure from the Harbor Freeway could occur along John S. Gibson Boulevard, limiting car traffic entering both Wilmington and San Pedro.

This Harbor Freeway site can provide parking for a number of uses:

- the cruise terminal
- day-use and long-term visitors to Wilmington and San Pedro
- park and ride travelers using public transit
- Municipal fleet, transit and oversized vehicle parking

Shuttle bus service, a possible light rail transit stop and Red Car service could connect people to this location to nearby and remote urban destinations.

## **Harbor Freeway West**

SCHVTF2-27

The land around the current sanitation yard between the Harbor Freeway and Gaffey is poorly utilized. A green-roofed structure built into the hill in this location could serve the same sort of uses as the Harbor Freeway East location. However, this location would likely not be as good to service Wilmington and possibly to service park and ride uses.

However, this site offers more possibility for mixed use. For example, it could offer office, light manufacturing or retail space, in addition to parking. The area should be large enough to provide for a green roof area next to a graded section of the hill. Together, the roof and adjoining hillside may be large enough to provide much needed ball fields for the area that were lost with an less progressive development for Target.

The best choices for this location are connected to other issues, this involves land-use planning for the former Naval housing site and after-hour facility policies set by the LAUSD.

## **Vincent Thomas Bridge Location**

SCHVTF2-28

There is a small, trapped property next to the on/off ramps for the Vincent Thomas Bridge where a motel is currently located. This area could possibly hold a multi-story parking structure that could be accessed directly by a ramp from the 110/SR47 interchange. This location could be used for premium and valet parking for the cruise terminal as well as for passenger drop off and pick up.

A single reverse lane (separated by a median) traveling northbound under the bridge on the west side of Harbor Boulevard might be feasible to permit this location to have direct access to the northbound Harbor Freeway.

| A pedestrian bridge may connect this site to the Cruise and Visitor Center so people don't need to cross Harbor.

## **Transit Center Location**

SCHVTF2-29

| We propose joint use development just east of the existing Harbor Boulevard and south of the Vincent Thomas Bridge. This area can be developed into a green-roofed transit center, with some parking, and bus stops, that serves the cruise terminal area and this section of San Pedro. The area would include the current Cal Trans lot and the land between the Cal Trans lot and the current Harbor Boulevard.

| North and southbound Harbor could be built into the structure for this stretch, so that a green-roofed plaza connects the community to the west with the waterfront to the east. The top of the plaza or park would look down on the waterfront and the signature water fountain. The front of this building, or at least the top floor, could provide restaurant or retail space that takes advantage of the views of the water fountain and cruise center below.

## **Buffer Development Area**

SCHVTF2-30

| The section of San Pedro roughly east of Palos Verdes, south of the Vincent Thomas Bridge and north of 9th Street offers an opportunity for redevelopment which is coordinated with the Waterfront Project.

| We will present our ideas on this area at a later time. It is important to note that this area should play a supporting role in parking, transportation and in pedestrian mobility to the waterfront area.

## **Downtown San Pedro**

SCHVTF2-31

| There are some existing parking lots in the downtown San Pedro area which may have a large enough footprint to permit building a reasonably-sized parking structure.

| There should be a clear pedestrian course from the waterfront area to downtown. We should explore what it would take to close 6th Street to cars east of Center or Palos Verdes to create a walking connection to the waterfront. The Red Car might travel along 6th to Pacific.

## **Cruise and Visitor Center**

SCHVTF2-32

We propose that the area between the Vincent Thomas Bridge and 5th Street (just north of the fire station) is used for a cruise terminal and visitor center complex. Three cruise terminals can be put in this location and a fourth structure, a multi-purpose visitor-welcoming center could be placed here as well. The visitor center should provide additional support to cruise terminal passengers as well as other visitors to the tidelands and Harbor area.

The chain link and razor wire fences that cordon off the current parking area next to the Cruise Ship Promenade should be removed. Pedestrians and casual visitors should have full access to the open space in this area, and to the Visitor Center.

Security-based designs may restrict access beyond certain points inside the cruise terminals to ticketed passengers, authorized visitors and employees. Public access may also be restricted in areas adjacent to where the ships dock and by cargo loading zones. For other reasons, we have already suggested that motor vehicle traffic to this area is strictly limited.

However, we do not want to see general access to this area restricted because of poor designs, poor planning or overzealous security measures. The stated objective in the design of the California Coastal Trail is that people should be able to be right next to the water, and if not, that they should be able to be as close to it as possible and to be able to see it as best as possible.

We are concerned about the aesthetics in this location and its potential impacts on viewshed and site lines. The existing monolithic cruise terminal is little more than a big, uninteresting box which effectively blocks the view of cruise ships. There are other designs possible, and which have been put in place in other locations, that improve the ability to see cruise ships form on land. The same designs improve visibility of the waterfront when ships are at sea.

We are also aware of the economics of tearing down an existing, functional structure—or even substantially remodeling it to provide a more signature look for the location. However, we would not want to see new construction repeat this mistake and we would want to leave the door open for future replacement of the existing structure if it is not replaced now.

We believe there is more land available in this location than needed to support three cruise terminals, but that there may not be room for more than three berths. We oppose the use of any of this land for parking, as this site is too valuable to be used that way.

### **Visitor Center.**

SCHVTF2-33

A signature visitor center should be added to the Cruise Terminal area that serves as a welcome center for people arriving in town, as a place for people to meet up, as a place for visitors to learn about sites to visit, accommodations, tours, rent bicycles, buy transit tickets, look up transit routes, etc.

The center could also serve as a place where arriving and departing transit users can drop off and pick up luggage so that they can tour around town in advance or after a hotel stay or cruise trip. Broadly, the center should be able to help make travel without a car more convenient and easy.

Visitors should be able to get light refreshments or snacks here, sit and relax indoors, ask docents questions about their visit, buy or download audio-video tours, and learn about cultural events.

Businesses in the travel industry may want to have customer service offices or agents in this location.

### **Good Neighbor Policy**

SCHVTF2-34

Each cruise ship company should sign on to a good neighbor pledge as a condition of expanding business in this area. This includes:

- using AMP for all new ships
- phasing out any non-AMP calls by 2015.



- Using the lowest sulfur marine fuels available only within a 20 miles of the port.
- Limiting all noise and sounds to those essential for navigation. This policy would prohibit the playing of loud theme music (that can be heard outside of the cruise center), or blowing horns or whistles with any sounds not needed for navigation, for example, blowing out a corporate theme. This policy would extend to any such sounds that could be heard on land while the ship is at sea.
- using union or livable-wage labor for all on-land operations.
- hiring locally for all land-based operations (the environmental justification is shorter commutes and sustainable communities).
- Unannounced on ship inspections to ensure there is no illegal waste dumping at sea and that low-sulfur fuel policy is complied with.
- Encouraging the use of public and charter transit services for all passenger arrivals and departures
- A ticketing policy that includes a free public transit service the cruise terminal area. Passengers would be able to book two free MTA transit passes that they could use up to a week before arriving for the cruise and up to a week after leaving. The passes would offer sufficient zone capacity to cover trips from LA area airports and to Union Station. Additional passes would be provided for the Red Car and satellite parking shuttle bus service on a similar basis.
- Cooperative baggage handling that permits through passengers to have checked luggage shipped from local air ports (LAX) and Union Station to and from the cruise terminal at no extra charge to the passengers.
- Baggage service that allows visitors that arrive and depart by public transit to drop and pick up their bags the cruise ship transit center or visitor center. This service would allow people to arrive early and drop off their bags before their cruise, to be footloose and baggage free as they tour the Harbor area. Likewise, they could return from the cruise, knowing that they can walk about town, without dragging their bags along.

SCHVTF2-34  
CONT.

## Cruise Expansion

SCHVTF2-35

The Sierra Club opposes the placement of a cruise terminal in the Kaiser Point area—especially on the southwest side of Kaiser point facing Cabrillo Beach. We do not oppose the temporary use of this location to receive cruise ships on a regular basis during construction in the Cruise and Visitor Center area. We do not oppose occasional cruise terminal use in this area, for infrequent special occasions, when the first three cruise terminals by the Vincent Thomas Bridge are in full operation. We would still prefer to see some or all of these ships received on the east side of Kaiser Point.

SCHVTF2-36

We suggest that a fourth cruise terminal could be placed by the former Westways facility with a water cut to enable cruise ships to berth at that location. This site should only be used for cruise service when demand exceeds capacity in the Vincent Thomas area.

SCHVTF2-37

If demand reaches that level, we might not oppose a fifth cruise terminal on the east side of Kaiser Point, facing away from Cabrillo Beach.

## Ports O Call Area

SCHVTF2-38

The Ports o' Call area is to be developed as a pedestrian-only area without any automobile traffic. The entire design of Ports o' Call is to favor access by pedestrians, bicyclists and skaters—though skaters and bicyclists may have some restrictions on where they can go.

Cars are to be kept entirely out of Ports o' Call. The two streets servicing Ports o' Call, Samson Way and Nagoya, are to be abandoned and removed. The extension of 6th Street to Samson Way is to be removed as well.

Arrivals to the Ports o' Call area are to emphasize walk-in visits from downtown, arrival by Red Car or public transit. The design of Ports o' Call is to provide walk-in and "ride-in" gateways or entrances, with the idea that "ride in" means by Red Car or other public transit, not by driving in a car.

Automotive access to Ports o' Call is to occur from Harbor Boulevard, in roughly its current location, along the west edge of Ports o' Call, over the section of Harbor which is north of 17th and south of 7th Street. Harbor Boulevard is to have direct access to site-adjacent parking in this location, from which visitors can access Ports o' Call by car. The primary use of this parking shall be for short term visits (under 2 hours) rather than long-term day use visits.

There needs to be a lot of thought into how Ports o' Call will be built out. From an environmental perspective, the Sierra Club has not been as concerned about the number of square feet built. We support urban in fill development so long as that development is itself strong in supporting environmental, economic and community sustainability goals. Rather, our concerns are focused on:

- The aesthetics of the construction and complex
- The intangible and emotional appeal of the complex to lure people out of their cars and into a more auto-independent lifestyle which is rich in walking, cycling and the use of public transit. The destination needs to be fun and inviting itself, and take full advantage of the aesthetic improvements possible when cars are removed from the scene. The walking needs to be good and rewarding. There need to be many great places, in both public and private spaces, where people can meet up.
- The functional ability of the complex to support walking and a pedestrian-oriented lifestyle. Walking must be easy, pleasant, convenient and supported by public transit as well as other amenities and services to make it convenient.
- Sight lines (viewshed)
- The quality and quantity of landscaping to help support a pleasant visitor experience and provide a connection with nature within an urban context
- The liberal use of public art with space for its display (some of which may be open for art to be placed in the future).
- The recognition of the grounds (the space between the private shops) as a public commons and not as a privatized retail center or shopping mall. The tidelands area should not be privatized.
- The use of the highest attainable LEED construction standards
- The mix of shops, restaurants, museums, galleries, exhibit spaces and other visitor-serving structures so that they support a rich visitor experience. Success of the center is important for it to help create a market for pedestrian-oriented urban experiences.
- The ability of the shops to support locally-based businesses and to hire local employees and provide livable or family-wage employment and benefits.
- The balance of build-out with the growth of downtown San Pedro, so that the Ports o' Call area helps build the region, rather than pulling retail dollars away from downtown. (Part of this will be determined by mix of commercial to non-commercial spaces, such as restaurants and shops vs. museums and other visitor-serving venues. Phased in construction in Ports o' Call can help ensure that Ports o' Call doesn't draw the lifeblood from downtown San Pedro, but rather that each helps the other improve.

Our concern with the initial and enduring financial success for Ports o' Call stems from the fact that we want to promote a transit- and pedestrian-oriented lifestyle. To do that, we need successful developments that embody these principles. If we get the

development we want, but it is poorly executed and doesn't succeed, it will not help promulgate an environmentally-responsible form of urban planning.

## Ports o' Call Theme

SCHVTF2-39

We would like to see a theme established for Ports o' Call that involves both an international and an environmental component. For example, "International cooperation in establishing a sustainable world economy which is in balance with nature." Aspects of the Ports o' Call design should help support this theme. San Pedro has an ethnic heritage that is strong and diverse in its international connections, a strong labor history, a long-running interest in art, and deep-seated concerns about the environment.

## Open Spaces and Plazas.

SCHVTF2-40

The overall Ports o' Call area should have a significant amount of open plaza space free of any non-movable obstructions. These areas could be home to a variety of special events, including smaller circuses and other tent shows, or open air exhibitions (such as for classic cars). The plazas could also be used for public gatherings, smaller concert or performance spaces, large picnics, and other special events.

## Water Feature

SCHVTF2-41

A water feature has been proposed for Ports o' Call that would consist of a series of shallow canals that were not directly connected to the ocean (in other words, not water cuts, but land-based canals). These could include a pool or lake. Visitors could canoe or kayak the canals or take a gondola ride.

A marine biologist has suggested that by filling the canals with saltwater that is circulated back to sea, and artificially raising and lower the water level, we could simulate a marine tide pool environment and populate the canal with an "underwater garden" that could provide educational and research opportunities as well as a point of interest to the public.

Depending on elevation profiles, it might well be possible to extend this canal system south toward 22nd Street, and to provide a small pond for canoeing and kayaking (or paddle boats) in that location and to extend the watercourse north toward the cruise terminal.

## Features for the Family and Children

SCHVTF2-42

There should be a sufficiently long list of things that we might offer in Ports o' Call so that we are forced to choose from among the best. Among the suggestions we've heard is a Carousel that has sea animals (birds, mammals, fish, and imaginary beasts) carved by different folk traditions from Los Angeles Sister Cities. The merry-go-round could further feature a calliope that plays folks music from these diverse cultures, as well as from San Pedro's own heritage and merry-go-round favorites. Such a feature could create a whimsical attraction for kids that also demonstrates international cooperation and concern for the marine environment.

Similar ideas include passive and active sculptures with marine themes, some of which would just be great to look at, others of which would be fun for kids to crawl around.

## Ports o' Call Roadways

SCHVTF2-43

Ports o' Call will need pathways for pedestrians, cyclists, skaters and joggers. All four should be able to get here on contiguous trails from Cabrillo Beach and work their way north to the Cruise Center and beyond. Pedestrians would have the most access, with the greatest restrictions on skaters and cyclists. Through some areas, routes would be exclusive, in other areas they will need to be shared. Even so, cyclists and skaters should be able to make it from the Beach to the Cruise Center without dismounting or removing their skates, though their options for doing so may be reduced.

Some of the pedestrian, cyclists or skating courses need to be wide enough to support vehicular traffic. This includes emergency vehicles and delivery trucks. Tough deliveries may be canted toward before and after hour access, there may be need to provide some access during normal business hours. Trucks may then need to wait for pedestrians and others to clear a path for their travel.

Some of these roadways may be open to special cars by invitation for special events. For example, a show of woody cars, classic cars, new electric vehicles, etc.

## Rail Spurs

SCHVTF2-44

It may be very wise to maintain (perhaps by moving track) some industrial capacity rail spurs down pedestrian courses in Ports o' Call which can be closed for special events. The connection to a rail backbone would permit visiting rail shows involving historic trains and passenger cars to be on display inside Ports o' Call. It would also permit railcar conventions to roll into town and park here for a few days before training away.

## Mudflats

SCHVTF2-45

The mudflat at Ports o' Call should be kept in place and doubled in size and be part of an on-site educational exhibit. It should not be removed. The removal of parking from the Ports o' Call area and opportunities offered by the Plaza Park Terraces provide for more than ample space to maintain a known-working mudflat.

## Merchant Operations and Continuity

SCHVTF2-46

If the current Ports o' Calls structures are to be demolished, and many are deserving of no less, existing merchants must have new facilities in place so that they don't have to lose a day of business. The new facilities may be temporary, as many may move back to existing locations closer to the water.

## Sponsorships

SCHVTF2-47

The general Ports o' Call area should not undertake any form of exclusive or semi-exclusive sponsorship that would preclude other corporate product displays from the area. For example, one car manufacturer should not have an exclusive sponsorship that might preclude a display of green tech cars from other manufacturers. We hold that any form of such exclusive sponsorship arrangement is a form of privatization of the area, in that offers exclusivity that precludes other visitors or activities. This sort of privatized use is inappropriate in a project area on tidelands property.

## Plaza Park Terraces

SCHVTF2-48

We propose the construction of a “Plaza Park Terraces” complex along the western edge of Ports o’ Call above Harbor Boulevard. The primary objectives of this complex are:

- To provide a contiguous, structural land bridge, connecting the San Pedro bluffs from 7th to 17th Street, to the waterfront, without forcing pedestrians to cross Harbor Boulevard at grade level.
- To provide a transit stop for light rail into San Pedro
- To provide a home for a 75,000 square foot (approximate) conference or mini-convention center which can serve about 1000 visitors.
- To provide visitor draw with a large outdoor amphitheater and a beautiful venue for concerts and other performances.
- To provide a beautiful, terraced plaza that overlooks the waterfront (atop a green-roofed structure).
- To house Harbor Boulevard as it travels from 7th to 17th Street inside the structure.
- To provide a structure to house short-term parking for Ports o’ Call.
- Improve urban utilization of a strip of land which is currently underutilized and which otherwise presents use challenges because of sharp elevation changes.
- To uplift Beacon Street.

Additional uses will be determined by available investments. They include:

- To provide a public hall and teleconferencing center that can hold public meetings, satellite government meetings, and similar public or private events.
- To provide additional spaces with a view for commercial or institutional use (such as for restaurants, galleries, exhibition halls or museums).
- To provide a space for some larger structural uses, such as movie theaters or performance spaces.

The exact structure of this center would depend on the type of investment available to build it.

### Extent of the structure

SCHVTF2-49

The Plaza Park Terraces would have a green roof, with a public plaza on the roof and possibly with some turf area for sports play. The rooftop would be at the approximate level of Beacon Street, as it travels parallel to Ports o’ Call from 7th to 17th. Beacon Street does change its elevation by a couple of stories over this distance, so the rooftop of the Plaza Park Terraces would be on more than one level, so as never to rise too high above Beacon. None of the Plaza Park Terrace structure would rise above the highest level of Beacon.

The top of the Plaza Park Terraces would serve as an eastward extension to Plaza Park, which is immediately on the east side of Beacon Street. This extension would extend east, out over Harbor Boulevard, over the railroad tracks and toward Samson Way. The exact distance of this extension is to be determined, and will likely vary. At its widest point, the Plaza Park Terraces might extend about 300’ east of Beacon.

### Grading

SCHVTF2-50

The construction of Plaza Park Terraces may involve grading to remove dirt which is later used to provide a terraced eastern face for the structure as it looks over Ports o’ Call. Depending on the scale of effort selected, this grading may be minimal or extensive.

At largest foreseeable extent, land would be dug out starting under the centerline of Beacon Street and heading east toward the waterfront.. This area could be dug out extensively to provide a larger “underground” space to increase the number of square feet

available inside the structure for various purposes.

In this scenario, the elevation of Harbor Boulevard itself might be dropped, and the northbound and southbound lanes might be placed at different elevations. The total cut may exceed the subsequent fill.

## Beacon Street Realignment

SCHVTF2-51

We propose moving Beacon Street east by about 10' to widen the sidewalk on the west side of Beacon Street. The wider sidewalk on the west side of Beacon would provide for more space for pedestrian activity on this side of the street, and for a better place to plant a row of shade trees to improve urban cooling. The widening of the sidewalk anticipates future visitor serving structures being placed on the west side of Beacon. Beacon Street itself would not be widened, and would remain at about 40' wide.

## Investment

SCHVTF2-52

We would see the Plaza Park Terrace being built as part of public-private partnership. Either the majority or all of the Terraces may be outside of the tidelands area, but it would also provide a tidelands-supporting role in both the improved community access it provides, and in providing parking for the tidelands area and public transit access. (Reportedly, the railroad tracks just west of Ports o' Call are outside of the tidelands zone.)

If much of the structure is outside of the tidelands area, it would be free to house a general purpose movie theater complex, which is precluded from the tidelands area. (Though an IMAX theater which focuses on marine topics may be permissible in a tidelands area.)

This said, we recognize that so far, no one has wanted to build a movie theater in other redevelopment efforts in the downtown San Pedro area. We further recognize that the Cinemark Complex in Long Beach is doing poorly, and Long Beach has had to run it via a management company, because they haven't found a theater company to run it. Moreover, that this theater complex draws life away from the AMC complex on nearby Pine Avenue.

Successful efforts in revitalizing the Ports o' Call and downtown San Pedro area may change the demographics, but that may be too big a leap of faith for an investor during an economic downturn. We also recognize that much of the San Pedro market takes its movie money out of town, to Torrance, Palos Verdes and further.

## Front Face

SCHVTF2-53

The front face of the building would open out over Ports o' Call and look to the east. Starting at the north, by 7th Street, the building would gain a couple of stories in elevation as you head south toward 10th Street, where is approximately where it might reach its maximum height.

We envision a terraced front facade for the structure that might take several major steps on its way from the top to the bottom. The terraces would involve pathways and landscaping and might incorporate benches and picnic spots where people can take in the view from above. Sections, especially just below the top, would give preference to galleries and restaurants to take in the view. Pedestrians would already have the most magnificent views from the very top of the roof.

The terracing on the front face may involve a continuous "ramp" that switchbacks (zigzags) from top to bottom, so it is possible that someone could get all the way from the top to the bottom along a fairly gentle slope without every climbing stairs.

## Fountains and waterfalls

SCHVTF2-54

The top of the structure could contain a water fountain and reflecting pool. The water from the top fountain could cascade to the bottom in either a single large fall or a succession of smaller falls and “rivers” through the structure. Some front facing businesses, such as restaurants or galleries, could have a view from behind the waterfalls. Walkways could also travel behind the falls. Solar power could be used to pump reclaimed urban water from the bottom back to the top.

## Stairs to Funiculars

SCHVTF2-55

It's a several story difference from the highest point at the top of Beacon to the waterfront down below. This difference offers the opportunity for grand staircases that lets people walk down from above, and gives the more ambitious a chance to climb back to the top. Elevators can provide ADA access. Glass elevators built in front of the structure could provide good views. Escalators may play a role in moving additional large numbers of people, as is common in transit stations. Ramps may play a role as well. The design of these features could help showcase an entrance to the structure from above and below, and access to transit facilities, the conference center and restaurants or shops.

An alternative to a vertical elevator might be one built on a slant. Funiculars are popular with some and could also provide mid-way stops so people can get on and off on different floors.

## Canyon

SCHVTF2-56

The best visual designs for the Plaza Park Terrace might not involve a monolithic structure, but rather one that is broken up into one or more sections for visual interest and relief. Some of this may be accomplished with natural elevation changes, as noted elsewhere.

Another design option mixes a top-to-bottom stairway with an watercourse that flows into the building from a fountain on the top to a receiving pool or fountain on the bottom. Multiple water courses and pedestrian paths could run from top to bottom through an interior landscaped “canyon” which sits below a glass roof as in a large atrium, conservatory or sunroom.

This could create a delightful pedestrian course from top to bottom, nestled inside a botanical display with an artificial stream. Park benches could permit places for people to stop and relax or read inside.

Indoor galleries or restaurants could face the canyon and take advantage of its lush setting.

## Conference Center

SCHVTF2-57

A conference center or mini convention center with a capacity of about 1000 visitors has been recommended by the Chamber of Commerce, with a footprint of about 75,000 square feet. If built as a perfect square, this structure would be about 275' on a side. Additional space is needed for loading docks and parking.

One of the reasons we are keen to site such a structure in an “underground” facility, is that it could create a big “dead zone” if placed inside Ports o' Call—a big box that most visitors have little hope of taking advantage of, since it will tend to serve special purpose events. Also, this sort of building is typically inward looking, it doesn't take advantage of looking out through its windows and doesn't benefit much from a spectacular setting.

So, it seems natural to place a conference center like this in what might be largely an inward looking space, such in the underground volume of the Plaza Park Terrace.

## Other Features

SCHVTF2-58

Climbing walls have become a popular urban sport—and some use them to prepare for rock climbing. The large elevation difference from top to bottom presents the opportunity to create a climbing wall along a section of the structure.

Water slide are another popular summertime feature and the elevation difference offers an opportunity to incorporate a water slide.



## Plaza Park Amphitheater

SCHVTF2-59

The elevation difference from the top of Beacon to the bottom of Ports o' Call is substantial, and we believe it is possible to build a large amphitheater that takes advantage of the elevation difference. Depending on the design, it may be possible to fit a 10,000 seat theater in this location. For comparison, the Hollywood bowl seats about 18,000 and the Greek Theater seats about 6000. (We are not necessarily suggesting any particular size.)

If run like the Hollywood Theater, patrons could bring in their own dinners and refreshments and eat beneath the summer stars as they watched a show. A light rail stop near the theater, the Red Car below, and lots of nearby restaurants could lead for wonderful urban experience for people coming to see a show here while leaving their cars at home.

The site could provide a picturesque location for the largest outdoor theater overlooking the Pacific (at least in the U.S.). The east by south-east facing view for the theater would mean that the setting sun should never be a problem for spectators (though performers might not be so fortunate).

The back rows of the theater would start perhaps 50' west of Beacon. Seating would proceed down slope toward Ports o' Call, with the stage located a short ways north of the end of the Southern Pacific Slip (north of Utros).

The entire theater doesn't need to be built out at first. The space can be set aside for the theater and it can be expanded incrementally as the area around the theater is built up and patronage increases.

There may be some tidelands trust challenges to the land use. Part of the site will fall on tidelands property.

Harbor Boulevard would run beneath the seats of the theater.

## Cabrillo Beach

SCHVTF2-60

Cabrillo Beach should be developed to be more like a natural, resort beach with better capacity to serve regional recreational uses for beach-going uses. On hot days, visitors are drawn to Cabrillo Beach from as far away as Southern California's inland valleys (San Fernando, San Gabriel) twenty and more miles away. The beach is clearly one of regional importance.

The specific improvements at the beach should support comprehensive mission of increasing available lands for direct visitor uses while reducing the automotive footprint by reducing car trips, roadways and parking lots. Increased uses should take advantage of the area and ideally be dependent on access to the water and tidelands area.

Arrival to the beach should favor people coming on foot, by bicycle, the Red Car or by public transit. Both entrance designs and roadways should support the idea that this is an area in which pedestrian use and public transit rank much higher than cars do.

Besides its parking lots and roadways, the Cabrillo Beach area also has a sizable swath of underutilized land which could be used to expand picnic facilities or provide for informal ball fields.

There are additional opportunities and challenges which should be considered as part of improving Cabrillo Beach. There has been discussion that with sufficient improvements, Cabrillo Beach may be worth of being part of the California State Parks system. This is certainly a noteworthy idea, so long as traditional community uses and festivals continue to have access to the beach.

Our Waterfront Plan should include these objectives for the Cabrillo Beach area:

**Shaded Picnic Grounds** Increase tree-shaded picnic locations. Tree-shaded picnic sites on the beach are at a premium on warm and hot summer days, filling up well before other beach uses are anywhere near capacity. There should be increases to both grassy and sandy tree-shaded areas, with a target of doubling or tripling the number of available picnic sites. Locations nearer the water seem to carry an additional caché.

People clearly come to Cabrillo Beach to cool off, the hotter the day, the more visitors arrive. Shaded areas fill up first, and people going to sandy areas of the beach bring their own shade (large umbrellas or tents) with them. People desperate for shade will even align their bodies along the narrow shade of palm tree trunks just to be in the shade. We should assess creating one or two small, shaded grove in some area of the beach that could provide additional places for "shade" bathers or other people who want to relax in a shady area. A mix of California native trees may grow well in this location and could provide an additional educational value. Torrey and Monterey pines may be possibilities. As a note, eucalyptus and non-native other trees grow well in this location.

Some picnic goers ask for large sinks or water stations to be available in reasonable proximity of picnic sites.

There is some interest in the Cabrillo Beach Boosters to recreate historic structures that would service beach goers for picnic uses. These plans should be evaluated to see if they can play a role in increasing the beach's ability to service visitors.

**Bathrooms** A perennial complaint by beach goers is that the bathrooms are not adequate for peak crowds and are often not in good condition. There are no separate bathrooms to conveniently service picnic locations. Additional complaints involve the lack of open restrooms during evening summer hours, up until 10 p.m. when the beach closes. These concerns should be assessed and addressed.

**Beach-Goer Shops** Small, permanent structures should be created to provide a place for small business or community organizations to service beach-goer needs. This includes lunch, snack and beverage service, rentals for umbrellas, kayaks, windsurfing gear, skates and bicycles, a sundries shop offering sunscreen, picnic supplies, firewood and retaining or expanding the museum gift shop. These services are important to make the beach visitor-friendly for people who did not bring their cars. First, it supports spontaneous visits by folks who might not have planned to go to the beach in visiting the area, but find themselves there. Second, it makes on-foot mobility easier, since visitors can get anything they need at the beach without having to schlep it. The location and placement of these structures should be sensitive to the aesthetics of the beach location and its environment, but still be able to provide convenient service to visitors.

A small plaza space might be provided near snack, beverage or lunch stands to provide a place where more urban visitors can also sit down and enjoy refreshments in a beautiful setting.

**Cabrillo Cove Recreation Area.** We propose designating the area shown on the second map as the Cabrillo Cove Recreation Area. This area would emphasize recreation including: sun bathing, beach-going, swimming, wading, kayaking, canoeing, paddling, rowing, sailing, small-boating, fishing, windsurfing, nature watching and possibly diving. The area should be kept free of industrial-sized operations, including cruise ships, inasmuch as almost all of the rest of San Pedro Bay's waters are devoted to large-scale industrial use. This location is intended to provide an intimate experience to visitors and to provide a safe and sheltered location for recreation. Further, we oppose the construction of walled-in, eel grass facility in this location, and an impediment to sailing and recreation and because we are dubious about the merits of building in walled-in marine habitat as too artificial a construct. We do not see an occasional large ship, such as a military craft visiting for the Forth of July, or an infrequent cruise ship calls as problematic.

**Stephen White Drive Entrance** The southwest entrance to Cabrillo Beach is off Stephen M. White Drive, along Breakwater and Vickery Circle. The existing entrance should be torn out and replaced by a narrower entrance using a permeable surface, shown as "C" on the first map. This entrance should be like a driveway, not more than about 20' wide, which might normally be used by pedestrians and cyclists. This entrance should be closed to normal motor vehicle traffic, except for access by emergency vehicles. Additionally, this entrance may be open for certain special events.

Excess pavement along the existing White/Vickery entrance should be removed (the two "A"s on the first map) and replaced with grass, sidewalks or plaza surfaces as appropriate. The statue of Cabrillo at the White Drive entrance might be better displayed as a result and the entrance itself could showcase a pedestrian and cyclist oriented design. Some have suggested making a small skating area just north of the Bathhouse (the adjacent A and T on the small map). It would take further planning to know if this is the best use for this area.

Along White Drive, and stretching into the beach area, there is a swath of underutilized land shown by "B" on the first map. This area could be improved to provide additional shaded picnic grounds. With some grading, a section of it could provide an area for informal turf-based sports play. The area could also be used for future Aquarium expansion, using a green-roofed structure to preserve the recreational area.

**Utilities** All electric, telephone and similar utility lines should be underground in this location. Locked utility boxes should be available in key locations (possibly on the sides of structures or in other strategic locations) to provide electric power, telephone or internet service to various locations on the beach for special events.

Over time, the parking lot and roadway footprint in Cabrillo Beach should be reduced 4:1 over current space. This includes the parking lot along the breakwater the main parking lot between Salinas de San Pedro and the Cabrillo Aquarium. Part of this reduction may be achieved by the construction of a two-story parking lot north of the Cabrillo Aquarium and adjacent to the Ft. Mac Arthur bluffs, with the top of the parking lot as low below the bluff line as possible.

**Pavement & Pedestrian Paths** We are concerned that there is already too much pavement at Cabrillo Beach, and that some of the efforts to widen pedestrian paths with no further objectives may be either excessive or misguided.

There are two principle causes for choke points along the through beach-side walkway along Cabrillo's inner beach. The first is a lack of seating. There is an small embankment on the inland side of much of this concrete path. People sit along this embankment with their feet on the path and often with friends standing in the middle of the path facing them. There is a second small embankment where there sand drops away from the path on the beach side of the path. Sometimes people sit here, feet in the sand and back to the path. Though widening the pathways somewhat may help with this, so will providing more seating in picnic and other areas and reducing the grade difference. If the pathway is widened without reducing the grade differentials, this problems will continue.

The second are showers that are located immediately next to the pathway. People queue up for the showers along the pathway obstructing travel for people walking along the pathway. This situation can be best improved by moving the shower pads a little further from the pathway.

Starting at the White Drive entrance, and working past the Bathhouse and Aquarium and north along Shoshonean Road, we should supply three distinct tracks for the California Coastal Trail. One for pedestrians (who might not want to walk on a sandy beach), a second for cyclists and a third for joggers. A fourth track, or shared use, should be available for skaters. Of these, the jogging path would consist of hardpack, the other surfaces would be paved.

A pedestrian course which doesn't share the road with cars should be provided out to the breakwater. Since car traffic should be kept to a minimum on this route, it may be fine for it to be shared by bicycles and skaters. Over time, we should explore providing a fair-weather pedestrian route over the breakwater toward Angel's Gate. It is quite something to walk all this way to the Angle's Gate Lighthouse and could be an appealing draw to visitors.

**Open Space and Views** One of the important aspects of Cabrillo Beach is that it provides a lot of open space with unobstructed views. The expansion of picnic grounds, whether by shade trees or fixed structures, could interfere with the openness of the vistas from Cabrillo. Care should be taken in implementing these projects not to unnecessarily obstruct views or a sense of open skies. The Sierra Club opposes a permanent location for large ships (such as cruise ships) at the southwest edge of Kaiser Point (location "L" on the second map). We want to establish and preserve as open and natural a feel for views from Cabrillo as we can, and more importantly, to establish and preserve the integrity of a recreation area on as shown on the second map.

**Red Car.** The Red Car should be brought to Cabirillo Beach. There is some discussion as to the best location to put its southernmost terminus. In front of the Aquarium and in front of the Bathhouse have both been mentioned. The "T" on the map shows a possible Bathhouse location. There has been some thought that the Red Car should extend to the beginning of the fishing pier. Possibly the Red Car may only go as far south as the north end of Cabirillo Beach, by an expanded Salinas de San Pedro. At that location, the Red Car might drop off and pick up people at a grand, north-side entrance to the beach.

Bringing the Red Car further and further into Cabirillo Beach should be weighed against the cost and the benefits of doing so. The convenience of having it reach further into the beach also needs to be weighed against the service schedule and round-trip time, which gets impacted by longer and longer routes.

If the Red Car terminus is near a developed part of the beach, such as by the Aquarium, Bathhouse or a beach concession stand area, its stop has added utility. Perhaps the most utility would be had if the Red Car stopped at a concession area located near both the Aquarium and Bathhouse.

One other idea has been suggested, which is that the Red Car travel all the way out to the Angel's Gate Lighthouse — and that there is some additional small amenity at the lighthouse, such as a platform where people can sit between Red Car trips and taken in the scenery. This train to the lighthouse (or to nowhere), would certainly make for an interesting ride and possible visitor draw. However, it would take a lot of Red Cars attracting a lot of visitors to pay for an expensive proposition like this.

**Salinas de San Pedro** Salinas de San Pedro is to be expanded slightly and visitor access to the area is to be improved significantly. The facility is currently kept locked up and it is necessary to visit the Cabrillo Aquarium to get a key. Not many visitors know this, and it is a significant deterrent to visiting the area to have to go get a key. The area "walled off" with vegetation, much of it non-native, which also make it more difficult to see into the area and provides shelter for ferrule cats in an area where they can be especially problematic. Consistent security and with providing any screening that may be necessary for visiting birds, this area should be opened up and visitor access should be made easier.

Ferrule cats pose a significant problem in many beach areas. There are particularly high concentrations of ferrule cats near Salinas de San Pedro. A redesign of this facility that removes non-native landscaping and opens up the area may help reduce this problem.

**Inner Cabrillo Beach.** Even after the replacement of sand at Inner Cabrillo Beach (see second map), there is a problem with water quality in this location, and signs are occasionally placed here advising people not to swim. Removal of a jetty on the north side of the beach has been proposed and may improve water quality. If this fails to do so, it may be necessary to take additional measures to increase water circulation into this area.

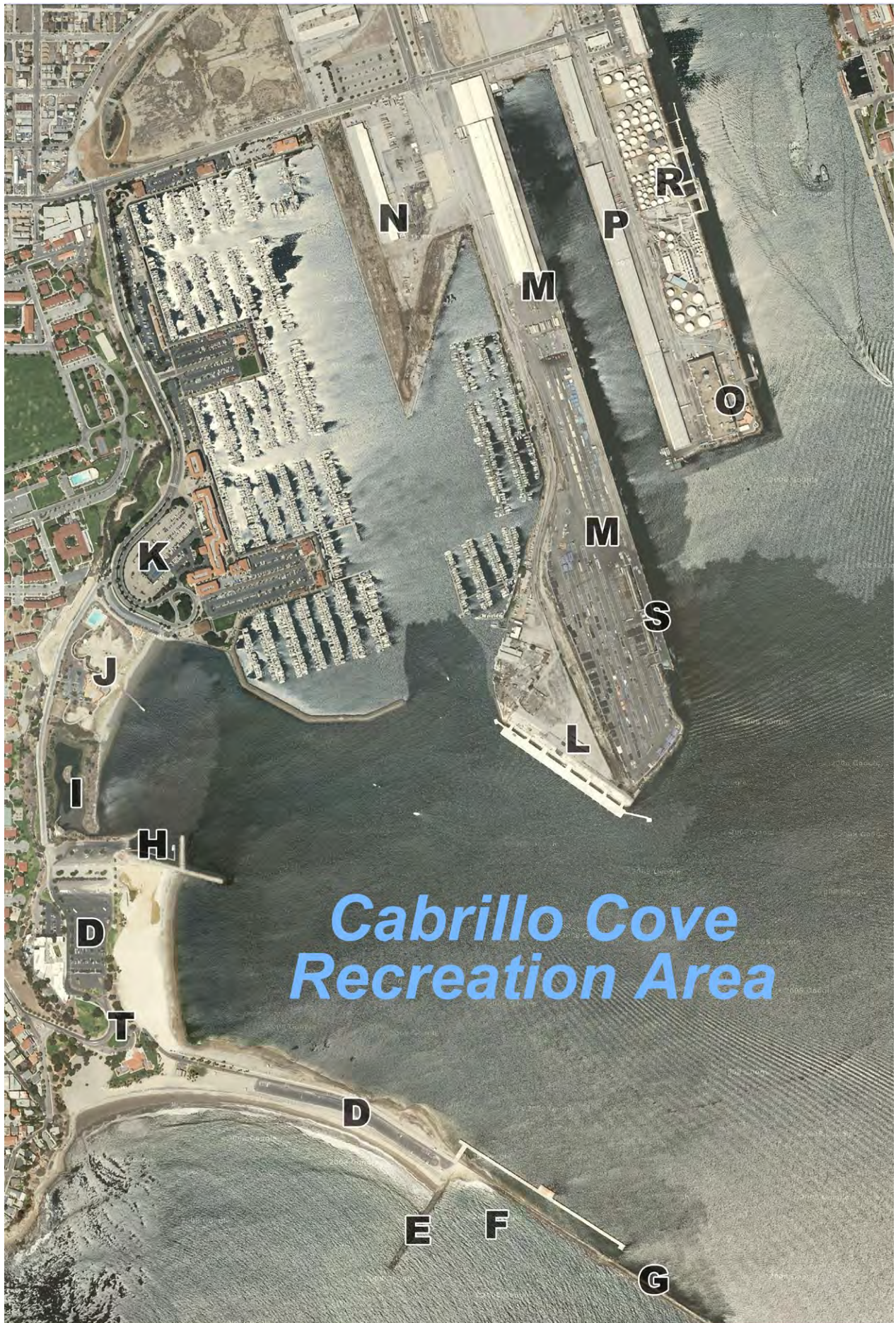


## Guide to Cabrillo Area Maps

SCHVTF2-61

The map above shows the Stephen M. White entrance to Cabrillo. The map on the next page shows the larger Cabrillo Beach and Marina area. The list below is the legend for the letters on the maps.

- A. Remove paved areas for better display of state of Cabrillo and to increase picnic areas and landscaping.
- B. Provide better use of underutilized land, possibly to expand picnic grounds or provide turf space for informal ball play.
- C. Reduce Stephen M. White entrance to Cabrillo to a limited-access driveway, normally only used by cyclists, pedestrians and emergency vehicles. This driveway may be opened for special events for car traffic.
- D. Reduce parking area and roadway footprint along breakwater and at inner beach. A small parking structure located next to the Cabrillo Aquarium, next to the bluffs (and not higher than them) could be considered. Part of the outer parking area might provide a first camping location for Coastal Trail hikers.
- E. The jetty could be moved to the south east, farther out along the breakwater. Either the current or new location, the jetty could be extended with a pier that provides a walk out into Pacific as a point of interest or for fishing.
- F. If the jetty is moved further out along the breakwater, a sandy, south facing beach could be expanded somewhat in this area.
- G. An above-the breakwater walkway could stretch out to the Angel's Gate Lighthouse. Depending on the design, the walkway may be closed due to inclement weather, heavy seas and unusually high tides.
- H. The boat launch is to be moved to another location, possibly leaving a reduced facility for small, non-motorized watercraft only.



**Cabrillo Cove  
Recreation Area**

- I. Salinas de San Pedro is to be expanded somewhat. Visitor access is to be improved markedly and should not need to be dependent on getting a key. Unnecessary obstructions to viewing the area should be removed, and non-native vegetation should be removed as well.
- J. The Youth Facility should be administered by a public agency and available to all. There is possibly some underutilized land around this facility that could be part of expanding Salinas de San Pedro to the north. Access to the beach adjoining this area should be kept limited. This area may be a second location to provide permit-only camping for California Coastal Trail hikers.
- K. This location is an existing flat parking lot. It should be built up, but not higher than the bluffs, to permit two or perhaps three levels of parking. A similar two-story treatment might be applied to some of the other nearby parking lots. Additional commercial space might be provided by building it over some of the other existing parking lots in this area. This location could be good Red Car stop on the way to Cabrillo Beach and could help bring people from parking to the beach and boost visitors to the hotel and adjacent businesses.
- L. The southwest berth at Kaiser Point could be used for visiting ships. This could be used on a temporary basis for cruise ships, during reconstruction of a cruise center near Vincent Thomas Bridge. After the rebuilt cruise center is opened, this area could accept an occasional cruise ship for special occasions, which may include an infrequent fourth cruise ship calling on the harbor at the same time. The Sierra Club opposes frequent calls on this location by large ships, to preserve the recreational integrity of the area. Park space has been proposed for this area as well.
- M. The two M's on the map designate an area where a Marine Research Center should be located and roughly a location where the Cabrillo boat launch should be located.
- N. This area should be used to expand marina facilities, providing for slips for more boats, including visiting boats. The area should also be used for providing a youth sailing facility. We believe that the current designs for Cabrillo Marina Phase II for this location are inappropriate.
- O. An adaptive reuse program should be established for Warehouse One. The warehouse also comprises a potentially valuable filming site.
- P. The old warehouses could be part of a Marine Research Center and could well be used for continued bulk-break operations.
- R. The old Westways site should be fully cleaned up and remediated, so that we are not constrained in its future use. We recommend this site for a possible fourth cruise terminal, with a watercut so the ships can pull out of the Main Channel.
- S. If there should ever be strong cause for a fifth cruise terminal, because calls on the first four cruise terminals are that frequent, the Sierra Club might consider placing a fifth cruise terminal at this location. We remain concerned, however, about the possible intrusion a ship at this location would have on the quality of recreation in the "Cabrillo Cove" area.
- T. The Red Car should be brought to Cabrillo Beach. Just how far into the beach area is a matter for study. Here, it is shown finishing between the Aquarium and Bathhouse.

# **Original Comment Letter on Segmentation**

For the record, here is the concerns we had expressed back in 2005.

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October 27, 2005

U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Branch  
c/o Dr. Joshua Burnham  
915 Wilshire  
Los Angeles, California 90017-3401

Dr. Ralph G. Appy  
Port of Los Angeles  
425 S. Palos Verdes Street  
San Pedro, Ca. 90731

Re: Scoping Comments on the Bridge to Breakwater Project and Waterfront Enhancement Project Segmentation

Dear Sirs,

The following comments on the Bridge to Breakwater project (B2B) are submitted on behalf of the Sierra Club - Harbor Vision Task Force.

The Sierra Club appreciates the opportunity to take part in the scoping process for the combined Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed B2B project and looks forward to commenting on the draft document for the project.

## **LAND USE AND PLANNING CONSISTENCY:**

The plan does not fit into (or it is not shown how it fits into) integrated, subregional and regional master planning for the area, including not only the port, but also the bay and adjacent neighborhoods. As such, the plan seems to pull some of its objectives out of a hat. What is the basis for a 50-50 split between open space and development? What master planning element or standard suggests that ratio? The B2B project must be consistent with the planning for the surrounding area. Inconsistencies must be disclosed and evaluated.

The EIR/EIS must analyze the project's consistency with all relevant community, city, and port planning. This includes the San Pedro Community Plan, the Wilmington Community Plan, Los Angeles Port Master Plan and all other applicable plans. The EIR/EIS must analyze how the project will conform to the Objectives and Policies of all the relevant plans.



### San Pedro Community Plan

The San Pedro Community Plan emphasizes the importance of coordinating development with the Port of Los Angeles. Goal 19 of the Community Plan includes “*minimizing* adverse environmental impacts to neighboring communities from port-related activities.” (emphasis added.)

Furthermore, Objective 19-2 of the Community Plan is to “Coordinate the future development of the Port with the San Pedro Community Plan, the Beacon Street Redevelopment Project, and development of the Central Business District of San Pedro.”

The EIR/EIS should analyze how the B2B project will comport with the goals set out in the San Pedro Community Plan. Specifically, the San Pedro Community Plan requires future development to address the inadequate transition between residential and commercial uses. See San Pedro Community Plan I-4. The EIR/EIS must analyze how the project will address this issue.

*Neighborhood Integration:* The San Pedro Community Plan also calls for a better-integrated relationship between San Pedro and the Port of Los Angeles. San Pedro Community Plan I-4. The realignment of Harbor Boulevard has the potential to segregate the San Pedro community from the recreational and commercial aspects of the B2B project. A six-lane highway will create a physical as well as psychological barrier between the residential areas of San Pedro and the recreational and commercial facilities of the project. The EIR/EIS must address how the project will fully integrate the existing San Pedro community and avoid cutting the community off with physical barriers.

*Transportation:* The B2B EIR/EIS must analyze the project’s consistency with the San Pedro Community Plan’s Goal 11 of developing a public transit system that improves mobility with convenient alternatives to automobile travel. The current master plan fails to adequately consider transportation options that might fall outside of the immediate plan area, so more environmentally sustainable options may be shut out. The EIR/EIS should also analyze how the B2B project will comport with the broad transportation objectives of the San Pedro Community Plan.

The EIR/EIS should consider consistency with other San Pedro Community Plan policies including, but not limited to: providing adequate landscaping and buffering in industrial areas, and providing more safe, public recreational water access.

### Port Master Plan

The EIR/EIS should address which aspects of the project will be inconsistent with the Port Master Plan (PMP) and thus will require consideration of amendments to the PMP. The EIR/EIS should discuss several alternatives to proposed amendments to the PMP.

### **INDIRECT ENVIRONMENTAL EFFECTS:**

The EIR/EIS should evaluate the indirect environmental effects of social and economic changes caused by the project. CEQA Guidelines section 15064 states:

“In evaluating the significance of the environmental effect of a project, the lead agency shall consider ... reasonably foreseeable indirect physical changes in the environment which may be caused by the project.”

Furthermore, CEQA Guidelines section 15131 states:

“An EIR may trace a cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes.”

See also *Citizens Association for Sensible Development of Bishop Area v. County of Inyo* (1985) 172 Cal.App.3d 151, 171 (concluding that an EIR should consider physical deterioration of downtown area to the extent such possibility is demonstrated to be an indirect environmental effect of the proposed project).

The B2B project has the potential to substantially affect the existing residential and commercial uses in San Pedro and thus affect the physical environment of San Pedro. For example, the project's new commercial facilities may draw patrons from existing San Pedro businesses causing an economic downturn in the area. Such a downturn may result in increased urban blight, a significant environmental effect on the aesthetics of San Pedro. The EIR/EIS should analyze such environmental effects caused by economic changes brought on by the project.

#### **NARROW PROJECT OBJECTIVES:**

Instead of providing broad planning goals, the B2B Plan sets forth very narrow project objectives. This approach to planning will likely prejudice the CEQA/NEPA process of analyzing alternatives to the project. For example, the development of two new cruise vessel berths is stated as part of the project's purpose of utilizing deep water in the port. However, by defining a project purpose as a particular type of development, the plan effectively forecloses any kind of meaningful alternatives analysis. This approach to project planning was rejected by the Seventh Circuit in *Simmons v. U.S. Army Corps of Engineers* (7th Cir. 1997) 120 F.3d 664, at page 666:

“One obvious way for an agency to slip past the strictures of NEPA is to contrive a purpose so slender as to define competing ‘reasonable alternatives’ out of consideration (and even out of existence).”

The court in *Simmons* went on to say:

“An agency cannot restrict its analysis to those ‘alternative means by which a particular applicant can reach his goals.’ [Citation]”

120 F.3d at 669. In addition to the cruise vessel berth objective, the objective of developing a single, continuous highway likewise confuses development components with project objectives.

The B2B EIR/EIS should avoid these planning mistakes and set the project's purposes from broader public master planning perspectives so that responsible agencies and the public may consider a meaningful range of genuine project alternatives.

#### **Cruise Terminal Serving Development**

The plan seems designed to set up commercial amenities that are desired by the cruise industry, but fails to state this goal explicitly. These narrow commercial objectives are another example of the plan putting the cart before the horse. Instead of deferring to industry-specific growth targets, the EIR/EIS should analyze the possibilities of commercial development from a broad, public policy perspective.

## **VAGUE PROJECT OBJECTIVES:**

Some of the plan objectives are poorly stated or vague. For example, the plan states that one of its CEQA objectives is to “develop the project area in an environmentally responsible and sustainable manner.” It is unclear from the plan what this objective means as applied to the project. What do the terms “environmentally responsible” and “sustainable” mean practically? Do they mean high-efficiency, green buildings, public transit-oriented development and habitat restoration?

The EIR/EIS should offer concrete options for environmentally responsible and sustainable development. The EIR/EIS should elaborate on how the project will be developed in a responsible and sustainable manner. The EIR/EIS should analyze the options of imposing energy standards on certain elements of the project such and requiring certain levels of public transit service.

*California Coastal Trail:* Furthermore, the plan’s treatment of the California Coastal Trail is inadequate. The plan states that the trail coincides with the Promenade. However, the Promenade is not continuous through the area, and does not have good connections to Coastal Trail routes shown as it enters and leaves the project area. The plan should spell out two routes for the trail, a coastline route and a direct route. It should state objectives features needed to make that trail viable, just as it has stated objectives features to make cruise terminal development viable.

As stated in CEQA Guidelines section 15125, an EIR “shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans.” The imprecision of several of the B2B plan’s objectives may make it more difficult for responsible agencies and the public to consider the project’s consistency with applicable local planning. The EIR/EIS should clarify these vague objectives as much as possible so that the environmental review process is transparent and effective.

## **HABITAT**

The EIR/EIS must analyze how the B2B project will affect the natural coastal ecological habitat in the project area and the surrounding area. The natural habitats of the port have been severely damaged over the years. The B2B project has the distinct potential to exacerbate this problem. However, applicable local plans as well as the Coastal Act mandate that natural ecological habitats be preserved and restored.

Several Coastal Act provisions mandate conservation and restoration of the natural ecological and scenic quality of the coastal zone.

Coastal Act section 30230: “Marine resources shall be maintained, enhanced, and, where feasible, restored.”

Coastal Act section 30231: “The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment ...”

Coastal Act section 30251: “The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas ... and, where feasible, to restore and enhance visual quality in visually degraded areas.”

Coastal Act section 30232: “Protection against the spillage of crude oil, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials.”

Continued negative impacts to natural habitat include damage to the Pacific Flyway, marine life, lost recreational opportunities, and the blighting of the viewshed through industrialization. In accordance with the above provisions of the Coastal Act, the EIR/EIS should analyze how the project will restore these damaged resources and preserve them for the benefit of wildlife and enjoyment by the public.

## **LOW-COST VISITOR AND RECREATION FACILITIES**

The EIR/EIS should analyze the ways in which the project will implement the Coastal Act’s goal of providing low-cost visitor and recreation facilities. Coastal Act section 30213 provides:

“Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational facilities are preferred.”

The project maps seem to outline many high-cost objectives such as high-rise hotels. We question the propriety of such developments in light of the mandate of Coastal Act section 30213. The EIR/EIS should analyze how such high-cost developments will serve the purposes of 30213 and how they may influence other parts of the project in the same context.

### Environmental Justice

It is a matter of concern that communities that are adjacent to commercial ports, such as East San Pedro, South Wilmington, and West Long Beach, rely on ports’ harbor commissions to regulate and protect the nearby coastal areas. Whereas communities that are far from commercial ports, such as Malibu, Santa Monica, and Santa Barbara, enjoy the protection of the Coastal Commission for their coastal areas.

The respective institutional mandates of the harbor commission and the Coastal Commission result in great disparity between the protection afforded to the different sets of communities. Residential property values along almost all of the California coast are firm, except near commercial container ports. There, real estate prices drop quickly as the port (or its more industrial area) is approached. The neighborhoods nearest the ports tend to be low-income, minority neighborhoods, often with lower concentrations of English speakers.

It appears that the current regulatory regime offers better protection to individuals living further from the ports than to those living closer to them. The EIR/EIS should address how the project and the harbor commission will deal with this disparity in environmental justice and how the project will afford equal protection to the neighbors of the project as is afforded to residents in other coastal communities. In this connection, the EIR/EIS drafters should keep in mind that the greater the existing environmental problems and degradation are, the lower the threshold should be for treating a project’s contribution to cumulative impacts as significant. (See *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4<sup>th</sup> 98, 118-120; see also *Kirkorowicz v. California Coastal Comm.* (2000) 83 Cal.App.4<sup>th</sup> 980, 995 (the level of degradation of wetlands is not a reason to downplay a project’s adverse, wetlands impacts; failure to protect wetlands on the grounds that they are “already” degraded “would encourage developers to find threats and hazards to all wetlands located in economically inconvenient locations.”).)

## **COMMUNITY DIVISION**

The B2B NOP states that the project will have a “less than significant impact” with respect to division of an

established community. However, this is based on the erroneous premise that the existing waterfront is not part of the San Pedro Community. The San Pedro community consists of all its parks, bluffs, beaches, and waterfront.

The realignment of Harbor Boulevard will create a significant physical and psychological barrier between the residential areas of San Pedro and the waterfront facilities. The San Pedro Community Plan calls for a better-integrated relationship between San Pedro and the Port of Los Angeles. San Pedro Community Plan I-4. The realignment of Harbor Blvd. has the potential to segregate the San Pedro community from the recreational and commercial aspects of the B2B project.

The EIR/EIS must address how the project will fully integrate the existing San Pedro community and avoid cutting the community off with physical barriers.

## **PROJECT SEGMENTATION**

### Cumulative Effects

Should the Waterfront Enhancement Project (WEP) not be evaluated in concert with the B2B project? Presently, the WEP is being evaluated on the basis of a mitigated negative declaration. However, it appears that the WEP is actually just a component of the larger B2B project and the characterization of the WEP as a separate undertaking seems improper project segmentation.

CEQA requires that agencies evaluate the *whole* of a project so that “environmental considerations do not become submerged by chopping a large project into many little ones--each with a minimal potential impact on the environment--which cumulatively may have disastrous consequences.” (*Bozung v. Local Agency Formation Com.*, *supra*, 13 Cal.3d at pp. 283-284.)

It is imperative that the EIR/EIS evaluate the environmental effects of the WEP in concert with the effects of the B2B. The WEP may alter the nature of the baseline from which the B2B is evaluated so as to obfuscate the true impact of the two projects on the environment.

### Foreclosing of Project Alternatives

Furthermore, it appears that certain elements of the WEP will create prejudicial momentum in favor of certain aspects of the B2B project. Specifically, the parking lot/open space structure at the south end of 22<sup>nd</sup> Street in San Pedro is of concern. The WEP MND shows green space here, and a very wide pedestrian path and parking lots. The footprint of these features corresponds uncannily to other development features in the B2B plan. The pedestrian path follows the subsequent realignment of Harbor Boulevard (which would eliminate the bottom of 22<sup>nd</sup> Street).

It appears that the structure at the end of 22<sup>nd</sup> Street is a mere place-holder for future development under the B2B plan. Such methods of piecemeal planning foreclose the opportunity for meaningful alternatives consideration. The proposed shape in the WEP for the 22<sup>nd</sup> street structure seems to anticipate the proposed open space and commercial development in the B2B plan. Consequently, development of the B2B will be predisposed to follow the pattern set out by the WEP, and thus the WEP actually creates a more significant impact than if it is considered in isolation. The kind of piecemeal environmental evaluation that will result from this situation was rejected in *City of Antioch v. City Council of the City of Pittsburg* (1986) 187 Cal. App.3d 1325, where the development of a segment of highway was determined to influence and facilitate future development:

“ ‘Construction of the roadway will have a cumulative impact of opening the way for future development.’ The location and design of the road and appurtenant sewage and water distribution facilities will strongly influence the type of development possible.”

187 Cal.App.3d 1325, 1335. The court declined to consider the highway segment “in isolation from the development it presage[d],” ( at 1336) and ordered the city to consider the cumulative effects of the road segment and the future development which it would facilitate.

For these reasons, we request that the MND for the WEP project be withdrawn, and that the B2B-related development in the WEP be evaluated in the B2B EIR/EIS.

Thank you very much for your consideration and attention to our concerns.

Sincerely,

LAW OFFICES OF FRANK P. ANGEL

Matthew Heerde

Completing the  
**California**  
**Coastal Trail**



# Completing the California Coastal Trail



DON NIERLICH



**January 2003**

This report is prepared pursuant to Chapter 446, Statutes of 2001.





Gray Davis, Governor

Mary Nichols, Secretary for Resources

### **Members of the Coastal Conservancy**

Paul Morabito, Chairman

Larry Goldzband, Vice-Chairman

Tim Gage, Director of Finance

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Assemblymember Christine Kehoe

Sam Schuchat, Executive Officer

State Coastal Conservancy

1330 Broadway, Suite 1100

Oakland, CA 94612

(510) 286-1015



January 31, 2003

To the Members of the Legislature:

This report is submitted pursuant to Senate Bill 908 of 2001.

***Completing the California Coastal Trail*** provides a strategic blueprint for a recreational facility that will have lasting value for California. The Coastal Trail will enable Californians to enjoy our coastal treasures and will attract visitors from around the world. The costs of accomplishing this are reasonable and the benefits manifest.

I believe that continuing investment in public access to California's coastline and parks is essential to maintain and improve our quality of life. As the State's population continues to grow, more recreational facilities will be needed; well-designed hiking, biking, and equestrian trails provide urban residents with opportunities to enjoy nature without imperiling sensitive habitat areas. State bond funds approved by California voters in 2000 and 2002 should enable the Coastal Conservancy, State Parks, the Wildlife Conservation Board, and other State agencies to complete many of the needed improvements within the next few years.

The California Coastal Trail is a concept that has captured the imagination of public officials at all levels of government. Inherent in a project of this scope, substantial physical and administrative obstacles lie ahead; we look forward to working with our State, local, and federal partners and the private sector to meet these challenges. In doing so, the support that this project has received from local community groups should be rewarded with an implementation program that reflects the highest quality of design and environmental protection.

We greatly appreciate the assistance provided to this planning effort by the many local volunteers associated with Coastwalk, and for the collaboration of our colleagues at State Parks and the Coastal Commission.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Sam Schuchat".

Sam Schuchat  
Executive Officer

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# Preparing This Report

**T**HE LEGISLATURE AND the Governor directed the Coastal Conservancy, through SB908 of 2001, to report on a proposed trail that would stretch 1,300 miles along the entire California coast, across dozens of political jurisdictions, and to develop that report within a thirteen-month period (by January 31, 2003).

To meet this challenge, the Conservancy relied principally on two sources of information: (1) the Local Coastal Programs adopted by 60 local governments, further elaborated through interviews with staff members of these local agencies and the Coastal Commission; and (2) the two-volume *Hiking the California Coastal Trail* (by Bob Lorentzen and Richard Nichols) developed by the non-profit organization Coastwalk, Inc., and further elaborated through many site visits conducted by Coastwalk volunteers.

The collection and initial analysis of this information was principally conducted by Coastal Conservancy staff and mapped under the management of the Technical Services Division of the California Coastal Commission.

To evaluate policy issues regarding development of the Coastal Trail, and to develop recommendations regarding priority actions necessary to complete the trail, staff members of the Coastal Conservancy, the State Parks Department, and the Coastal Commission have worked in on-going consultation with the staff and board members of Coastwalk. This group met monthly during 2002 to oversee the production of this report.



DON NIERLICH



DON NIERLICH

*The Coastal Trail Working Group*

# Goals for the California Coastal Trail

**A**S AN INITIAL STEP in defining what will be required to complete the Coastal Trail, the “Coastal Trail Working Group” (Coastal Conservancy, State Parks, Coastal Commission and Coastwalk, Inc.) agreed on the following:

## Definition of the California Coastal Trail

A continuous public right-of-way along the California coastline; a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of nonmotorized transportation.

## Objectives in Completing the California Coastal Trail

1. Provide a continuous trail as close to the ocean as possible, with connections to the shoreline (“vertical access”) at appropriate intervals and sufficient transportation access to encourage public use.
2. Foster cooperation between State, local, and federal public agencies in the planning, design, signing, and implementation of the Coastal Trail.
3. Increase public awareness of the costs and benefits associated with completion of the Coastal Trail.
4. Assure that the location and design of the Coastal Trail is consistent with



RICHARD NICHOLS

*Hikers at Klamath River Overlook, Del Norte County*



CARLA CHENAULT

*Pfeiffer Beach, Big Sur*

the policies of the California Coastal Act and local coastal programs, and is respectful of the rights of private landowners.

5. Design the California Coastal Trail to provide a valuable experience for the user by protecting the natural environment and cultural resources while providing public access to beaches, scenic vistas, wildlife viewing areas, recreational or interpretive facilities, and other points of interest.
6. Create linkages to other trail systems and to units of the State Park system, and use the Coastal Trail system to increase accessibility to coastal resources from urban population centers.



LINDA HANES

*Fort Ross, Sonoma County*

# A Brief History of the California Coastal Trail

**T**HE COAST OF CALIFORNIA has been used as a trail for as long as people have inhabited the land. Native tribes residing near the coast on a permanent or seasonal basis used the readily accessible beaches and coastal grassland bluffs as transportation and trading routes, and many subsequent visitors have trod those same paths.

The Portolá expedition of 1769 marked the first overland journey by Europeans along the California coast. This was followed a few years later by the de Anza expeditions. This latter effort is now commemorated by the Juan Bautista de Anza National Historic Trail, which shares part of its route with the Coastal Trail. In 1910 and 1911, J. Smeaton Chase explored the California coast on horseback. His record of this journey, published as *California Coast Trails*, describes the pleasure of traveling “within sight of the sea and within sound of its wise, admonitory voice.” More recently, in 1996, a determined band from the nonprofit group Coastwalk hiked the entire California coast to demonstrate that it was possible to do so despite many impediments.

In 2003, Coastwalk members plan to repeat this feat, again hiking the whole coast from Oregon to Mexico.

Policy makers and coastal managers have long planned for a continuous coastal trail in California. The Coastal Act of 1976 required local jurisdictions to identify an alignment for the California Coastal Trail in their Local Coastal Programs. In 1972, Proposition 20 provided that “A hiking, bicycle, and equestrian



*Red Hill Trail, Sonoma County*

DON NIERLICH



*Coastwalk Whole Coast Hike, 1996*

RICHARD NICHOLS



COURTESY OF THE MANHATTAN BEACH HISTORICAL SOCIETY

*Early Manhattan Beach Pier*

trails system shall be established along or near the coast” and that “ideally the trails system should be continuous and located near the shoreline.”

The California Coastal Trail was designated California's Millennium Legacy Trail in 1999 by Governor Davis and the White House Millennium Trail Council, encouraging federal agencies to assist in developing it.

State legislation in 2001 aimed at a focused effort to complete the Coastal Trail. Assembly Concurrent Resolution 20 (Pavley) declares the Coastal Trail an official state trail and urges the Coastal Commission and Coastal Conservancy to work collaboratively to complete it. Senate Bill 908 (Chesbro) charges the Coastal Conservancy, in cooperation with the Coastal Commission and State Parks Department, to submit to the Legislature a plan that describes how the Coastal Trail may be completed by 2008.



MARC BEYELER

*Present-day Manhattan Beach Pier*



# Perspectives on Designing the Coastal Trail

## ***What Should the Coastal Trail Be?***

**RICHARD NICHOLS**

*Executive Director, Coastwalk*

**P**ASSAGE OF SB 908, the Coastal Trail bill, was preceded by almost 20 years of advocacy by Coastwalk. Coastwalk brought this vision into public awareness by introducing people to the California Coastal Trail and the wonders of the coast with hiking and camping excursions in all 15 coastal counties. The task of Coastwalk, a non-profit citizens' organization, has been to educate the public, elected officials, and state agencies in the values and benefits of a continuous trail along the state's entire shoreline.

Hikers find inspiration and pleasure in walking a simple path along an interesting route. Coastwalk envisions a 1,300-mile hiking trail linking California's northern and southern borders through some of the planet's great landscapes; a trail that will extend along beaches, bluffs, and roadsides, through ancient redwood forests, over sand dunes, mountains, and cactus-covered hillsides, through towns, cities, parks, and historic sites. Respecting and protecting the terrain, the California Coastal Trail will vary widely, according to the character of the landscape and the built environment. In many areas it will be a path for hikers and equestrians through wilderness and along beaches; in other areas it will be a paved, urban pathway,



LINDA HANES

*Sonoma State Beach*

accessible to bicyclists, skaters, wheelchair riders, and others using nonmotorized transportation. It will be a braided trail in many places, designed as a cohesive system to accommodate many people and different uses.

The uniqueness of the California Coastal Trail derives from its proximity to the sea. The seashore offers openness and a sense of space that will encourage people to leave cars behind and explore this rare environment on

foot. The Coastal Trail will rival any long-distance trail in the world for scenic beauty, diverse landscapes and interesting locations.

Whether strolling along the Venice Beach boardwalk or contemplating a sunset from a secluded beach on the north coast, people who use the trail will enjoy and respect this fragile and unforgettable coastline, and wish to conserve it for future generations.



STEVE HORN

*East Beach Coastal Trail, City of Santa Barbara*

## ***Principles for Designing the Coastal Trail***

**LEE OTTER**

*Central Coast District, California Coastal Commission*

**LINDA LOCKLIN**

*Coastal Access Program, California Coastal Commission*

**T**HE COASTAL COMMISSION and local communities have been working since 1972 to increase public access to the shoreline. Many, many opinions have been expressed regarding the appropriate design of public access facilities, and many proposals have been put forward for the establishment of a single set of standards for public trails along the California coast. These suggested standards generally address such topics as trail width, surfacing, setbacks from the edge of the coastal bluff, trail furniture, signing, and necessary accommodations for the needs of various user groups. The topic that seems to stimulate the most heartfelt and animated discussions, however, is the trail alignment, namely, just where should the trail go?

To answer this question in regard to the Coastal Trail we must know what user groups the trail will be designed to accommodate: hikers? bicyclists? mountain bikes or road bikes? people in wheelchairs? equestrians? We must also consider seasonal variations, such as beaches that are narrower in winter, nesting season for snowy plovers and least terns, and the elephant seal migration.

In the case of the Coastal Trail, existing development patterns or other constraints along some parts of the coast may dictate that more than one user mode will be obliged to share a single-trail alignment. But in areas that are subject to intensive use, experience has



DEWITT JONES

taught us that parallel tracks may be needed to accommodate different modes and to minimize conflicts. Experience has also shown us that if the trail is to be accepted and supported by our coastal communities, it must be adapted to local circumstances and sensibilities. One size does not fit all, nor would any single standardized model work for the entire Coastal Trail.

Therefore the Coastal Trail will be comprised of many differing segments,

each with its own character, reflecting the great diversity and variety found among our coastal communities. The trail also needs to be adaptable to environmental constraints, which may vary immensely over the course of a year. The challenge is to provide an orderly alignment to the trail system while at the same time allowing for community individuality. Thus, to assure a consistent high level of quality and connectivity throughout the length of the state, common principles are needed.

To meet this need, and to provide a framework for the task of identifying the route of the trail, Coastal Commission staff has drafted a set of Coastal Trail alignment principles, based on shared values. These principles are: proximity to the sea, connectivity, integrity, respect, and feasibility. Each of these principles, explained below, is based on the following premise:

The Coastal Trail is not a single designated pathway spanning the length of California's shoreline. It should be envisioned as a yarn comprised of several different but roughly parallel threads—here widely separated, there drawn together—with each thread being a particular trail alignment or trail improvement that responds to a specific need or accommodates a particular purpose. One thread may be for beach walkers, another for bicyclists, another may be merely an interim or temporary alignment, or may be placed where it is because of topography, land ownership, or natural barrier. Some threads may be seasonal paths to detour around a snowy plover nesting site, circumvent a sprayed agricultural field, or bypass winter high water where a fast-flowing river cuts a barrier across the beach. Yet when we step back, we can see that all the threads form a coherent whole.

The following principles of alignment would apply to all of the different components of the California Coastal Trail:

### **Proximity**

Wherever feasible, the Coastal Trail should be within sight, sound, or at least the scent of the sea. The traveler should have a persisting awareness of the Pacific Ocean. It is the presence of the ocean that distinguishes the seaside trail from other visitor destinations.

### **Connectivity**

The trail should effectively link starting points to destinations. Like pearls on a string, our parks, ports, communities, schools, trailheads, bus stops, visitor attractions, inns, campgrounds, restaurants, and other recreational assets are strung along the edge of our coast. They are already connected by roads, streets, and highways. Our challenge is to create alternative non-automotive connections that are sufficiently appealing to draw travelers out of their automobiles.



CARLA CHENAULT

*Coastal Trail at Moonstone Beach, San Luis Obispo County*



JOHN BRENNAN



ROBERT BUJTEMAN

## **Integrity**

The Coastal Trail should be continuous and separated from motor traffic. Continuity is vitally important: if a chain is missing a link, it is useless. Where such separation is absent, the safety, pleasure, and character of the trail are impaired. Appropriate separation can take many forms. Substantial horizontal distance is generally the most desirable, thus avoiding the sight, sound, and scent of the internal combustion engine. Separation is also possible through vertical displacements of gradient, underpasses, vegetative buffer strips, barrier rails, and other means.

## **Respect**

The trail must be located and designed with a healthy regard for the protection of natural habitats, cultural and archaeological features, private property rights, neighborhoods, and agricultural operations along the way. Manmade features such as boardwalks, guidewires, and fencing can be used to protect wetlands, dunes, archaeological sites, and agricul-

tural fields. Screening fences and vegetative barriers not only protect residential privacy but may also minimize disturbance of sensitive bird habitats.

Respect also requires understanding that this trail will exist in a context of other trail designations, including the Pacific Coast Bike Route, Humboldt Bay Trail, Lost Coast Trail, San Mateo Coastside Trail, Monterey Bay Sanctuary Scenic Trail, Santa Monica Mountains Backbone Trail, Los Angeles South Bay Bicycle Trail, etc. Providing a clear identity for the Coastal Trail on maps, signs, and brochures should not compete with or displace these existing trail identities. Where the Coastal Trail alignment incorporates or is a component of these other trails, the Coastal Trail should be no more than a concurrent designation.

## **Feasibility**

To achieve timely, tangible results with the resources that are available, both interim and long-term alignments of the Coastal Trail will need to be identified.

# What Would Be the Public Benefits of Completing the Coastal Trail?

**O**UTDOOR ACTIVITIES are engrained in the culture of California and are a key attraction to the 300 million people who make California the “most visited state in America.” The completed California Coastal Trail will be a state resource and a national treasure. Because of the diversity of the California coast, this trail will draw a far more varied mix of visitors than is usually found among trail enthusiasts.

Long-distance trails provide far-reaching benefits to the communities through which they pass. Trails have significant, well-documented quality-of-life benefits to health, the economy, and the environment.

## **Economic Benefits**

Studies indicate that trails are an economic boon for communities.

The American Hiking Society's fact sheet, *The Economic Benefits of Hiking*, states, “In the year 2000, almost one-third of Americans, that's 67 million people, went hiking. The USDA Forest Service is predicting a steep increase in backpacking and hiking . . . over the next 50 years.” The report goes on to say, “communities are recognizing the economic, social, and health benefits of trails and hiking . . . [and] Revenues generated from trail-related recreation and sports activities provide substantial income and employment opportunities.”



Venice Beach Boardwalk

DON NIERLICH

Many studies support these conclusions:

- In 2000 Americans spent \$213 million on hiking boots, \$284 million on backpacks, \$78 million on tents, and \$86 million on sleeping bags, according to the American Hiking Society.
- Recreational trails were described as the second-most-important community amenity in a 2002 survey of potential home purchasers conducted by the American Association of Homebuilders, and a 1995 study by American Lives, Inc. found that homebuyers rated proximity to walking and bicycle paths as the third-most-important factor in choosing a home.
- A 1995 survey of real estate agents in the Denver metropolitan area indicated that 73 percent of the agents believed that a nearby recreational trail would make it easier to sell a home.
- A study in Boulder, Colorado indicated that the average value of a home adjacent to a park area with trails would be one-third greater than the value of the same property 3,200 feet away from the park.
- In a 1998 National Park Service survey, 61 businesses located along the 35-mile Missouri State Trail reported that the trail was having a positive effect on their business.

The California Coastal Trail promises to deliver the benefits indicated in these studies. On the rural north coast, where traditional resource-dependent economies are in decline, scenic and open-space values are high and tourism is on the rise. Long-distance trails serve to attract visitors who will spend money at restaurants, hotels, campgrounds, retail stores, and movie theatres.

In the more urban coastal communities of central and southern California, public beaches and scenic open space enhance the quality of residential life and help to provide a competitive edge in the effort to attract new employers. The commercial tourism industry in these areas, already a strong component of regional economies, is also strengthened by continuing public investment in accessible recreational amenities.

### **Environmental Protection and Enhancement**

If well-designed and managed, the California Coastal Trail can be a powerful tool for conserving the environment, protecting habitat, and providing public access to natural areas in the coastal zone.

- Trails provide corridors for animals to travel between protected habitat areas.
- Established, marked trails help to channel human use so as to minimize impacts, enabling people to experience environmentally sensitive areas without damaging those resources.



PHILIP SADLER

*A trail designed to protect sensitive habitat*

- Bringing people into closer contact with natural resources will foster an appreciation of environmental values and provide opportunities to encourage environmental stewardship through interpretive programs and trailside materials.
- By encouraging nonmotorized transportation, trails may reduce the release of carbon dioxide and other pollutants. (Over one year, substituting human-powered transportation for two miles of daily driving will spare the air of 730 pounds of carbon dioxide emissions.)
- Development of the Coastal Trail will be subject to all regulatory requirements of the California Coastal Act, assuring an appropriate balance between public use and the protection of sensitive natural resources.



*Lupine, Sonoma County*

DON NIERLICH

## Quality-of-Life Benefits

### Recreation

The noun “recreation” is defined as “refreshment of one’s mind or body through some activity that amuses or stimulates.” The verb “recreate” is defined “to refresh mentally or physically.” For millions of people these definitions convey the very reason they use trails. Hiking and other forms of outdoor activity have an immediate and positive effect on physical, mental, and spiritual well-being.

Pleasant surroundings such as greenways, parks, and tree-lined streets in cities, and open space, farms, parks, and wilderness areas in the country, only heighten these benefits. Human desire to actively connect with nature not only benefits human well-being, but benefits the lives and habitats of other creatures. Aldo Leopold said in *A Sand County Almanac*, “When we see land as a community to which we belong, we may



*Free recreation for children, youth, and adults along Venice Beach*

DON NIERLICH



begin to use it with love and respect.”

Trails lead many people to the idea that we humans must save the land and all the creatures on it.

Recreational activities also benefit communities. They enhance a community’s sense of place, strengthen families, build support for parks and trails, add to economic diversity and health, and lower the cost of skyrocketing health care.

Recreation, then, has a much deeper meaning than just “having fun.” Recreation contributes to personal health and encourages respect for nature. People are happier; communities are stronger.

People who love the coast come to respect its fragile beauty, people who walk the coast want to share it with others in an environmentally sensitive way, and the Coastal Trail can inspire these sentiments.

### **Transportation**

The concept of using trails for transportation—moving oneself or things from one place to another—rather than for recreation, is not readily understood or accepted in a culture dominated by the automobile. We as a culture have drifted away from the idea of using our own energy instead of fossil fuel to transport ourselves. Polls have shown that many people would bike to work if trails existed. Studies have indicated that half of all trips are for three miles or under. If we as a society turn from the regular use of the automobile and either walk or ride to work, our health will improve, stress related to traffic congestion will drop, air quality will improve, we will have less reliance on fossil fuels, and we will save money by using our own bodies instead of automobiles.



STEVE HORN

*Bicycling on the Coastal Trail in Los Angeles County*

## Public Health Benefits

A multitude of scientific studies prove that regular exercise is good for mind and body. The American Heart Association suggests that a vigorous 30 to 60 minute walk three or four times a week can help to control weight, prevent heart disease, decrease hypertension, relieve stress and depression, slow the aging process, prevent and control diabetes, improve arthritis and relieve back pain. It is surprising to learn that in spite of this conclusive evidence only about fifteen percent of American adults participate in even moderate regular exercise.

Simply put, it is invigorating and energizing to be in nature. As Francesca Lyman writes in an article in the Trust for Public Land's *Land and People* magazine, there is "a growing body of evidence in a variety of disciplines—from biology to environmental psychology to landscape architecture—that natural surroundings may make us humans healthi-

er, and maybe even happier and smarter." This connection between trails, nature, and health, as embodied in the Trails and Greenways movement to create greenways in and around cities, has been understood by outdoor adventurers and "nature lovers" for years.

Now, through improving accessibility to coastline trails, there is an opportunity for many more people to experience these healthful benefits. In a society in which many people are overweight and chronic illness such as heart disease is rising, a lack of convenient access to recreational opportunities is commonly cited as a barrier to regular exercise. The Coastal Trail will be close to millions of homes and workplaces and it can provide a low-cost exercise alternative to indoor fitness facilities. Along with the many other trails systems that are slowly growing, the Coastal Trail can make a significant contribution to encouraging physical fitness and reducing public health costs.

# What Would Be the Public Costs of Completing and Operating the Coastal Trail?

**T**HE CALIFORNIA COASTAL Trail will offer experiences that range from a stroll on a sandy beach to roller skating on a concrete esplanade; and from a horseback ride through deep forest to a hike along a barren bluff. To provide these public recreational experiences a variety of financial commitments are required, including both one-time capital outlay for acquisition of new rights-of-way, construction of a variety of trail surfaces, installation of directional and interpretive signs, improvements to numerous public highways, etc., and ongoing expenditures for supervising public use of these facilities and planning for their maintenance and repair.

While the costs of specific trail improvement projects will vary from site to site, by comparison with the known costs of recent acquisition and trail improvement projects it is possible to provide a reliable estimate of the total capital outlay costs necessary to complete the Coastal Trail in accordance with the recommendations made in this report.

## **Acquisition and Construction**

For the purpose of providing a planning estimate, the principal capital outlay costs of completing the Coastal Trail may be described for the following categories:



KEN MCKOWEN

*The California Conservation Corps works on wilderness trails.*



PEETER VILMS

California Conservation Corps workers construct trails throughout the state.

- **Acquisition of new right-of-way for nonmotorized trails**, including both (a) fee title acquisitions and (b) acquisition of trail easements only;
- **Construction of new trails**, including both (a) hard-surface, all-weather, fully accessible pathways and (b) rural trails of lesser surfacing and utility;
- **Improvements to highway shoulders** to enable nonmotorized traffic to use these routes safely;
- **Installation of signs**, for directional and interpretive purposes; and
- **Planning, design, environmental analyses, and permitting** for all of the above.

These categories do not take into account unique conditions that may add substantially to the cost of completing the trail, or the indirect costs of recreational support facilities that may be associated with trails. These would include the **construction of urban waterfront esplanades** for high-volume traffic areas; the **construction of bridging, stairways, boardwalks, raised embankments, etc.**, that may be needed to provide trail continuity in difficult topographic conditions or areas of unusual environmental sensitivity; and the **construction of parking facilities, restrooms, and other access support amenities**. Even for planning purposes, these extraordinary costs cannot be estimated with any

degree of accuracy in advance of specific project designs.

Figure 1 (below) indicates the estimated number of miles within each county for which capital improvements would be required in order to complete the trail as recommended in this report.

Figure 2 (following page) indicates the estimated cost of carrying out each category of activity. A range of costs has been provided for each category of capital outlay activity, reflecting the variety of circumstances along the 1,300 mile trail route. These cost estimates have been derived from actual Coastal Conservancy project expenditures representative of each type of action, adjusted for inflation to current dollars. Estimated costs of “land acquisition” assume the purchase of public trail rights-of-way only, whether

by easement or fee title, not the total cost of acquiring larger coastal parcels.

These are rough estimates of capital outlay costs, for planning purposes. Reflecting that, a range of costs has been provided. More accurate cost estimates would require the completion of site-specific studies—whether appraisals of property or designs and environmental analyses for construction—beyond the scope of this report. Nonetheless, some basic conclusions may be drawn about the capital outlay costs of completing the Coastal Trail:

- Given the sensitivity of the Coastal Trail route, costs of planning, design, environmental analysis, and permitting will be substantial, and at many sites may exceed the costs of physical construction.

**Figure 1. Improvements Needed to Complete the Coastal Trail: Estimated Linear Miles by County**

County	Highway Corridor Improvements	Acquisition/ Construction on Private Lands	Construction on Public Lands	Current Improvements Adequate	Totals
Del Norte	4 miles	4 miles	17 miles	46 miles	71 miles
Humboldt	3 miles	50 miles	9 miles	92 miles	154 miles
Mendocino	54 miles	25 miles	7 miles	41 miles	127 miles
Sonoma	26 miles	7 miles	4 miles	25 miles	62 miles
Marin	17 miles	9 miles	66 miles	58 miles	150 miles
San Francisco	—	—	2 miles	9 miles	11 miles
San Mateo	21 miles	14 miles	33 miles	18 miles	86 miles
Santa Cruz	6 miles	20 miles	10 miles	7 miles	43 miles
Monterey	22 miles	20 miles	53 miles	34 miles	129 miles
San Luis Obispo	—	44 miles	7 miles	43 miles	94 miles
Santa Barbara	37 miles	31 miles	3 miles	17 miles	88 miles
Ventura	21 miles	—	6 miles	25 miles	52 miles
Los Angeles	22 miles	5 miles	25 miles	34 miles	86 miles
Orange	11 miles	3 miles	3 miles	28 miles	45 miles
San Diego	1 miles	37 miles	—	71 miles	109 miles
<b>TOTAL</b>	<b>245 miles</b>	<b>269 miles</b>	<b>245 miles</b>	<b>548 miles</b>	<b>1307 miles</b>

**Figure 2. Estimated Capital Outlay Costs to Complete the Coastal Trail, by County  
(Estimate in Thousands of Dollars)**

County	Highway Corridor Improvements <sup>1</sup>	Acquisition of New Right-of-Way <sup>2</sup>	Trail Construction			Totals <sup>6</sup>	
			Hard Surface <sup>3</sup>	Rural <sup>4</sup>	Signing <sup>5</sup>		
Del Norte	\$600	\$200	\$1,900	\$6,500	\$1,200	\$60	\$10,260
Humboldt	\$500	\$2,200	\$22,500	\$22,400	\$700	\$140	\$46,240
Mendocino	\$8,100	\$1,100	\$11,300	\$1,200	\$3,800	\$70	\$24,470
Sonoma	\$3,900	\$300	\$3,000	\$500	\$3,900	\$60	\$11,360
Marin	\$2,600	\$400	\$3,900	\$6,900	\$9,700	\$170	\$23,270
San Francisco	—	—	—	\$900	\$50	\$10	\$960
San Mateo	\$3,200	\$600	\$6,400	\$5,900	\$1,800	\$50	\$17,350
Santa Cruz	\$1,000	\$900	\$9,100	\$4,700	\$3,200	\$60	\$18,060
Monterey	\$3,300	\$900	\$9,100	\$20,200	\$5,800	\$160	\$38,560
San Luis Obispo	—	\$2,000	\$20,000	\$3,200	\$5,700	\$100	\$29,000
Santa Barbara	\$5,600	\$1,400	\$14,000	\$6,000	\$2,500	\$60	\$28,160
Ventura	\$3,200	—	—	\$2,400	—	\$20	\$5,620
Los Angeles	\$3,400	\$200	\$2,100	\$20,600	\$100	\$100	\$26,300
Orange	\$1,600	\$200	\$1,600	\$6,700	—	\$40	\$9,940
San Diego	\$200	\$1,600	\$16,500	\$15,200	—	\$100	\$32,000
<b>TOTAL</b>	<b>\$37,200</b>	<b>\$12,000</b>	<b>\$121,400</b>	<b>\$123,300</b>	<b>\$38,450</b>	<b>\$1,200</b>	<b>\$321,550</b>

Notes:

- 1 Estimated cost per mile of trail: \$150,000. Assumes four-foot paved improvement to existing highway right-of-way with minimal grading; includes all planning, design, and permitting costs.
- 2 Estimated cost per mile of trail: \$45,000 to \$450,000. Assumes twenty-five foot trail corridor, approximately three acres per linear mile; range includes rural and suburban average values.
- 3 Estimated cost per mile of trail: \$400,000. Assumes four-foot asphalt path with limited grading; includes all planning, design, and permitting costs.
- 4 Estimated cost per mile of trail: \$130,000. Assumes five-foot natural surface trail with minimal grading; includes all planning, design and permitting costs.
- 5 Assumes approximately one sign per mile of trail. The estimated cost for existing trail segments is \$500 per sign, assuming Coastal Trail demarcation will be attached to existing signs. The cost for segments identified as “Needs Substantial Improvements” is \$1500 per sign.
- 6 Using the upper range of estimated acquisition costs.

- Costs of acquisition of new public rights-of-way needed to extend the trail across current private lands typically will not be stand-alone costs. Most of the shorefront properties across which the Coastal Trail will extend are sites of multiple resources (e.g., scenic, habitat, recreation) for which public acquisition would be a priority even without the Coastal Trail route, and the total cost of public acquisition of these sites will be much greater than the amount indicated as needed for the Coastal Trail alone.

This suggests that it may be more accurate to view the new trail rights-of-way not as a new public cost, but as a public benefit that would add to the reasons for public purchase of coastal resource properties.

## Operation and Maintenance

The administrative costs of supporting use of public trail facilities fall into three general categories:

- **Personnel and equipment to provide supervision and management of trail systems**
- **Personnel and equipment to maintain and repair trail systems**
- **Creating and distributing descriptive and guidance information**

Because substantial portions of the Coastal Trail already exist within public parklands, the added administrative costs associated with completing the Coastal Trail would be principally for the management of newly acquired trail rights-of-way.

Future public costs of operating the Coastal Trail should be controlled through a program encouraging local community volunteer participation in trail operation and maintenance efforts. This would be consistent with successful programs that already exist, such as Caltrans' Adopt-a-Highway program and the Coastal Commission's Adopt-a-Beach program. Volunteer participation would also be compatible with the increasing involvement of nonprofit community land trusts in the acquisition of coastal resource lands that would provide trail corridors. A statewide program fostering volunteer trail management can draw on the successful experience of the largest public trail system in the United States: the 2,100-mile Appalachian Trail, which



DON NIERLICH

*Volunteer trail crew ends a hard day's work.*

for its development, operation, and management relies on a volunteer organization of more than 4,000 trails activists.

The State should use the Internet as a means of organizing and encouraging volunteer participation in management of the Coastal Trail, and for distributing information to potential trail users. In conjunction with nonprofit advocacy groups representing segments of the principal user groups (e.g., hikers, bicyclists, equestrians, persons with disabilities) and with public and private tourism advocates, it should be possible over time to provide a significant portion of the cost of an Internet site through non-State contributions. A relatively small State investment in developing the initial format and content of an electronic Coastal Trail information portal would provide the foundation for a long-term program of public involvement that would reduce State costs and maximize benefits of the trail.

# Issues and Constraints: Challenges to Completing the Coastal Trail

## ***Environmental Impacts and Resource Concerns***

**T**HE COAST OF CALIFORNIA has many identities—sandy beaches, expansive blufftop grasslands, wilderness forests, open farmlands, and dense urban areas. As the Coastal Trail passes through these varied landscapes, it will mirror its surroundings: a paved path along the beach that is a valuable recreational

asset on the vibrant Los Angeles waterfront would be inappropriate for the redwood forests of Del Norte County.

- Providing trail designs that are appropriate to local contexts may be the most difficult aspect of implementing the Coastal Trail concept. Under the general heading of “environmental impact,” several distinct issues should be recognized:



CARLA CHENAUET

*Too many people can harm sensitive tidepool inhabitants.*



## PLOVERS

Western snowy plovers are small shorebirds that breed on Pacific coast beaches from Mexico to Washington. The Pacific coast population was listed as threatened under the federal Endangered Species Act. Declining populations are primarily a result of habitat loss due to urbanization. Of the remaining population of plovers, 70–80 percent nest on California beaches. Plovers seek many of the same characteristics in a breeding beach that humans seek for recreation. Plover habitat consists primarily of coastal wetlands and coastal dunes. Plovers nest in the sand high on the beach where they will easily be able to detect predators. Joggers, off-leash dogs, all-terrain vehicles, and even kite flyers conflict with Plover nesting.

Nesting season for Plovers is from March to September. In an attempt to recover plover populations, portions of beach are periodically closed to afford greater protection. Beach closures may necessitate the designation of alternative routes for portions of the Coastal Trail that pass close to nesting sites during times of the year most critical to plover breeding.



KEN GARDINER

*Western snowy plover, Pescadero Beach*

- The shoreline is habitat to a great variety of marine and terrestrial plants and animals, and many of these species are threatened or endangered as a result of habitat loss through human intervention. Pre-European cultural artifacts are also found on many nearshore sites. Trail routing and construction will be required to meet stringent regulatory standards and to avoid or minimize potential impacts to sensitive habitats. To realize the basic vision of a continuous near-shore trail, extraordinary design efforts will be required to protect these resource areas.
  - Within or adjacent to sensitive habitat areas, trail improvements can help to channel public use so as to minimize impacts. The installation of a wooden boardwalk within a sensitive dune system or adjacent to a wetland may increase total public access yet result in fewer environmental impacts than uncontrolled, informal access. Projects using such designs should include plans to monitor the impacts of public use, to identify any further mitigation needs, and to aid in future designs.
  - Development of the Coastal Trail system should include an emphasis on public education. Through well-designed directional signing and interesting interpretive displays, in conjunction with the efforts of site docents, it should be feasible to provide substantial public access opportunities even at highly sensitive sites. Strong volunteer organizations can assist public agencies to manage public use, and to conduct long-term monitoring studies.
- Many rare and endangered animal species seek protection along the beaches of California to breed and raise their young. Northern elephant seals, which were hunted nearly to extinction in the 1800s, now return every year to several

California beaches to breed and raise their pups. California least terns and western snowy plovers lay their eggs on sandy beaches. Wetland and tidepool creatures reside in the intertidal area throughout the year. With an increased understanding of the threats to natural habitat that may accompany human use, a variety of legal protections have been adopted for these sensitive areas. Some of these, now and in the future, will directly affect the ability of the public to use the beach. Already, access to some areas along the coast includes seasonal detours due to seal pupping or snowy plover nesting, while at other sites use permits or docent-led access programs may restrict entry to a few persons per day.

People are more likely to want to protect what they are able to see. Encouraging public access that includes learning about these ecosystems is the best way to create a community of coastal stewards. The coastal environment is home to one of the most com-

plex ecosystems on earth, and the Coastal Trail should highlight its riches. Completing the Coastal Trail should help to manage the impacts of visitors on that environment, helping to protect the resources that make the California coast a wondrous place.



ANTHONY GALVAN

*Northern elephant seal with pup*



CARLA CHENAULT

*Wildlife watchers need to be taught or reminded not to disturb wild animals, such as these elephant seals in San Luis Obispo County.*

## **Legal, Administrative, and Institutional Concerns**

**W**HILE THE CALIFORNIA Coastal Trail will provide countless direct and indirect benefits to California residents and visitors, some complex issues associated with the California Coastal Trail Project also must be considered.

### **Private Development**

Perhaps the greatest challenge is presented by the extensive private development atop coastal bluffs and along beaches that has taken place in recent decades. Homes and other structures, including revetments and seawalls, built behind beaches and atop bluffs along some reaches of the coast, have diminished public access and also reduced the availability of land required to complete the Coastal Trail. In some coastal areas, homes or protective structures have been erected directly on the beach, diminishing beach width and fixing the landward boundary of beaches that would naturally migrate inland. In many areas seawalls are suspected of aggravating beach erosion. Diminished beaches allow fewer opportunities for coastal recreation and less room for the Coastal Trail. As the sea level rises, shoreline homes may be protected but some beaches will be flooded and lost to the public.

A major goal of the Coastal Trail is to bring people to the coast. Where shoreline structures prevent passage along a beach or bluff, trail users will be compelled to use routes farther inland, perhaps beyond the sight and sound of the sea. One of the challenges for Coastal Trail proponents will be to find a balance between coastal property owners' rights and the rights of the rest of California's residents and visitors to access and enjoy the coast.



RICHARD NICHOLS

*Structures on the beach limit continuous access.*



DON NIERLICH

*Houses on the beach may block access to the public shore at high tide.*



PEETER VILMS

*Beach structures may put hikers in danger when waves are high.*

## Public and Quasi-Public Development

Both the United States armed forces and various privately or publicly owned utilities occupy large portions of the coast from which the public is excluded, largely because of concerns about security. Diablo Canyon Power Plant, Vandenberg Air Force Base, Point Mugu Naval Air Weapons Station, and Camp Pendleton Marine Corps Base are some of the largest coastal landholders in this category, occupying significant swaths of oceanfront.

In these situations, State agencies need to work in cooperation with public or private landholders to provide the maximum degree of public access that is consistent with security requirements. Although access may not be possible in the foreseeable future, a dialogue must be maintained, so that if an opportunity does arise, the agencies will be ready for it. This approach has proved successful on Monterey Bay: the U.S. Army is in the process of turning over Fort Ord to the State Parks Department.

## Conflicts among Users

Hikers, joggers, bicyclists, equestrians, wheelchair users, roller-bladers, and others seek improved coastal recreation opportunities. Every effort will be made to include all user groups and make the California Coastal Trail as inclusive as possible. However, not all areas will be able to accommodate all modes of recreation. Topography and other natural features will impose some constraints and in some places only a footpath may be possible.

In many areas it should be possible to accommodate different modes of use through establishing separate routes, thus reducing user conflicts. For example, in Marin County, the proposed Cross-Marin Trail from Point Reyes to the Golden Gate Bridge is being promot-



*In Half Moon Bay, walkers and bicyclists share the trail with equestrians.*

ed by bicycle advocacy groups as a solution to the restriction on vehicular use within the Point Reyes National Seashore wilderness area. In Sinkyone State Park, the wilderness designation limits access to the trail near the shore to hikers and equestrians but, in keeping with the “braided trail” concept, a primitive roadway along the rugged hills can provide a parallel course for mountain bikers. In areas of the south coast, the sandy beach may be the preferred route for hikers, while proposed rails-to-trails conversions provide a near-shore multi-use facility.

Specific limitations on trail uses are generally the responsibility of local management entities, whether federal, State, or local agencies. In developing the Coastal Trail system, the State can support these management efforts by providing assistance with user education, assisting enforcement efforts, and developing sufficient facilities to meet a wide range of user demands.

Where multiple modes of use are permitted along a single route, public agencies should seek the involvement of user advocacy groups to disseminate

information about rules and resource constraints. Public education and peer pressure are likely to be the most effective means of keeping the traffic within acceptable environmental parameters and encouraging respect and courtesy along the trail.

### **Interagency Coordination**

Maintaining interagency coordination is essential if the Coastal Trail is to be completed successfully. Core participants in the planning process will need to maintain communications with local jurisdictions, park districts, and land trusts who are, and will be, implementing trail projects. The existence of many interested groups can be advantageous to seeing a project completed, but it can also cause misunderstandings and delays if communication is not maintained. Ultimately, the best Coastal Trail alignment will be one that includes all interested parties in the planning process.

### **Railroad Rights-of-Way**

Conflicts arise when public trails must cross railroad rights-of-way to reach the shoreline, and at many locations existing tracks create barriers to legal access. Railroad operators, aware of safety and liability issues, make great efforts to ensure that trains will not endanger people or property, frequently seeking to maintain physical barriers and generally resisting new grade crossings. To facilitate access along the coast, the possibility of establishing more railroad crossings needs to be investigated. Engineered structures enabling nonmotorized passage over or under the railroad are expensive, but may also be the safest alternative.

At the same time, adaptation or conversion of railroad rights-of-way may provide unique opportunities to develop continuous paths for nonmotorized travel at relatively low cost. Local efforts are now under way to convert some of the coastal



RICHARD NICHOLS

*Crossing rivers on a railroad trestle may be hazardous to walkers.*

railroad rights-of-way to recreation trail corridors, with potential major adaptation projects under consideration in Santa Cruz, Orange, and San Diego Counties.

### **The Americans with Disabilities Act**

The California Coastal Trail is a public facility and therefore must comply with the Americans with Disabilities Act (ADA). The federal Access Board, the agency responsible for developing ADA accessibility standards, is currently working to develop guidelines for outdoor recreation facilities. The Access Board has had some difficulty in establishing ADA design guidelines for trails, especially in seeking to balance the need for man-made improvements that improve access with the desire to maintain the natural features of trails. In

2003, the Access Board is expected to release its outdoor recreation guidelines for public comment and will include with them an analysis of the costs and benefits of implementing the proposed guidelines.

In the absence of formal guidelines, new Coastal Trail segments should be



*Nicholas Canyon County Beach*



*Mother's Beach*



*Leo Carrillo State Park*

designed to provide access to multiple users where topography permits, and signs should provide information regarding the physical condition of the trail ahead. Information such as slope, surface type, and width can tell users whether the trail meets their accessibility needs. This information should be collected and disseminated for new Coastal Trail segments as they are completed.

### **State Highways 1 and 101: The California Department of Transportation and the California Coastal Trail**

The California Department of Transportation (Caltrans) has been providing infrastructure for the movement of the state's populace and commerce for over 100 years. Today's transportation system, owned and maintained by Caltrans, has evolved from dirt supply roads used by California's miners and merchants in the early 1850s into a 15,000-mile network throughout the state, supporting both motorized and nonmotorized travel.

As the California State Highway system provides a continuous coastal route along Highways 1 and 101, the Coastal Trail will provide a continuous coastal route for nonmotorized travel. Although the objective of the Coastal Trail is to provide a non-highway route, in some areas along the coast there are very limited opportunities to develop any trail outside of the existing roadway corridor. The limitations may be due to topography, existing private development, or environmental sensitivity. In cases where State Highways provide the only feasible alternative for continuous travel along the coast, it is essential that trail advocates and parks agencies work cooperatively with Caltrans to develop solutions that will support all modes of travel. These solutions may be varied, ranging from shoulder improvements along State Highways 1 and 101 to the



LINDA HANES

*Hikers on the highway shoulder: State Highway 1 in Mendocino County*



RICHARD NICHOLS

*Hikers have to share the narrow Bixby Bridge in Big Sur with highway traffic.*



CARLA CHENAULT

*Caltrans signs warn motorists to respect bicyclists who share the highways.*



*Sharing the right-of-way with motor vehicles, Santa Barbara County*

development of a separated, off-road facility for nonmotorized users within a Caltrans right-of-way.

Caltrans has been very supportive of nonmotorized users along State facilities and has worked to establish safe travel conditions for all users. Projects include the Pacific Coast Bicycle Route, which identifies a route for bicyclists from the Oregon border to the Mexico border along existing coastal roadways. Additional support of alternate modes of

transportation is evident in the publication of “Accommodating Nonmotorized Travel” (DD-64) and other documents providing guidelines for signing and design of nonmotorized facilities.

There is also significant State and federal transportation legislation that allocates transportation funds to support infrastructure for nonmotorized travel, in particular the federal Transportation Equity Act for the Twenty-First Century (“TEA-21”).



# Horses and Bicycles on the Coastal Trail

## Coastal Bicycle Travel

CHRIS MORFAS

Executive Director, California  
Bicycle Coalition

**W**HILE MANY TRAILS provide useful recreational bicycling opportunities, cyclists traveling along the coast are best served by ensuring that roads accommodate them properly and that motorists are encouraged to share the road with them.

Recreational trails can serve families that enjoy short bike rides as part of car trips. Paved trails should meet Caltrans standards, so that bicyclists can safely share those facilities with joggers, skaters, parents with baby strollers, etc. Generally, unpaved trails can be enjoyed by both bicyclists and hikers if this dual use is expected and approached with courtesy by all. Signs indicating destinations,



SUNSHINE

points of interest, and approaching road intersections are very helpful.

Improving coastal roads to include bicyclists is challenging. While many urban streets or rural highways can be provided with a wide outside lane, bike lane, or shoulder, efforts to widen coastal roads—frequently located within or adjacent to sensitive natural areas—can be enormously expensive and environmentally undesirable. Nevertheless, many sections of State Highway 101 and State Highway 1 could be made safer for bicyclists, and California can see some well-designed examples of how to do it along Highway 101 on the Oregon coast.

Perhaps the most cost-effective way to enhance coastal bicycle travel would be by modifying the behavior of motorists. Reducing speed limits to enhance the safety of pedestrians and bicyclists, permissible under California law, could



JON VAN COOPS

Parts of Caltrans's coast-long Pacific Coast Bike Route will serve as Coastal Trail bicycle paths.

establish a more cooperative roadway environment.

Attitudes matter, too. Bicyclists traveling along the coast tend to be highly skilled and very capable of safely sharing roads with motorists, so long as motorists recognize a bicyclist's right to use the roadway. Travel lanes on coastal roads are often narrow, and the California Vehicle Code allows a bicyclist to use the full travel lane if that lane is too narrow for a motorist to pass a bicyclist without leaving the lane. The recognition by motorists of the need to share the road is especially important for southbound bicyclists who, if they fall off the right side of the road, may never be heard from again. The role of law enforcement in reminding motorists that bicyclists do indeed belong on roadways is vital. In most instances, as long as motorists are willing to slow for a few seconds to execute a safe pass, bicyclists and motorists can both safely enjoy the wondrous beauty that is the California coastal experience. For more information on this topic, you can reach the California Bicycle Coalition at [www.calbike.org](http://www.calbike.org).

## ***The Coastal Trail Should Include Equestrian Uses***

**RUTH GERSON**

*President, Santa Monica Mountains Trails Council*

**E**QUESTRIAN TRAILS groups have been involved for many years in advocating for expanded opportunities for access to public lands. The equestrian community can support the proposed California Coastal Trail if all agencies concerned with designing and completing the trail will bear in mind and plan for the needs of horses and riders.

Advocates for trails should endorse the effort to develop a multi-use trail. If the California Coastal Trail is presented



CARLA CHENAULT

*Bicyclists use the Coastal Trail for recreation and transportation.*



GORDON LEON

*On a wilderness trail in Rancho Palos Verdes, Los Angeles County*

as a hiking trail that will consider other trail users as an afterthought, then the project has a built-in bias. To be open-minded to suggestions for a true multi-use Coastal Trail, you need to honestly consider the range of uses typical of a multi-user facility, with the most commonly accepted ones being hiking, bicycling, and horseback riding. Other types of trail users may also need to be identified and accommodated.

To address the needs of equestrian users, the Coastal Trail should provide:

- Ready access to the Coastal Trail from local feeder/connector trails, including wide dirt shoulders along local roads and roadway underpasses;
- Trailhead parking that is a short distance from the trail and offers safe access to the trail;
- Parking facilities that are large enough for trucks and trailers, as equestrians cannot access the trail if they cannot park their rigs;
- Opportunities for overnight camping along the trail, so that users may fully enjoy the experience of sunrises and sunsets, marine vistas, and wildlife, without having to drive their vehicles every day;
- Trailheads that are not paved and are not excessively rocky or slippery;
- A trail that is away from the sounds and dangers of roads and major highways as much as possible; and
- Connections with other trails systems that have been designed to accommodate equestrian use, including the ones already recognized for their scenic and historic values, such as the Juan Bautista de Anza Trail, the Santa Monica Mountains Backbone Trail, and the California Riding and Hiking Trail.

Another important consideration for developing the Coastal Trail would be to emphasize continued public access to lands that are already in public ownership. Where County Parks, State Parks, and Federal Parks already have land



*Rancho Palos Verdes*

GORDON LEON

along the coast, it would be advantageous to align the trail through those public lands.

As the Coastal Trail project moves along, public hearings should be held with plenty of advance notice to encourage attendance. The public benefits from attending presentations by the responsible agency, and everyone benefits from the discussion that ensues from those presentations.

The Santa Monica Mountains Trails Council has been involved for 30 years with expanding public access in the Santa Monica Mountains, working closely with California State Parks, the Santa Monica Mountains Conservancy, and the National Park Service. We appreciate the opportunity to add the voice of the equestrian community to the effort to develop and maintain a public trail system along the California coast.

# Creating an Image for the Coastal Trail: A Signing and Graphics Program

**T**HE CALIFORNIA COASTAL Trail will be a statewide feature linking many distinctive communities along the California coastline. Because of its length and the wide variety of landscapes through which the Coastal Trail will run, the creation of a coordinated signing program is of central importance. Certainly, signs will be needed to guide trail users and provide them with practical information. More essential, however, is the need to weave the diverse strands and segments of the trail into a unified whole.

Our challenge is to identify and define the Coastal Trail conceptually as a single entity in a manner that is flexible enough to accommodate the wide variety of landscapes, jurisdictions, and user groups encompassed by the California Coastal Trail. The following goals, objectives, and standards have been formulated to address this challenge.

## Primary Goals:

- Create a graphic identity for the Coastal Trail.
- Designate the route of the Coastal Trail.
- Preserve the scenic beauty of the California coastline.

Accomplishing these goals will entail the installation of stand-alone signs that identify the route and provide comprehensive information, as well as the placement of small “blazes” or insignias that can be added to existing trail markers. At the same time, it is important



*Too many signs can detract from the enjoyment of a trail.*

that signing efforts not contribute to visual clutter and degrade scenic resources.

## Objectives of the Signing Program for the California Coastal Trail:

- Present necessary information in a manner that is clear, informative, and sensitive to the scenic beauty of natural and man-made landscapes.
- Create a variety of sign formats that can be easily and inexpensively integrated with existing signing programs.
- Comply with local land use regulations and Coastal Act requirements.
- Provide local jurisdictions with signing guidelines.

- Supplement, not replace, local trail designations.
- Avoid the proliferation of duplicate signs.

The intent of a statewide signing program should be to coordinate with public land managers in those areas where the Coastal Trail follows the route of an existing trail system. However, certain general standards can be applied to most portions of the Coastal Trail regardless of location or jurisdiction.

### General Standards:

- Identification signs for the Coastal Trail should be placed at all staging areas, trailheads, junctions, and special features.
- Signage along major inland connecting trails should direct users to the Coastal Trail.
- The location of CCT staging areas should be indicated from highways and major roadways.
- Signs should use international symbols as much as possible.
- ADA-compliant portions of the trail should be clearly indicated.

Completing the Coastal Trail will be a years-long project involving hundreds of public agencies and nonprofit organizations and millions of dollars. The signing program is as integral to completing the trail as the acquisition of rights-of-way and the construction of pathways. In order to assure that the goals of the signing program are met, it is recommended that the following actions be undertaken within the next year.

### Priority Actions:

- Conduct a design competition to develop a graphic identifier (logo) for the Coastal Trail.



*Signs like this one at Marina del Rey, Los Angeles County, indicate public accessways to beaches.*

DON NIERLICH

- Develop detailed signing standards in close cooperation with federal, State, and local agencies having jurisdiction over portions of the trail.
- Work with federal, State, and local jurisdictions to display the Coastal Trail logo on existing portions of the trail.
- Initiate discussions with Caltrans to develop a signing program for State Highways 1 and 101 where those are the principal route of the Coastal Trail.

# Recommendations for Action: Statewide Policy Initiatives

**T**HE ADMINISTRATION and the Legislature should consider the following:

1. **Commitment to Completing the Coastal Trail.** The State should consider making a long-term commitment to completing the Coastal Trail, including designating funding sources for completion, maintenance, and repair. The Legislature should consider designating a portion of the State's share of the federal Land and Water Conservation Fund for this purpose.
2. **Integrate the Coastal Trail into State Transportation Plans.** The California Transportation Commission should consider incorporating the Coastal Trail into the State Transportation Improvement Program, and Caltrans should consider emphasizing improvements to nonmotorized traffic safety. Where Highways 1 or 101 provide links in the Coastal Trail, the Coastal Conservancy and the Coastal Commission should work with Caltrans to identify priority sites and design feasible means of implementing shoulder widening and other improvements for nonmotorized traffic safety.
3. **Use the Coastal Trail to Increase Accessibility to State Recreational Facilities.** The Coastal Trail should be incorporated into the State Outdoor Recreation Plan as a State facility, pursuant to ACR20. State Parks should complete its evaluation of accessibility conditions along the principal trail routes within park units to identify priority areas for actions that would increase accessibility for children, seniors, and persons with disabilities, including both trail improvements and informational signing.
4. **All State Programs Should Support Completing the Coastal Trail.** Whenever a State agency uses or grants funds as a part of a land acquisition project within the coastal zone, the acquiring agency or organization should provide an easement for nonmotorized public passage along the existing or potential route of the Coastal Trail.
5. **Eliminate Shoreline Obstructions.** Wherever practical, existing man-made structures that impede public access along the shoreline should be removed or redesigned to facilitate public access. To avoid the loss of public recreational access where new shoreline development is proposed, the State Lands Commission should provide review and comment as requested by the Coastal Commission regarding the current location of the mean high tide line.

# Recommendations for Action: Projects to Implement the Coastal Trail

**T**O COMPLETE SIGNIFICANT portions of the California Coastal Trail within each coastal county, the following projects (listed from north to south) should be accomplished over the next three years:

## ***Del Norte County***

1. Work with private landowners to design improvements at the border crossing to create a clear continuity in the Coastal Trail from California to Oregon.
2. Encourage Caltrans to design improvements for pedestrians and bicycles at the crossings of the Smith River and the Klamath River along State Highway 101.
3. Design and build multi-use trails across the recently acquired Point St. George headland, connecting Crescent City with Tolowa Dunes State Park.
4. Complete the pedestrian and bicycle access improvements described in the Crescent City Harbor Trail Study.
5. Support State Parks in their effort to provide inland trails within the recently acquired Mill Creek property to connect with the coastal trail.

## ***Humboldt County***

1. Support implementation of the Humboldt Bay Trails Feasibility Study to develop a continuous trail system around the east side of Humboldt Bay.
2. Complete the extension of the Hammond Trail from the Mad River bridge south, developing links to Arcata and Eureka.



*A site on the future Crescent City Harbor Trail, Del Norte County*

DIANE MUTCHIE



*The Hammond Trail is being extended in Humboldt County.*

LINDA HANES

3. Restore the Hammond Trail pedestrian/bicycle bridge across the Mad River.
4. Using abandoned railroad right-of-way, develop the Annie and Mary Trail to encourage nonmotorized access to the coast by linking Arcata with Blue Lake and other inland communities.
5. Work with private landowners to acquire public access rights at several locations from Centerville Beach to Cape Mendocino.
6. Encourage Caltrans to design improvements for pedestrians and bicycles on the bridges crossing the Eel River and Mattole River.



JEN RICE

*Completed section of the Annie and Mary Trail, Humboldt County*

## **Mendocino County**

1. Work with private landowners to acquire public access rights and improve a trail corridor connecting

Usal Road and Westport-Union Landing State Park.

2. State Parks should complete restoration of the Pudding Creek trestle to connect MacKerricher State Park with the city of Fort Bragg.



RIXANNE WEHREN

*Pudding Creek trestle, Mendocino County*





MENDOCINO LAND TRUST

*Caspar State Beach, Mendocino County*



POINT CABRILLO LIGHTKEEPERS ASSOCIATION

*Point Cabrillo Light Station, Mendocino County*

3. Complete a system of trail improvements separate from State Highway 1 that will connect Russian Gulch State Park, Point Cabrillo Reserve, Caspar Headlands, Caspar State Beach, and Jug Handle State Reserve.
  4. Work with private landowners to acquire public access rights along the bluffs from Dark Gulch to Albion Cove and the Albion Headlands.
  5. Work with private landowners to acquire public access rights and improve a trail corridor connecting Manchester State Beach and the Point Arena Pier.
3. Park and Fort Ross State Historic Park to provide safe pedestrian access west of State Highway 1.
  3. Work with private landowners to acquire additional public access rights west of State Highway 1 extending northward from Salt Point State Park, for the development of a blufftop trail and recreational support facilities.

## ***Sonoma County***

1. Work with private landowners to acquire public access rights and improve a trail corridor connecting Salt Point State Park, Stillwater Cove Regional Park, and Fort Ross Historic State Park, consistent with the recommendations of the North Russian River Parcel Analysis Study.
2. Encourage State Parks to extend the existing trails within Salt Point State



LINDA HANES

*Salt Point, Sonoma County*

4. Provide safe pedestrian access separate from State Highway 1 through the extension of the Kortum Trail between the Sonoma Coast State Beaches units at Wright's Beach and North Salmon Creek Beach.
5. Complete a design plan for pedestrian and bicycle access through the

community of Bodega Bay, including specific land acquisition and improvements needed to alleviate the current safety problems along State Highway 1.

6. Work with private landowners to acquire public access rights between Bodega Bay and Estero Americano.



DON NIERLICH

*View from Kortum Trail, Sonoma County*



JAMIE SCHMIDT

*State Highway 1, Bodega Bay, Sonoma County*



JON BREYFOGLE

*Blufftop near the Estero Americano, Sonoma County*

## Marin County

1. Work with private landowners to acquire public access rights between Estero Americano and Dillon Beach.
2. Work with private landowners to obtain trail easements across the protected open space east of Tomales Bay, and install improvements needed to minimize conflicts with working ranchlands.
3. Work with the Golden Gate National Recreation Area (GGNRA) and State Parks to acquire parcels east of Tomales Bay and west of State Highway 1.
4. Work with Point Reyes National Seashore to connect existing trails through the park to create a continuous trail from the northern to southern extents of the park.
5. Encourage the GGNRA to develop trails closer to the coast where topography permits.



CARLA CHENAULT



CARLA CHENAULT

*At Tomales Bay, in Marin County, hikers can walk among cattle as they traverse active ranch lands.*



CARLA CHENAULT

*View of Tomales Bay from Highway 1, Marin County*

## ***San Francisco County***

1. Assist the National Park Service to design and construct a trail along Lincoln Boulevard between State Highway 1 and Baker Beach.
2. Encourage the U.S. Army Corps of Engineers to ensure permanent public trail and bicycle access as part of any effort to control beach erosion south of Sloat Boulevard.
3. Construct stairs over the wastewater outfall pipe on the beach below Fort Funston.

## ***San Mateo County***

1. Work with public and private landowners to design and construct a trail west of Skyline Boulevard from the San Francisco County line south to Pacifica.
2. Encourage Caltrans to assure pedestrian and bicycle access along the abandoned State Highway 1 right-of-way at Devil's Slide, and transfer this property to the GGNRA for permanent management.
3. Encourage the National Park Service and the City of Pacifica to design and construct trail segments on the public properties at Mori Point and the Pedro Point Headlands.
4. Work with San Mateo County and private landowners to design and construct a trail on the landward portion of the Fitzgerald Marine Reserve.
5. Design and construct trail improvements along the existing public trail easements on Cowell Ranch and Purisima Farms, and transfer these easements to State Parks or another suitable agency for permanent management.



STAN BLUJHM

*Wastewater outfall on the beach below Fort Funston, San Francisco County*



PRENTISS WILLIAMS

*Devil's Slide, San Mateo County*



*Artist's rendition of the proposed trail at Whaler's Cove, San Mateo County*

6. Work with the Peninsula Open Space Trust to facilitate transfer to State Parks of the Whaler's Cove and Bolsa Point properties, and encourage State Parks to design and construct trail improvements on these properties.
7. Work with State Parks to design and construct a trail west of State Highway 1 through Año Nuevo State Park that will avoid degrading sensitive habitat areas.
4. Work with Santa Cruz County to identify a trail alignment through Live Oak and work with the County, State Parks, and private landowners to identify a trail alignment from Capitola to the County line.
5. Encourage and assist in the completion of the Monterey Bay Sanctuary Scenic Trail.

### ***Santa Cruz County***

1. Work with the Santa Cruz County Regional Transportation Commission to acquire the former railroad right-of-way and develop the multi-use trail from Davenport to Watsonville.
2. Complete the environmental analysis and design of a principal trail alignment through the former Coast Dairies property in cooperation with the Trust for Public Land and others, and construct the trail.
3. Work with State Parks to complete the coastal trail segment across the Gray Whale Ranch property and open the property to the public.



*Railroad corridor, Santa Cruz County*



CARLA CHENAULT

*View of Gray Whale Ranch from below Wilder Ranch State Park, Santa Cruz County*

## **Monterey County**

1. Encourage and assist in the completion of the Monterey Bay Sanctuary Scenic Trail.
2. Encourage the Pebble Beach Company to maintain public access to the existing trail systems in the Del Monte Forest and between Asilomar and Carmel Beach, and to improve nonmotorized access along 17-Mile Drive between Cypress Point and Forest Lake Road, and provide public financial assistance to facilitate such use.
3. Encourage Caltrans to complete the Coast Highway Management Plan and



LEE OTTER

*Bicyclist on Highway 1 in Big Sur, Monterey County*

improve pedestrian and cycling safety along State Highway 1 in Big Sur.

4. Encourage the development of a trail network through Palo Corona Ranch that will provide connections to the coast.
5. Provide a public trail connection from Andrew Molera State Park across Deer Ridge to Pfeiffer Beach.
6. Assist State Parks to reestablish the Coastal Trail through Garrapata State Park.
7. Encourage the U. S. Forest Service to develop a trail through the forest and along the seaward slope between State Highway 1 and the Coast Ridge Trail.



CARLA CHENAULT

*Informal trails at the Estero Bluffs Property, San Luis Obispo County*

rights and develop a blufftop trail along the Harmony Coast between South Cambria and the Estero Bluffs property.

### ***San Luis Obispo County***

1. Design a public trail west of State Highway 1 from the Monterey County line south to San Simeon to provide safe pedestrian access that will avoid degrading sensitive habitat areas, and work with private landowners to acquire necessary access rights.
2. Implement the East-West Ranch Management Plan to develop a public trail and support facilities providing access to this recently acquired property.
3. Work with public and private landowners to acquire public access
4. Assist State Parks to develop a trail and associated access facilities on the recently acquired Estero Bluffs property.
5. Construct the Morro Bay Waterfront Boardwalk along the east side of the Morro Bay National Estuary.
6. Support State Parks' work with private landowners to acquire and develop a public trail corridor through the Irish Hills, connecting Montaña de Oro State Park with Avila Beach, as a feasible near-term alternative to a coastal blufftop trail through the Diablo Canyon Power Plant property.



CARLA CHENAULT

*Beach closure for security concerns, Diablo Canyon Power Plant, San Luis Obispo County*

### ***Santa Barbara County***

1. Work with private landowners to acquire public access rights west of Highway 101 between Jalama County Park and Gaviota State Park.
2. Work with private landowners to acquire public access rights west of Highway 101 between Refugio State Park and Gaviota State Park.

3. Assist Santa Barbara County to design and implement pedestrian and bicycle trail improvements parallel to Highway 101 along the Gaviota Coast.
4. Assist Caltrans in evaluating and improving nonmotorized access opportunities along the Highway 101 corridor between Rincon Beach County Park and Carpinteria State Beach.

3. Restore the pedestrian and bicycle pathway damaged by erosion at Surfers' Point (County Fairgrounds).

### ***Ventura County***

1. Assist Caltrans in evaluating and improving nonmotorized access opportunities along the Highway 101 corridor between the County line and Mussel Shoals.
2. Design a recreational access trail along the Santa Clara River to encourage nonmotorized access to the coast from inland cities.



STEVE HORN

*Eroded shoreline at Surfer's Point, Ventura County*



COURTESY PETER BRAND

*Along the route of the proposed river parkway, Santa Clara River, Ventura County*





AIRPHOTO USA

*Aerial view of Ormond Beach, Ventura County*

4. Encourage the U.S. Navy to provide a shoreline public access connection on the Naval Construction Battalion Center, Port Hueneme, consistent with military security requirements.
5. Provide pedestrian and bicycle paths in conjunction with planning for restoration of the Ormond Beach wetlands, to connect with the trail in Port Hueneme.
6. Work with the City of Oxnard to design and construct recreational support facilities at the terminus of Arnold Road to improve beach access opportunities and avoid impacts to sensitive habitat areas.
3. Link the inland portions of the Santa Monica Mountains National Recreation Area with the coast by assisting the National Park Service, State Parks, the Santa Monica Mountains Conservancy, and the City of Malibu to acquire necessary rights-of-way and develop improvements to complete the Coastal Slope Trail.
4. Extend the pedestrian/bicycle path from Washington Street to the north jetty of Marina del Rey, and support the seasonal ferry service for pedestrians and cyclists across the channel to Playa del Rey.

## ***Los Angeles County***

1. Assist Caltrans in evaluating and improving nonmotorized access along the State Highway 1 corridor from Leo Carrillo State Beach to the beginning of the South Bay Bicycle Path near Temescal Canyon. Encourage Caltrans and local agencies to extend bicycle and pedestrian improvements through Malibu.
2. Facilitate continuous lateral access along the Malibu shoreline from Leo Carrillo State Beach to the city limit.



DON NIERLICH

*State Highway 1 corridor, Malibu coastline, Los Angeles County*



DON NIERLICH

*Coastlink Ferry demonstration project, Los Angeles County*

5. Assist the Cities of Los Angeles and Long Beach in providing a continuous pedestrian and bicycle trail around the western and northern edge of the harbor area from Cabrillo Beach to the Los Angeles River Trail.



DON NIERLICH

*Marina del Rey bicycle path, Los Angeles County*

## **Orange County**

1. Implement the planned State Highway 1 improvements between Seal Beach and Anderson Street in Huntington Beach to create a separated nonmotorized trail.
2. Encourage local agency efforts to work with private landowners and acquire public access rights necessary to provide a trail connection to the coast from Aliso Creek Regional Park.
3. Encourage local agency land acquisitions, trail design, and development to provide a public access connection to the coast from Laguna Coast Wilderness Park.
4. Complete improvements of “missing links” to provide safe pedestrian and bicycle access adjacent to State Highway 1 between the cities of Laguna Beach and Dana Point.



CARLA CHENAULT

*Crystal Cove State Park, Orange County, serves as a coastal connection to Laguna Coast Wilderness Park.*

5. Support the effort by the City of San Clemente to provide a safe pedestrian and bicycle trail along the railroad right-of-way west of State Highway 1.

## ***San Diego County***

1. Encourage the U.S. Marine Corps to reopen the Camp Pendleton coastal bicycle trail when consistent with military security requirements, and to consider opening this trail to pedestrian use.
2. Support local agency efforts to develop a safe pedestrian and bicycle trail along the railroad right-of-way west of State Highway 1 between the cities of Carlsbad and Del Mar.
3. Design a recreational access trail along the San Diego River to encourage nonmotorized access to the coast from inland cities.
4. Complete improvement of the Bayshore Bikeway around South San Diego Bay.
5. Design and construct a trail linking Border Field State Park with the San Ysidro community and the city of Imperial Beach, in conjunction with planning for habitat restoration within the Tijuana River Estuary.



JIM KING

*Tijuana River National Estuarine Research Reserve, San Diego County*



JIM KING

*Beach at Border Field State Park, San Diego County*

# What Do the Map Symbols Mean?



***Needs Substantial Improvements (red line)***

In these areas, substantial public actions are needed to: (1) acquire and develop new rights-of-way to establish the location of the California Coastal Trail; or (2) increase accessibility through major new trail improvements on existing public lands.

***Improvements Adequate (green line)***

In these areas the location of the California Coastal Trail is well established and open to the public, and major improvements to increase accessibility are unnecessary or infeasible.

***Pacific Coast Bicycle Route (blue dotted line)***

The route of the Pacific Coast Bicycle Route established by the Department of Transportation

***Connecting Trails (thin black line)***

Major trails promoting nonmotorized access to the coast from inland communities, including both existing trail systems and those currently in planning or development

***Continuous Shoreline Passage (blue hatched shading)***

These portions of the California coast, including both sandy beach and rocky shorefront, are open to the public and continuously passable for able-bodied persons during most tides and times of the year. (NOTE: This designation does not imply a lack of need for additional points of vertical access to the shoreline.)

***Parklands (pink areas)***

These areas include federal, State, and local parklands.

# Acknowledgments

## **COASTAL TRAIL WORKING GROUP**

### **California Coastal Commission**

Linda Locklin  
Jon Van Coops  
Greg Benoit  
Doug Macmillan  
Helmut Gieben

### **State Parks**

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Jon Breyfogle  
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Tom McFarling  
Richard Nichols  
Don Nierlich  
Susana Nierlich  
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### **Preparation of this Report**

Editing: Rasa Gustaitis, Hal Hughes

Design and composition:  
Seventeenth Street Studios

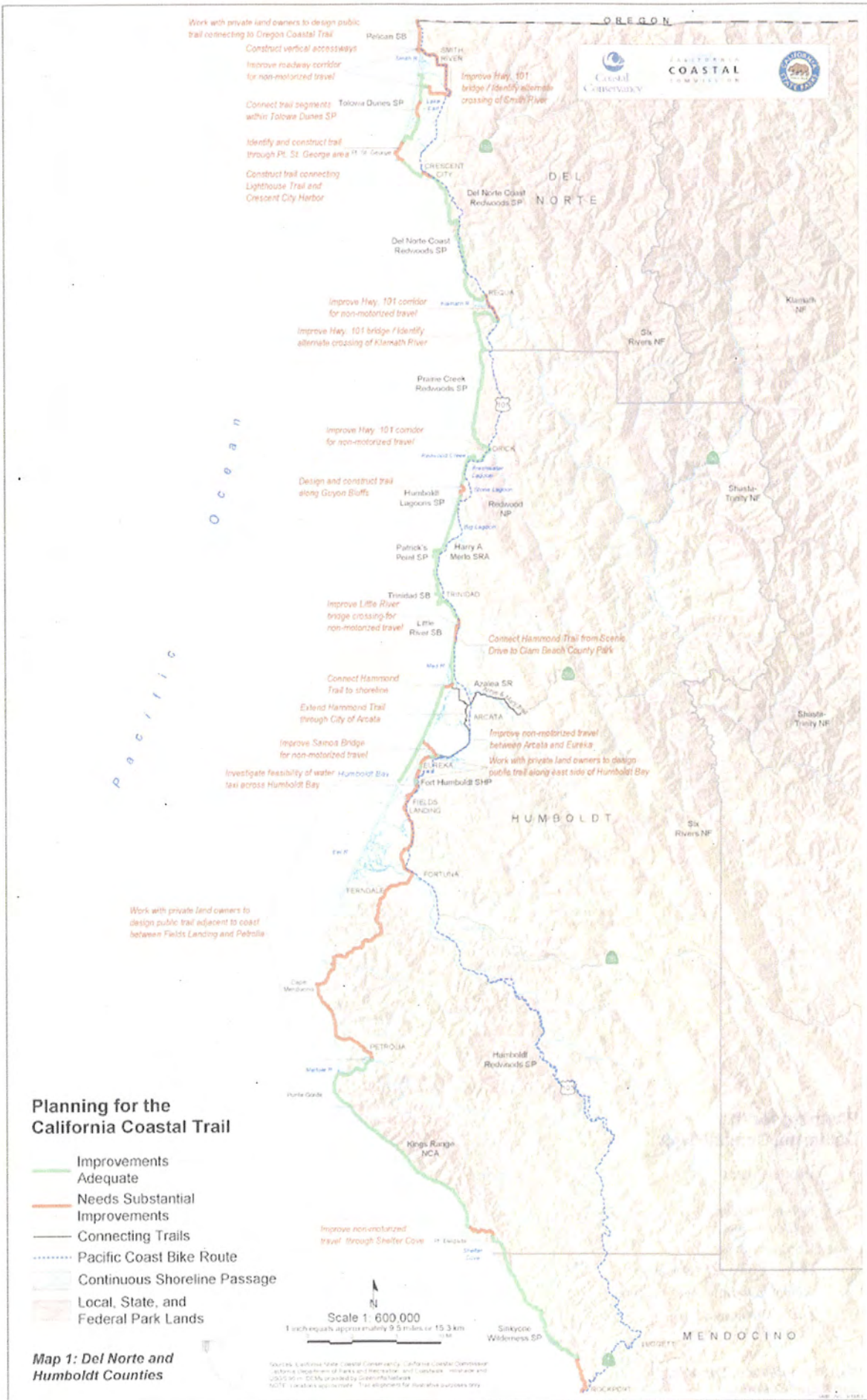
Cover photo: Richard Nichols

Printing: ADMAC Digital Imaging

For further information and updates  
on the California Coastal Trail, see:  
**[www.californiacoastaltrail.info](http://www.californiacoastaltrail.info)**

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Work with private land owners to design public trail connecting to Oregon Coastal Trail

Construct vertical accessways

Improve roadway corridor for non-motorized travel

Connect trail segments within Tolovne Dunes SP

Identify and construct trail through Pt. St. George area

Construct trail connecting Lighthouse Trail and Crescent City Harbor

Improve Hwy. 101 bridge / Identify alternate crossing of Smith River

Improve Hwy. 101 corridor for non-motorized travel

Improve Hwy. 101 bridge / Identify alternate crossing of Klamath River

Improve Hwy. 101 corridor for non-motorized travel

Design and construct trail along Guyon Bluffs

Improve Little River bridge crossing for non-motorized travel

Connect Hammond Trail to shoreline

Extend Hammond Trail through City of Arcata

Improve Samsot Bridge for non-motorized travel

Investigate feasibility of water taxi across Humboldt Bay

Connect Hammond Trail from Scenic Drive to Clam Beach County Park

Improve non-motorized travel between Arcata and Eureka

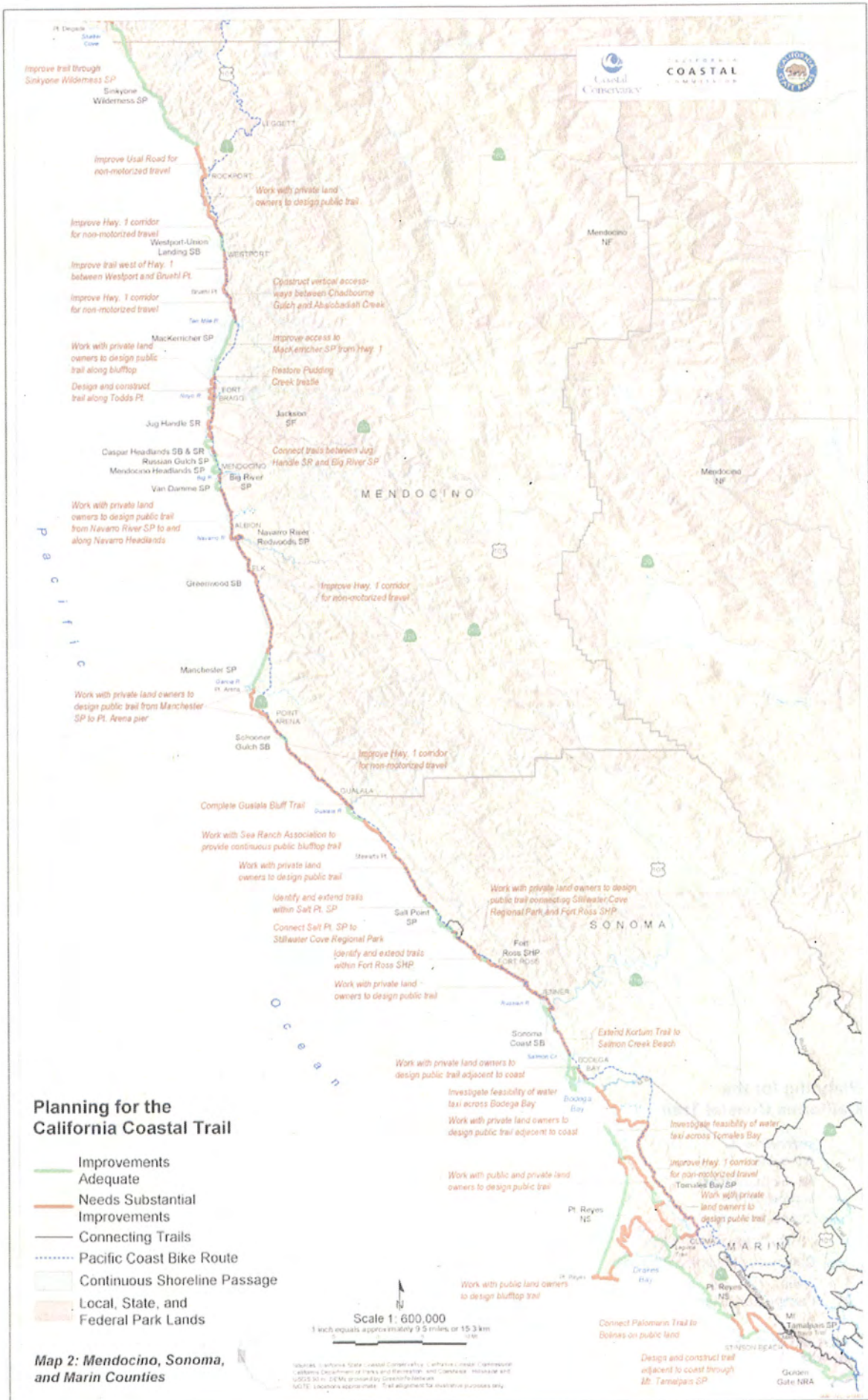
Work with private land owners to design public trail along east side of Humboldt Bay

Work with private land owners to design public trail adjacent to coast between Fields Landing and Petrolia

Improve non-motorized travel through Shelter Cove



Source: California State Coastal Conservancy, California Coastal Commission, California Department of Parks and Recreation, and California Statewide and Local Parks and Recreation. Trail alignments for illustrative purposes only.



Improve trail through Sinkyone Wilderness SP  
Sinkyone Wilderness SP

Improve Usal Road for non-motorized travel

Improve Hwy. 1 corridor for non-motorized travel

Improve trail west of Hwy. 1 between Westport and Druhl Pt.

Improve Hwy. 1 corridor for non-motorized travel

Work with private land owners to design public trail along blufftop

Design and construct trail along Todds Pt

Jug Handle SR

Casper Headlands SB & SR

Russian Gulch SP

Mendocino Headlands SP

Van Damme SP

Work with private land owners to design public trail from Navarro River SP to and along Navarro Headlands

Greenwood SB

Manchester SP

Work with private land owners to design public trail from Manchester SP to Pt. Arena pier

Schooner Gulch SB

Complete Gustate Bluff Trail

Work with Sea Ranch Association to provide continuous public blufftop trail

Work with private land owners to design public trail

Identify and extend trails within Salt Pt. SP

Connect Salt Pt. SP to Stillwater Cove Regional Park

Identify and extend trails within Fort Ross SHP

Work with private land owners to design public trail

Salt Point SP

Fort Ross SHP

Fort Ross

Work with private land owners to design public trail adjacent to coast

Investigate feasibility of water taxi across Bodega Bay

Work with private land owners to design public trail adjacent to coast

Extend Kortum Trail to Salmon Creek Beach

Investigate feasibility of water taxi across Tomales Bay

Improve Hwy. 1 corridor for non-motorized travel Tomales Bay SP

Work with private land owners to design public trail

Pt. Reyes NS

Work with public land owners to design blufftop trail

Connect Palomarin Trail to Bolinas on public land

Design and construct trail adjacent to coast through Mt. Tamapuan SP

Guillem Gate NRA

Mendocino NF

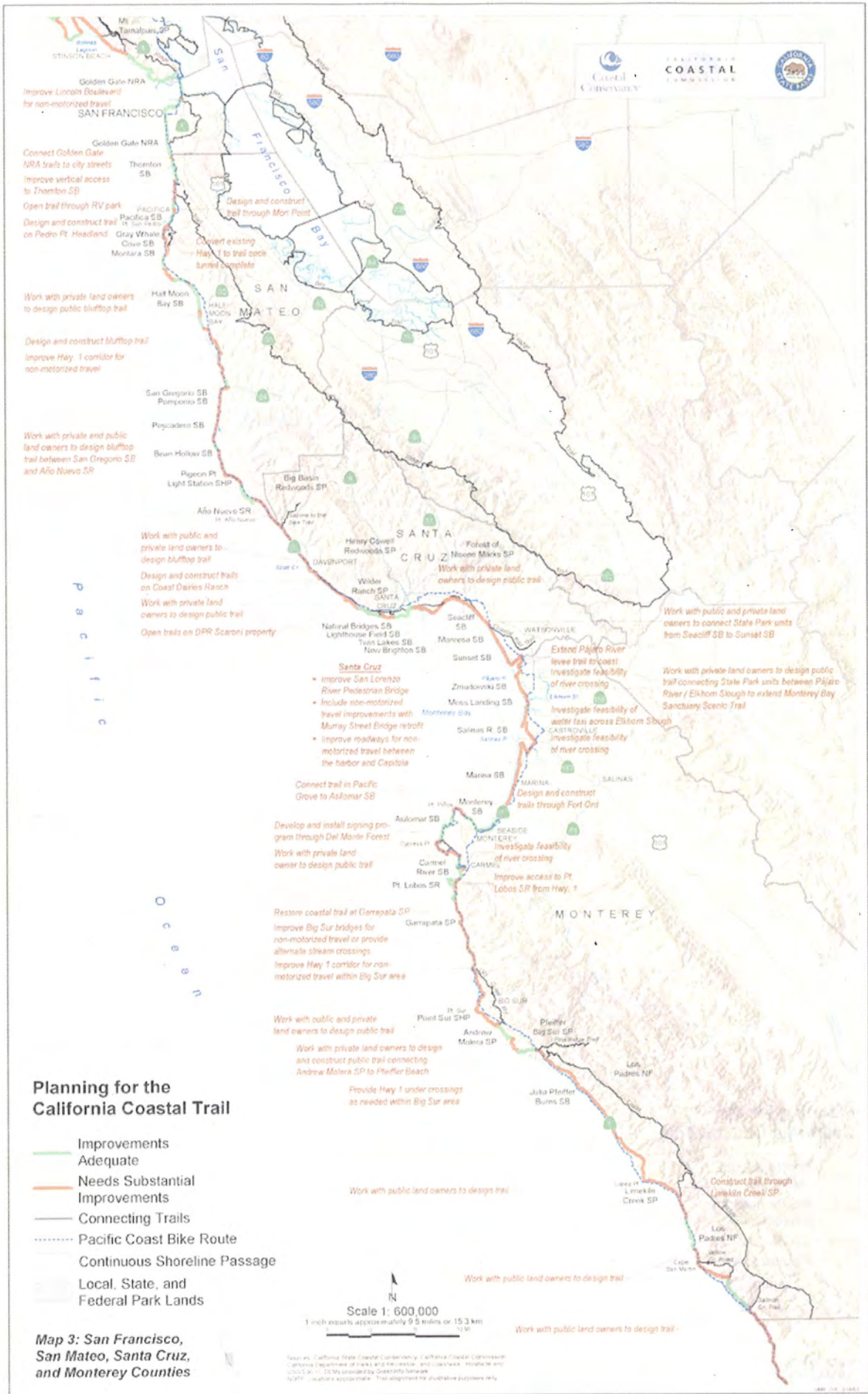
Mendocino SP

SONOMA

MARIN

STANISLAUS





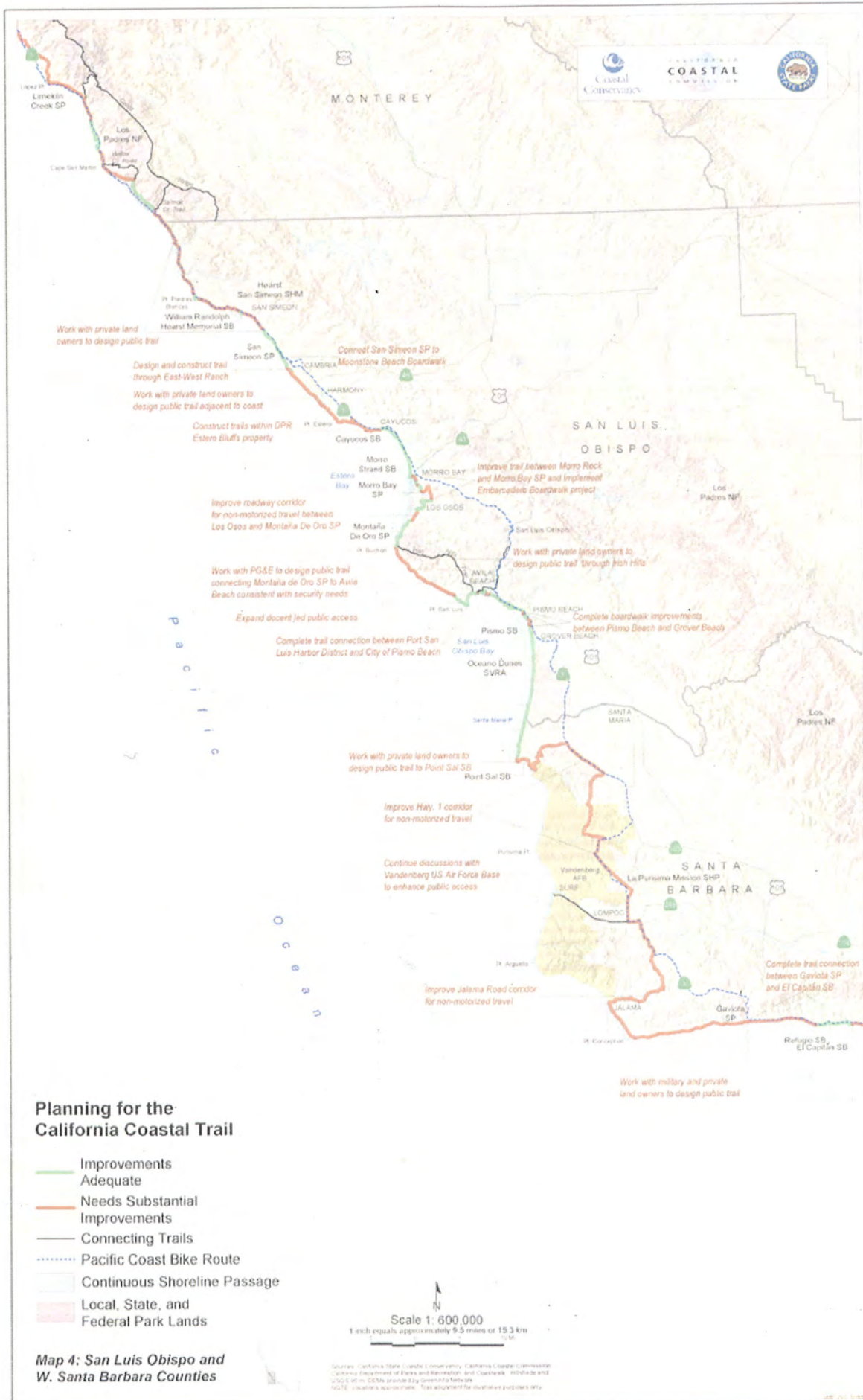
**Planning for the California Coastal Trail**

- Improvements Adequate
- Needs Substantial Improvements
- Connecting Trails
- Pacific Coast Bike Route
- Continuous Shoreline Passage
- Local, State, and Federal Park Lands

**Map 3: San Francisco, San Mateo, Santa Cruz, and Monterey Counties**

Scale 1: 600,000  
 1 inch equals approximately 9.5 miles or 15.3 km

Source: California State Coastal Conservancy, California Coastal Commission, California Department of Parks and Recreation, and CoastWatch. Maps by and ©2012 C.C.C. All rights reserved by Statewide Network. NAD83. Locations approximate. Trail alignment for illustrative purposes only.



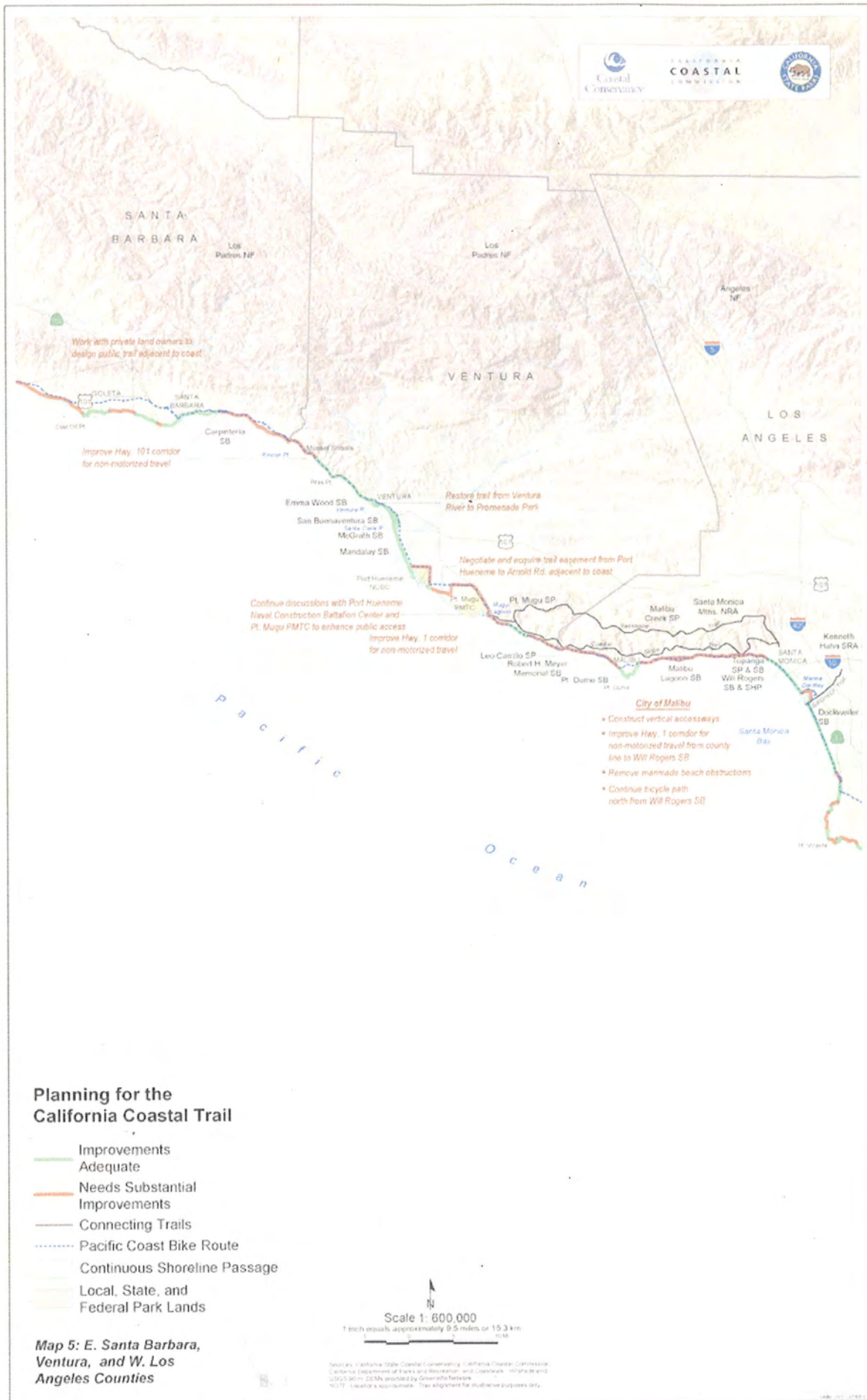
**Planning for the California Coastal Trail**

- Improvements Adequate
- Needs Substantial Improvements
- Connecting Trails
- - - - - Pacific Coast Bike Route
- Continuous Shoreline Passage
- Local, State, and Federal Park Lands

Scale 1:600,000  
 1 inch equals approximately 9.5 miles or 15.3 km

**Map 4: San Luis Obispo and W. Santa Barbara Counties**

Source: California State Coastal Conservancy, California Coastal Commission, California Department of Parks and Recreation, and Coastwatch. Initial design by USGS and USGS provide data generated through USGS Coastal Services Center. Trail alignment for illustrative purposes only.



SANTA BARBARA

VENTURA

LOS ANGELES

Work with private land owners to design public trail adjacent to coast

Improve Hwy 101 corridor for non-motorized travel

Restore trail from Ventura River to Promenade Park

Negotiate and acquire trail easement from Port Huememe to Arnold Rd. adjacent to coast

Continue discussions with Port Huememe Naval Construction Battalion Center and Pt. Mugu PMTC to enhance public access

Improve Hwy 1 corridor for non-motorized travel

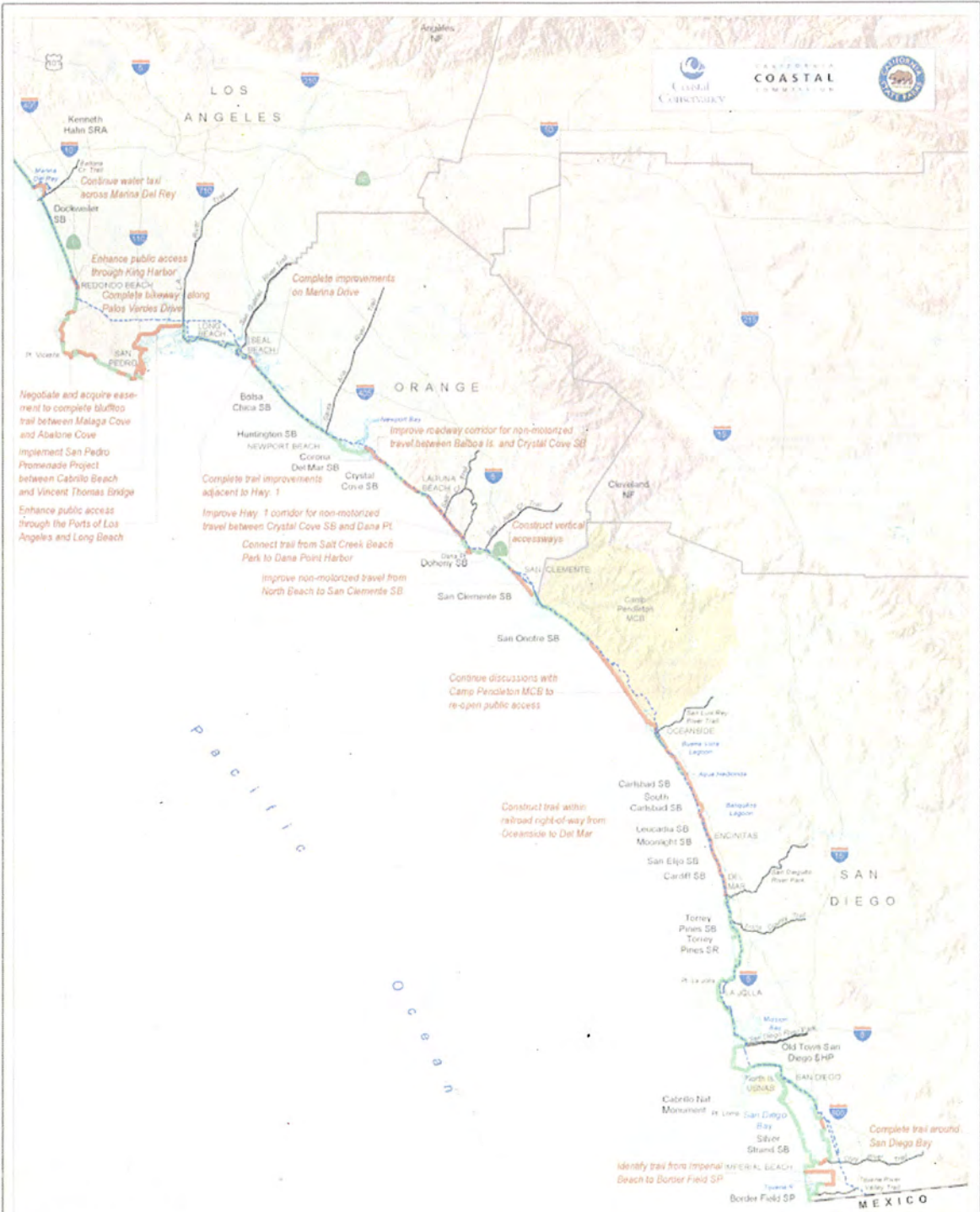
- City of Malibu**
- Construct vertical accessways
  - Improve Hwy 1 corridor for non-motorized travel from county line to Wil Rogers SB
  - Remove manmade beach obstructions
  - Continue bicycle path north from Wil Rogers SB



Scale 1: 600,000

1 inch equals approximately 9.5 miles or 15.3 km

Sources: California State Coastal Conservancy, California Coastal Commission, California Department of Parks and Recreation, and Coastwalk. Shoreline and 2500' 90 m (2.5 Mi) provided by Google Earth. 10:17. Location is approximate. Trail alignment for illustrative purposes only.



**Planning for the California Coastal Trail**

- Improvements Adequate
- Needs Substantial Improvements
- Connecting Trails
- Pacific Coast Bike Route
- Continuous Shoreline Passage
- Local, State, and Federal Park Lands

Scale 1: 600 000  
1 inch equals approximately 9.5 miles or 15.3 km

**Map 6: E. Los Angeles, Orange, and San Diego Counties**

Sources: California State Coastal Conservancy, California Coastal Commission, California Department of Parks and Recreation, and Coastal, Inhabited and Unpopulated (CISU) provided by GreenInfoNetwork. NOTE: Locations approximate. Trail alignment for illustrative purposes only.

## 1 **Sierra Club Harbor Vision Task Force (SCHVTF2)**

### 2 **Response to Comment SCHVTF2-1**

3 Thank you for your comment. Please see Master Response 2 for additional details  
4 regarding the Outer Harbor. LAHD staff has designed the proposed Project and a  
5 reasonable range of has addressed any viable alternatives according to CEQA  
6 guidelines. Alternatives 4 and 5 keep the cruise facilities concentrated in the Inner  
7 Harbor rather than the Outer Harbor (Kaiser Point).

### 8 **Response to Comment SCHVTF2-2**

9 Sufficient project-level details for a Maritime and Marine Science Research Center is  
10 not currently available for analysis and has not been included as part of the proposed  
11 Project or any of the alternatives. However, the proposed Project allows for the  
12 potential future redevelopment of the Westway Terminal for institutional/research  
13 and development use. LAHD has identified the City Dock No. 1 as a potential site to  
14 house marine research activities, which may include marine research laboratories,  
15 government laboratories, and educational support facilities for students engaged in  
16 marine science studies (draft EIS/EIR Section 2.4.2.2.6.). A programmatic  
17 assessment for institutional/research and development use has been incorporated into  
18 the traffic and cumulative impacts analysis of the draft EIS/EIR. Future assessment  
19 under CEQA and potentially NEPA will be required once more details are known  
20 about this project.

### 21 **Response to Comment SCHVTF2-3**

22 Thank you for your comment. The proposed Project includes a new public pile  
23 supported promenade around Warehouse No. 1 that would provide public access to  
24 the waterfront. There is an adaptive reuse plan for a Waterfront Red Car Museum  
25 and Maintenance Facility under Alternative 1. Any changes to Warehouse No. 1 that  
26 would result from an adaptive reuse alternative would be performed in accordance  
27 with the Secretary of the Interior's Standards and would be subject to consultation  
28 with the State Historic Preservation Officer (SHPO) in order to comply with Section  
29 106 of the National Historic Preservation Act. SHPO review and compliance with  
30 Section 106 will ensure that a "closer look" will be given to the plans. Alterations to  
31 historic buildings that meet the Secretary of the Interior's Standards would not result  
32 in a significant effect.

## 1 Response to Comment SCHVTF2-4

2 The draft EIS/EIR considers a range of reasonable alternatives that best accomplish  
3 the proposed project objectives while minimizing the impacts to the environment.  
4 Unfortunately, it is not feasible to consider every possible permutation of each  
5 alternative. The proposed Project expands the number of slips that are available to  
6 visiting vessels; however, youth sailing programs are outside the scope of the draft  
7 EIS/EIR and were not analyzed as part of the proposed Project or any of the  
8 alternatives. It is intended that a youth sailing program be implemented within the  
9 Cabrillo Marina Phase II project area, a separate but related project already approved  
10 by the Board of Harbor Commissioners. Your suggestions are appreciated and will  
11 be forwarded to the Board of Harbor Commissioners for consideration during its  
12 deliberations on the proposed Project and alternatives.

## 13 Response to Comment SCHVTF2-5

14 Section 3.10, "Recreation," of the draft EIS/EIR discusses the California Coastal  
15 Trail in detail. The proposed Project would provide connections to this trail, and  
16 significant impacts are not expected to occur. LAHD engineering staff have met with  
17 California Coastal Trail Commission. Additionally, LAHD reviewed and  
18 incorporated the suggestions and recommendations of the Los Angeles Harbor Area  
19 California Coastal Trail Access Analysis, authored by the California State Coastal  
20 Conservancy and the Los Angeles Harbor Watts Economic Development  
21 Corporation, which identified the need for additional linkages and connections to the  
22 California Coastal Trail in and along the harbor area. Please also refer to Figure ES-  
23 6a in the Executive Summary of the draft EIS/EIR.

## 24 Response to Comment SCHVTF2-6

25 The commenter expresses a concern with the location of parking as proposed by the  
26 project. The draft EIS/EIR analyzed the proposed project as identified in Chapter 2,  
27 "Project Description." As described on Page 3.11-49 of the draft EIS/EIR, the  
28 parking analysis shows that the proposed Project conforms to Los Angeles Municipal  
29 Code, which requires off-street parking spaces to be provided for each project land  
30 use based on rates in the code. Please also refer to Master Response 3 for further  
31 discussion of waterfront parking and Master Response 1 regarding the infeasibility of  
32 some suggested offsite parking facilities. Please note that LAHD has committed to  
33 continue to work with the Community Redevelopment Agency of the City of Los  
34 Angeles to identify shared parking opportunities for waterfront visitors in downtown  
35 San Pedro among future Community Redevelopment Agency joint development  
36 opportunity sites.

37 The commenter also states that transit planning to support the waterfront must be  
38 coordinated with transit planning for the adjoining residential and commercial  
39 districts. On Pages 3.11-49 through 3.11-55 of the draft EIS/EIR, the impact of the

1 expansion of the Waterfront Red Car on the traffic and pedestrian system is analyzed,  
2 and mitigation measures are proposed to mitigate identified impacts to less-than-  
3 significant levels. While creating regional transportation systems is out of the scope  
4 of this proposed project, LAHD is working with the LACMTA, LAX, and others to  
5 provide connections to regional transit opportunities. Additionally, proposed project-  
6 related impacts to the regional transit system were analyzed, and a determination was  
7 made that they would be less than significant. This information is provided on Page  
8 3.11-48 of the draft EIS/EIR and on Pages 84–85 of Appendix M of the draft  
9 EIS/EIR. This comment will be referred to the Board of Harbor Commissioners.

## 10 **Response to Comment SCHVTF2-7**

11 The draft EIS/EIR incorporates coach buses, taxis, shuttle buses, and Waterfront Red  
12 Car line as part of the proposed project in order to reduce car trips. LAHD has  
13 jurisdictional authority and is directly responsible for all property and buildings  
14 within its jurisdictional boundaries. Therefore, it cannot construct or operate a buffer  
15 district outside its jurisdiction. Furthermore, the Tidelands Trust Doctrine  
16 specifically identifies the types of land uses that the Port can engage in and it cannot  
17 engage in private mixed use development with a housing components. However,  
18 recent development activity in the Community Redevelopment Agency of the City of  
19 Los Angeles project area, which includes renovations of existing buildings into  
20 condominiums and townhomes and the construction of new multifamily residences  
21 adjacent to the proposed project area will serve in the future to further reduce  
22 dependence on individual trips to the proposed project site.

23 Additionally, the GHG analysis in Chapter 3.2 Air Quality quantifies the GHG  
24 emissions associated with the proposed Project. Numerous mitigation measures are  
25 proposed including measures that reduce electricity consumption or fossil fuel usage  
26 from proposed project emission sources. The mitigation measures specifically target  
27 the proposed project GHG emissions. They were developed through an applicability  
28 and feasibility review of possible measures identified in the *Climate Action Team*  
29 *Report to Governor Schwarzenegger* and the *California Legislature* (Climate Action  
30 Team 2006) and CARB's *Proposed Early Actions to Mitigate Climate Change in*  
31 *California* (CARB 2007). The measures are discussed under Impact AQ-9 in Section  
32 3.2.4.3.1 and include: Mitigation Measures MM AQ-25 through MM AQ-30. MM  
33 AQ-9, MM AQ-11 through MM AQ-13, and MM AQ-16 through MM AQ-20,  
34 already developed for criteria pollutant operational emissions as part of Impact AQ-3,  
35 would also reduce GHG emissions.

## 36 **Response to Comment SCHVTF2-8**

37 Thank you for your comment. Please see Master Response 4 regarding the future  
38 development of Ports O'Call. The elements previously approved under the  
39 Waterfront Enhancements Project may be superseded by the San Pedro Waterfront  
40 project should the Board of Harbor Commissioners choose to approve the San Pedro  
41 Waterfront Project or one of the alternatives. Furthermore, the Waterfront

1 Enhancements Project and San Pedro Waterfront project were separate and  
2 independent projects, in which the environmental impacts of each independent  
3 project were analyzed separately. Current plans for the 22<sup>nd</sup> Street/Sampson area  
4 under the San Pedro Waterfront Project or the alternatives show the parking lot area  
5 which was approved under the Waterfront Enhancements Project as being replaced  
6 eventually with the construction of San Pedro Park.

7 As discussed in Master Response 1, the design for the Paseo associated with the  
8 Waterfront Enhancements Project will be shared with the master developer selected  
9 for the redevelopment of Ports O' Call for consideration of being incorporated into  
10 the final site design. While it is true that phasing of the 22<sup>nd</sup> Street/Sampson Way  
11 parking and Ports O' Call improvements under the Waterfront Enhancements Project  
12 were to initially happen sequentially, the San Pedro community has realized a huge  
13 aesthetic benefit from the upgrading and landscaping of parking facilities in this  
14 location. What once was an open gravel eyesore now offers additional open space,  
15 especially the 1-acre grass pilot project that was incorporated into this area as a result  
16 of the community planning design workshop that occurred following the project's  
17 approval.

## 18 **Response to Comment SCHVTF2-9**

19 Thank you for your comment. The existing parking lot at the base of 22<sup>nd</sup> was  
20 constructed pursuant to the Waterfront Enhancements Initial Study  
21 Checklist/Mitigated Negative Declaration approved in April 2006. The impacts of  
22 the parking lot in that location were fully evaluated and disclosed in the approved  
23 Initial Study Checklist/Mitigated Negative Declaration. San Pedro Park, the parking  
24 lot for San Pedro Park, and the realignment of Sampson Boulevard are components  
25 of the proposed Project, the impacts of which are fully evaluated and disclosed in the  
26 draft EIS/EIR. Should the Board of Harbor Commissioners approve the San Pedro  
27 Park element of the proposed Project or one of the alternatives, the existing parking  
28 lot at the base of 22<sup>nd</sup> Street would be replaced by the proposed Project or alternative.  
29 The full impacts of two separate and individual projects were evaluated in two  
30 separate documents, the San Pedro Waterfront Enhancements Project MND and the  
31 San Pedro Waterfront Project EIS/EIR, and were fully disclosed, including  
32 cumulative impacts; therefore, no piecemealing has taken place.

## 33 **Response to Comment SCHVTF2-10**

34 Thank you for your comment. The Port has a Master Plan, which was prepared to  
35 address Port user needs and public concerns through short-term plans and long-range  
36 preferred use plans that adhere to federal, state, and local law. It was certified in  
37 1980 and has been updated with amendments numerous times, the most recent of  
38 which was in 2002. However, a master plan or master environmental impact report is  
39 not required. (See CEQA Section 21157.)



1 There has been no segmentation of environmental impacts. The San Pedro  
2 Waterfront Project, the Waterfront Enhancement Project, and Cabrillo Marina Phase  
3 II have “independent utility” and development of one project did not commit LAHD  
4 to any of the others.

5 Environmental impacts potentially resulting from projects in the general vicinity of  
6 the San Pedro Waterfront Project have been accounted for and adequately analyzed  
7 in the draft EIS/EIR (draft EIS/EIR Chapter 4, “Cumulative Analysis”). The  
8 cumulative analysis analyzes the potential for the proposed Project to have significant  
9 cumulative effects when combined with other past, present, and reasonable  
10 foreseeable future projects. The Pier 400 project, the Cabrillo Marina Way Phase II  
11 project, the Channel Deepening project, the Waterfront Enhancement project, and the  
12 US 110/SR 47 project are all included in this analysis, along with many others. (See  
13 draft EIS/EIR Section 4.1.2 for a more detailed explanation of the projects included  
14 in the cumulative analysis.)

15 Past, present, and future projects, including those named above, were considered in  
16 analyzing the cumulative impacts to recreational resources in San Pedro Bay (draft  
17 EIS/EIR Section 4.2.10.1). The operation of the proposed Project, when viewed  
18 cumulatively with other projects in the vicinity, would have a beneficial impact on  
19 water-related recreational opportunities (draft EIS/EIR Pages 4-113 through 4-114).

## 20 Response to Comment SCHVTF2-11

21 Please see Section 3.11.2.5 in the draft EIS/EIR regarding the discussion of existing  
22 public transit. Currently there are a number of public transit options which go to and  
23 from the proposed project area. The draft EIS/EIR incorporates coach buses, taxis,  
24 shuttle buses, the Waterfront Red Car line, bicycle paths, and connections to water  
25 taxi service as part of the proposed Project in order to reduce car trips. LAHD is also  
26 working with MTA, LAX, and others to provide connections to regional transit  
27 opportunities within the proposed project area. For a discussion of GHG and the  
28 proposed Project please see Section 3.2.2.2.7 of the draft EIS/EIR, which discusses  
29 LAHD’s planning processes to reduce GHG emissions. Your suggestion to review  
30 the current Port Master Plan in light of AB 32 to better respond to climate change  
31 issues will be forwarded to the Board of Harbor Commissioners.

## 32 Response to Comment SCHVTF2-12

33 Thank you for your comment. As described in Chapter 2, “Project Description,” the  
34 proposed Project would remove the mudflat in the Ports O’Call area. Shading of the  
35 mudflat habitat at Berth 78 is a necessary component of the proposed Project because  
36 it would allow for the construction of the continuous waterfront promenade. For this  
37 reason, the draft EIS/EIR did not consider enlarging the mudflat habitat at Berth 78  
38 as part of the proposed Project. Enlargement is therefore also infeasible as a  
39 mitigation measure and the draft EIS/EIR need not discuss it (CEQA Guidelines,  
40 Section 15126.4). However, Alternatives 5 and 6 would neither remove nor result in

1 any change to the mudflats at Berth 78. Under the proposed Project and Alternatives  
2 1-4, impacts to the mudflat would be mitigated at Salinas de San Pedro Salt Marsh as  
3 described in Mitigation Measure MM BIO-4. Mudflat habitat is expected to be over  
4 one half acre post enhancement and expansion of the salt marsh area. Mitigation  
5 ratios for mudflat would be a minimum of 1:1, but actual mudflat area is anticipated  
6 to be higher depending on the success of the enhancement and expansion. The  
7 comment will be forwarded to the Board of Harbor Commissioners for consideration  
8 during its deliberations on the proposed Project and alternatives. This issue is also  
9 discussed in Response to Comment USEPA-29.

## 10 **Response to Comment SCHVTF2-13**

11 Thank you for your comment. The proposed Project includes a waterfront  
12 promenade and trail spurs throughout the proposed project area (please see Figure  
13 ES-6a in the Executive Summary of the draft EIS/EIR). The waterfront promenade  
14 would support the pedestrian uses identified in the comment, but would not support  
15 uses such as equestrians use. Please also see Response to Comment SCHVTF2-5. T  
16 he comment will be forwarded to the Board of Harbor Commissioners for  
17 consideration during its deliberations on the proposed Project and alternatives.

## 18 **Response to Comment SCHVTF2-14**

19 Thank you for your comment. Your comments will be considered in the future  
20 design stages of the waterfront promenade, biking facilities, and linkages throughout  
21 the proposed project area. As stated, the proposed Project and alternatives include a  
22 waterfront promenade and trail spurs throughout the project area. The waterfront  
23 promenade would support the pedestrian uses identified in the comment.

24 The draft EIS/EIR considers a range of reasonable alternatives that best accomplish  
25 the project objectives while minimizing the impacts to the environment.  
26 Unfortunately, it is not feasible, nor are Lead Agencies required, to consider every  
27 possible permutation of each alternative. Please see Master Response 1 for additional  
28 details on the range of alternatives and the Sustainable Waterfront Plan. Your  
29 comment is appreciated and will be forwarded to the Board of Harbor  
30 Commissioners for consideration during its deliberations on the proposed Project and  
31 alternatives.

32 See Response to SCHVTF2-13 for discussion of California Coastal Trail.

## 33 **Response to Comment SCHVTF2-15**

34 Thank you for your comment. The waterfront promenade and bike facilities as  
35 described for the proposed Project and alternatives would increase pedestrian  
36 connectivity throughout the project area and enhance access to the waterfront. The

1 draft EIS/EIR considers a range of reasonable alternatives that best accomplish the  
2 project objectives while minimizing the impacts to the environment. Unfortunately,  
3 it is not feasible to consider every possible permutation of each alternative. Please  
4 see Master Response 1 for additional details regarding the range of alternatives and  
5 the Sustainable Waterfront Plan. The additional routes described in the comment are  
6 not proposed as part of the proposed Project or alternatives, and were not analyzed in  
7 the draft EIS/EIR. Your suggestions are appreciated and will be forwarded to the  
8 Board of Harbor Commissioners for consideration during its deliberations on the  
9 proposed Project and alternatives. No additional response is required since the  
10 comment does not address the adequacy of the draft EIS/EIR and/or address a  
11 physical environmental effect.

## 12 **Response to Comment SCHVTF2-16**

13 Thank you for your comment. LAHD is willing to work with other agencies  
14 interested in developing connecting trails to the California Coastal Trail. The  
15 comment will be forwarded to the Board of Harbor Commissioners for consideration  
16 during its deliberations on the proposed Project and alternatives.

## 17 **Response to Comment SCHVTF2-17**

18 Thank you for your comment. The portion of the California Coastal Trail between  
19 the proposed Project and the Wilmington Waterfront was approved under the  
20 Wilmington Waterfront Development Project EIR in June 2009. That project  
21 extended a multi-use pedestrian and bicycle facility, along with the Waterfront Red  
22 Car line, from Swinford Street and Harbor Boulevard, along Front Street to John S.  
23 Gibson Boulevard, and then along Harry Bridges Boulevard to Avalon Boulevard.  
24 The commenter is correct in identifying choke points along this route, and LAHD  
25 staff will work to smooth transitions in these areas during later design phases.

## 26 **Response to Comment SCHVTF2-18**

27 The commenter expresses a concern that too much of the waterfront is dedicated to  
28 parking uses and concern with the location of parking as proposed by the proposed  
29 Project. Please refer to Master Response 3 for a discussion of waterfront parking  
30 options. As described on Page 3.11-49 of the draft EIS/EIR, the parking analysis  
31 shows that the proposed Project conforms to Los Angeles Municipal Code, which  
32 requires off-street parking spaces to be provided for each project land use based on  
33 rates in the code.

34 Additionally, the commenter expresses concern that “traffic engineering” is given too  
35 much priority over “pedestrian engineering.” The proposed Project and each of the  
36 alternatives would create pedestrian-oriented design throughout the waterfront and to  
37 downtown San Pedro. The center and heart of the San Pedro Waterfront Project is

1 the Town Square, among the downtown waterfront, at the foot of downtown San  
2 Pedro, where the community meets the water. Substantial waterfront access design  
3 considerations and linkages are provided for pedestrians, bicycles, and watercraft.  
4 Along with the upland pedestrian connections at Swinford, O'Farrell, 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>,  
5 7<sup>th</sup>, 9<sup>th</sup>, 13<sup>th</sup> and 22<sup>nd</sup> Streets, signage and hardscape treatments would clearly identify  
6 nearby attractions.

7 The detailed traffic impact study conducted as part of the draft EIS/EIR was prepared  
8 in accordance with the traffic impact study guidelines adopted by the City of Los  
9 Angeles Department of Transportation. (See Appendix M and analysis in Section  
10 3.11 of the draft EIS/EIR.).

## 11 **Response to Comment SCHVTF2-19**

12 The comment expresses that a number of realignments to Harbor Boulevard and  
13 other streets can help improve the pedestrian-orientation of the waterfront and  
14 downtown areas. Please see Master Response 6 for additional details regarding  
15 Harbor Boulevard. Section 3.11, "Transportation and Circulation (Ground)," of the  
16 draft EIS/EIR analyzes the realignment of Samson Way that is proposed as part of  
17 the proposed Project, as well as three different alternatives for alignment and cross  
18 section of Harbor Boulevard south of Samson Way. Please note that CEQA does not  
19 require a lead agency to mitigate for environmental impacts that are not caused by the  
20 proposed Project. Therefore, the proposed Project is not required to cure deficiencies  
21 that may currently exist with respect to public transit and land use efficiency.  
22 Additionally, the impact of the proposed Project on land uses was evaluated in  
23 Section 3.8, Land Use and Planning, of the draft EIS/EIR. The analysis concludes  
24 that the proposed Project would generally be consistent with the Port of Los Angeles  
25 Plan, the PMP, and City zoning [Q]M2 or [Q]M3 for the Port and would not cause  
26 any significant land use impacts.

## 27 **Response to Comment SCHVTF2-20**

28 The comment expressed concern about locating parking facilities in the waterfront  
29 and tideland areas. The decision to include parking space near the waterfront as part  
30 of the proposed Project was carefully balanced between enabling the greatest public  
31 access as well as making the best use of limited space for recreational and  
32 commercial land uses. Please refer to Master Response 3 regarding waterfront  
33 parking for further discussion and Master Response 1 regarding offsite cruise parking  
34 facilities.

35 The draft EIS/EIR analyzed a reasonable range of alternatives, including several  
36 alternatives with reduced parking, as seen in Figures ES-4, Figure 2-17 (Alternative  
37 1; changes to outer harbor parking), Figure 2-19 (Alternative 2; changes to outer  
38 harbor parking), Figure 2-21 (Alternative 3; no parking at SP Railyard), Figure 2-22  
39 (Alternative 4; reduced parking in the inner and outer harbors); Figure 2-23

1 (Alternative 5; reduced parking in the inner and outer harbors), Figure 2-24  
2 (Alternative 6, no new parking).

3 LAHD operates the Port under the legal mandates of the Port of Los Angeles  
4 Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601; California Tidelands  
5 Trust Act of 1911) and the California Coastal Act (PRC Div 20 S30700 et seq.),  
6 which identify the Port and its facilities as a primary economic/coastal resource of the  
7 state and an essential element of the national maritime industry. Activities should be  
8 water dependent and give highest priority to navigation, shipping, and necessary  
9 support and access facilities. The necessary support and access facilities include  
10 infrastructure such as roads, berths, and parking (both surface and structures). These  
11 access and support facilities provide the foundation so that the primary facilities of the  
12 Port (container terminals, Ports of Call, Inner Harbor Cruise Terminal, etc.) can be  
13 appropriately used by workers and visitors alike. Your comments will be forwarded to  
14 the Board for their consideration.

## 15 **Response to Comment SCHVTF2-21**

16 The commenter proposes significant modifications to the proposed Project. Under  
17 both CEQA and NEPA, lead agencies are required to evaluate a “reasonable range”  
18 of alternatives but are not required to evaluate every possible alternative. According  
19 to the Council on Environmental Quality (CEQ), “[w]hen there are potentially a very  
20 large amount of alternatives, only a reasonable number of examples, covering the full  
21 spectrum of alternatives, must be analyzed and compared in the EIS.” (CEQ Forty  
22 Questions, No. 1b.) Under CEQA, “an EIR need not consider every conceivable  
23 alternative to a project.” (CEQA Guidelines Section 15126.6(a).) The “range of  
24 alternatives required in an EIR is governed by a ‘rule of reason’ that requires an EIR  
25 to set forth only those alternatives necessary to permit a reasoned choice.” (CEQA  
26 Guidelines Section 15126.6(f).) The draft EIS/EIR analyzes the proposed Project and  
27 six alternatives as specified in Chapter 2, “Project Description.” These six  
28 alternatives provide variations among 35 components incorporated into the proposed  
29 Project shown in Figure ES-4 and Table 2-6.

30 The design of Harbor Boulevard suggested in the comment is within the range of  
31 alternatives analyzed in the draft EIS/EIR and does not reduce or avoid any  
32 significant impacts that are not already reduced by alternatives and/or mitigation  
33 measures analyzed in the draft EIS/EIR. Please refer to Master Response 6 regarding  
34 additional details on Harbor Boulevard. The commenter’s recommendations will be  
35 forwarded to the Board of Harbor Commissioners.

## 36 **Response to Comment SCHVTF2-22**

37 Thank you for your comment. Please see the detailed Response to Comment  
38 SCHVTF2-21. The commenter’s recommendations will be forwarded to the Board  
39 of Harbor Commissioners.

**1 Response to Comment SCHVTF2-23**

2 Thank you for your comment. Please see the detailed Response to Comment  
3 SCHVTF2-21. The commenter's recommendations will be forwarded to the Board  
4 of Harbor Commissioners.

**5 Response to Comment SCHVTF2-24**

6 Thank you for your comment. Please see the detailed Response to Comment  
7 SCHVTF2-21. The commenter's recommendations will be forwarded to the Board  
8 of Harbor Commissioners.

**9 Response to Comment SCHVTF2-25**

10 Thank you for your comment. Please see the detailed Response to Comment  
11 SCHVTF2-21. The design of the 22<sup>nd</sup> Street area streets suggested in the comment is  
12 within the range of alternatives analyzed in the EIS/EIR and does not reduce or avoid  
13 any significant impacts that are not already reduced by alternatives and/or mitigation  
14 measures analyzed in the EIS/EIR. The commenter's recommendations will be  
15 forwarded to the Board of Harbor Commissioners.

**16 Response to Comment SCHVTF2-26**

17 Thank you for your comment. Please see the detailed Response to Comment  
18 SCHVTF2-21. The design of the cruise ship parking suggested in the comment is  
19 within the range of alternatives analyzed in the EIS/EIR and does not reduce or avoid  
20 any significant impacts that are not already reduced by alternatives and/or mitigation  
21 measures analyzed in the EIS/EIR. The commenter's recommendations will be  
22 forwarded to the Board of Harbor Commissioners.

**23 Response to Comment SCHVTF2-27**

24 Thank you for your comment. Please see the detailed Response to Comment  
25 SCHVTF2-21. Responses are required only for those comments that address the  
26 adequacy of the EIS/EIR. Your comment has been noted. The design of the Harbor  
27 Freeway West suggested in the comment is within the range of alternatives analyzed  
28 in the EIS/EIR and does not reduce or avoid any significant impacts that are not  
29 already reduced by alternatives and/or mitigation measures analyzed in the EIS/EIR.  
30 The commenter's recommendations will be forwarded to the Board of Harbor  
31 Commissioners.

**1 Response to Comment SCHVTF2-28**

2 Thank you for your comment. Please see the detailed Response to Comment  
3 SCHVTF2-21. The Vincent Thomas Bridge location suggested in the comment is  
4 within the range of alternatives analyzed in the EIS/EIR and does not reduce or avoid  
5 any significant impacts that are not already reduced by alternatives and/or mitigation  
6 measures analyzed in the EIS/EIR. The commenter's recommendations will be  
7 forwarded to the Board of Harbor Commissioners.

**8 Response to Comment SCHVTF2-29**

9 Thank you for your comment. Responses are required only for those comments that  
10 address the adequacy of the draft EIS/EIR and/or physical environmental effects.  
11 Your comment has been noted. The Transit Center location suggested in the  
12 comment is within the range of alternatives analyzed in the draft EIS/EIR and does  
13 not reduce or avoid any significant impacts that are not already reduced by  
14 alternatives and/or mitigation measures analyzed in the draft EIS/EIR. The  
15 commenter's recommendations will be forwarded to the Board of Harbor  
16 Commissioners.

**17 Response to Comment SCHVTF2-30**

18 Thank you for your comment. Please see the detailed Response to Comment  
19 SCHVTF2-21. The commenter's recommendations will be forwarded to the Board  
20 of Harbor Commissioners.

**21 Response to Comment SCHVTF2-31**

22 Thank you for your comment. Please see the detailed Response to Comment  
23 SCHVTF2-21. The commenter's recommendations will be forwarded to the Board  
24 of Harbor Commissioners.

**25 Response to Comment SCHVTF2-32**

26 Thank you for your comment. The current proposed Project has been detailed in the  
27 draft EIS/EIR. Any inclusion of different alternatives will be decided on by the  
28 Board of Harbor Commissioners.

**1 Response to Comment SCHVTF2-33**

2 Thank you for your comment. The current proposed Project has been detailed in the  
3 draft EIS/EIR. Any inclusion of different alternatives will be decided on by the  
4 Board of Harbor Commissioners.

**5 Response to Comment SCHVTF2-34**

6 Thank you for your comment. See Mitigation Measure MM-AQ-9 for the  
7 implementation schedule for AMP for cruise ships (draft EIS/EIR, Pages 3.2-88–3.2-  
8 89). See Mitigation Measure MM-AQ-10 for Los Sulfur Fuel implementation  
9 schedule (draft EIS/EIR, Page 3.2-89).

**10 Response to Comment SCHVTF2-35**

11 Thank you for your comment. Please see Master Response 6 for additional details  
12 regarding the Outer Harbor. Your opposition to the placement of a cruise terminal at  
13 Kaiser Point is acknowledged and will be forwarded to the Board of Harbor  
14 Commissioners.

**15 Response to Comment SCHVTF2-36**

16 Thank you for your comment. The current proposed Project and alternatives have  
17 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
18 decided on by the Board of Harbor Commissioners. Please see the detailed Response  
19 to Comment SCHVTF2-21.

**20 Response to Comment SCHVTF2-37**

21 Thank you for your comment. The current proposed Project and alternatives have  
22 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
23 decided on by the Board of Harbor Commissioners. Please see the detailed Response  
24 to Comment SCHVTF2-21. The placement of a fifth cruise terminal suggested in the  
25 comment has not been considered in the draft EIS/EIR and does not reduce or avoid  
26 any significant impacts that are not already reduced by alternatives and/or mitigation  
27 measures analyzed in the draft EIS/EIR.

**28 Response to Comment SCHVTF2-38**

29 Thank you for your comment. The current proposed Project and alternatives have  
30 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be



1 decided on by the Board of Harbor Commissioners. The details of the Ports O'Call  
2 development have not yet been designed. LAHD will partner with a master  
3 developer to develop the area holistically and in keeping with the proposed Projects'  
4 goals for the area. (See draft EIS/EIR Pages 2-32 through 2-33.) The commenter's  
5 concerns and recommendations regarding the development of Ports O'Call will be  
6 forwarded to the Board of Harbor Commissioners.

7 Please see Master Response 4 for a full discussion of Ports O'Call development.

## 8 **Response to Comment SCHVTF2-39**

9 Thank you for your comment. Please see Response to Comment SCHVTF2-38.  
10 Your suggestions will be forwarded to the Board of Harbor Commissioners for  
11 consideration during its deliberations on the proposed Project and alternatives.  
12 Please see Master Response 4 for a full discussion of Ports O'Call development.

## 13 **Response to Comment SCHVTF2-40**

14 Thank you for your comment. Please see Response to Comment SCHVTF2-38. The  
15 commenter's recommendations regarding the development of Ports O'Call will be  
16 forwarded to the Board of Harbor Commissioners. There are no detailed plans  
17 available for the Ports O'Call so the planning area was left blank on the project plans.  
18 Please see Master Response 4 for a full discussion of Ports O'Call development.

## 19 **Response to Comment SCHVTF2-41**

20 Thank you for your comment. Please see Response to Comment SCHVTF2-38. A  
21 water feature such as the one described in the comment including shallow canals  
22 connecting Ports O'Call was not analyzed as part of the proposed Project. Your  
23 suggestions will be forwarded to the Board of Harbor Commissioners for  
24 consideration during its deliberations on the proposed Project and alternatives.  
25 Please see Master Response 4 for a full discussion of Ports O'Call development.

## 26 **Response to Comment SCHVTF2-42**

27 Thank you for your comment. Please see Response to Comment SCHVTF2-38.  
28 Your suggestions will be forwarded to the Board of Harbor Commissioners for  
29 consideration during its deliberations on the proposed Project. There are no detailed  
30 plans available for the Ports O'Call so the planning area was left blank on the project  
31 plans. LAHD intends for a developer to provide detailed plans for this area. Please  
32 see Master Response 4 for a full discussion of Ports O'Call development.

**1 Response to Comment SCHVTF2-43**

2 Thank you for your comment. The commenter's recommendations will be forwarded  
3 to the Board of Harbor Commissioners. Please see Master Response 4 for a full  
4 discussion of Ports O'Call development.

**5 Response to Comment SCHVTF2-44**

6 Thank you for your comment. Rail spurs are proposed to be retained near the  
7 proposed Waterfront Red Car Maintenance Facility to support rail shows and events.  
8 The commenter's recommendations will be forwarded to the Board of Harbor  
9 Commissioners.

**10 Response to Comment SCHVTF2-45**

11 Thank you for your comment. The current proposed Project and alternatives have  
12 been detailed in the draft EIS/EIR, any inclusion of different alternatives will be  
13 decided on by the Please see Response to Comment SCHVTF2-12. Shading of the  
14 mudflat habitat at Berth 78 is a necessary component of the proposed Project.  
15 However, impacts to the mudflat would be mitigated by the creation of a new mudflat  
16 area at a ratio of greater than 1:1 as part of the proposed salt marsh habitat  
17 enhancement/expansion described in Mitigation Measure MM BIO-4.

**18 Response to Comment SCHVTF2-46**

19 Please see Master Response 4 for a discussion regarding the redevelopment of Ports  
20 O'Call.

**21 Response to Comment SCHVTF2-47**

22 Thank you for your comment. Please see Response to SCHVTF2-38. Your  
23 suggestion to avoid exclusive arrangements or sponsorships in the future will be  
24 forwarded to the Board of Harbor Commissioners for consideration during its  
25 deliberations on the proposed Project and alternatives.

**26 Response to Comment SCHVTF2-48**

27 Thank you for your comment. The current proposed Project and alternatives have  
28 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
29 decided on by the Board of Harbor Commissioners. The construction of a Plaza Park  
30 Terraces complex as suggested in the comment has not been proposed as part of the

1 San Pedro Waterfront Project and is not analyzed in the draft EIS/EIR. The draft  
2 EIS/EIR analyzes a reasonable range of alternatives that best accomplish the project  
3 objectives while minimizing the impacts to the environment. Unfortunately, it is not  
4 feasible to consider every possible permutation of each alternative and neither NEPA  
5 nor CEQA require this. (CEQ Forty Questions, No. 1b; CEQA Guidelines Section  
6 15126.6(a), (f).) Please see the detailed Response to Comment SCHVTF2-21 for  
7 further discussion. The commenter's recommendations will be forwarded to the  
8 Board of Harbor Commissioners.

## 9 **Response to Comment SCHVTF2-49**

10 Thank you for your comment. The current proposed Project and alternatives have  
11 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
12 decided on by the Board of Harbor Commissioners. The construction of a Plaza Park  
13 Terrace complex has not been proposed as part of the San Pedro Waterfront Project.  
14 Please see Response to Comment SCHVTF2-48. The commenter's  
15 recommendations will be forwarded to the Board of Harbor Commissioners.

## 16 **Response to Comment SCHVTF2-50**

17 Thank you for your comment. The current proposed Project and alternatives have  
18 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
19 decided on by the Board of Harbor Commissioners. The construction of a Plaza Park  
20 Terrace complex has not been proposed as part of the San Pedro Waterfront Project.  
21 Please see Response to Comment SCHVTF2-48. The commenter's  
22 recommendations will be forwarded to the Board of Harbor Commissioners.

## 23 **Response to Comment SCHVTF2-51**

24 Thank you for your comment. The current proposed Project and alternatives have  
25 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
26 decided on by the Board of Harbor Commissioners. Moving Beacon Street has not  
27 been proposed as part of the San Pedro Waterfront Project. The commenter's  
28 recommendations will be forwarded to the Board of Harbor Commissioners.

## 29 **Response to Comment SCHVTF2-52**

30 Thank you for your comment. The current proposed Project and alternatives have  
31 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
32 decided on by the Board of Harbor Commissioners. The construction of a Plaza Park  
33 Terrace complex has not been proposed as part of the San Pedro Waterfront Project.  
34 Please see Response to Comment SCHVTF2-48. The commenter's  
35 recommendations will be forwarded to the Board of Harbor Commissioners.

**1 Response to Comment SCHVTF2-53**

2 Thank you for your comment. The current proposed Project and alternatives have  
3 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
4 decided on by the Board of Harbor Commissioners. The construction of a Plaza Park  
5 Terrace complex has not been proposed as part of the San Pedro Waterfront Project.  
6 Please see Response to Comment SCHVTF2-48. The commenter's  
7 recommendations will be forwarded to the Board of Harbor Commissioners.

**8 Response to Comment SCHVTF2-54**

9 Thank you for your comment. The current proposed Project and alternatives have  
10 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
11 decided on by the Board of Harbor Commissioners. The construction of a Plaza Park  
12 Terrace complex has not been proposed as part of the San Pedro Waterfront Project.  
13 Please see Response to Comment SCHVTF2-48. The commenter's  
14 recommendations will be forwarded to the Board of Harbor Commissioners.

**15 Response to Comment SCHVTF2-55**

16 Thank you for your comment. The current proposed Project and alternatives have  
17 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
18 decided on by the Board of Harbor Commissioners. The construction of a Plaza Park  
19 Terrace complex has not been proposed as part of the San Pedro Waterfront Project.  
20 Please see Response to Comment SCHVTF2-48. The commenter's  
21 recommendations will be forwarded to the Board of Harbor Commissioners.

**22 Response to Comment SCHVTF2-56**

23 Thank you for your comment. The current proposed Project and alternatives have  
24 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
25 decided on by the Board of Harbor Commissioners. The construction of a Plaza Park  
26 Terrace complex has not been proposed as part of the San Pedro Waterfront Project.  
27 Please see Response to Comment SCHVTF2-48. The commenter's  
28 recommendations will be forwarded to the Board of Harbor Commissioners.

**29 Response to Comment SCHVTF2-57**

30 Thank you for your comment. The current proposed Project and alternatives have  
31 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
32 decided on by the Board of Harbor Commissioners. The construction of a Plaza Park  
33 Terrace complex has not been proposed as part of the San Pedro Waterfront Project.

1 Please see Response to Comment SCHVTF2-48. The commenter's  
2 recommendations regarding the Conference Center will be forwarded to the Board of  
3 Harbor Commissioners.

#### 4 **Response to Comment SCHVTF2-58**

5 Thank you for your comment. The current proposed Project and alternatives have  
6 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
7 decided on by the Board of Harbor Commissioners.

#### 8 **Response to Comment SCHVTF2-59**

9 Thank you for your comment. The current proposed Project and alternatives have  
10 been detailed in the draft EIS/EIR; any inclusion of different alternatives will be  
11 decided on by the Board of Harbor Commissioners. The construction of a Plaza Park  
12 Amphitheater has not been proposed as part of the San Pedro Waterfront Project and  
13 is not analyzed in the draft EIS/EIR. The draft EIS/EIR analyzes a reasonable range  
14 of alternatives that best accomplish the project objectives while minimizing the  
15 impacts to the environment. Unfortunately, it is not feasible to consider every  
16 possible permutation of each alternative and neither NEPA nor CEQA require this.  
17 (CEQ Forty Questions, No. 1b; CEQA Guidelines Section 15126.6(a), (f).) Please  
18 see the detailed Response to Comment SCHVTF2-21 for further discussion. The  
19 commenter's recommendations will be forwarded to the Board of Harbor  
20 Commissioners.

#### 21 **Response to Comment SCHVTF2-60**

22 Thank you for your comment. The proposed Project would increase public access to  
23 Cabrillo Beach through the addition of the waterfront promenade, enhancing  
24 pedestrian access to the Cabrillo Beach area from the area to the north. The other  
25 improvements to the Cabrillo Beach area noted in the comment are not proposed as  
26 part of the proposed Project or any of the alternatives, and were not analyzed in the  
27 draft EIS/EIR. Your suggestions will be forwarded to the Board of Harbor  
28 Commissioners for consideration during its deliberations on the proposed Project and  
29 alternatives. No additional response is required since the comment does not address  
30 the adequacy of the draft EIS/EIR and/or address a physical environmental effect.

#### 31 **Response to Comment SCHVTF2-61**

32 Thank you for your comment. The suggested features are not proposed as part of the  
33 proposed Project or alternatives, and were not analyzed in the draft EIS/EIR. Your  
34 suggestions will be forwarded to the Board of Harbor Commissioners for  
35 consideration during its deliberations on the proposed Project and alternatives. No

1 additional response is required since the comment does not address the adequacy of  
2 the draft EIS/EIR and/or address a physical environmental effect.

## San Pedro Waterfront Project—Downtown Harbor—Comments

The Los Angeles Maritime Institute, TopSail Youth Program  
Berth 84, Foot of Sixth Street, San Pedro, CA 90731  
310-833-6055 Fax 310-548-2055 www.lamitopsail.org  
Berthing and Facilities Considerations



Thank you for the opportunity to speak into the design process. It is the hope of the Los Angeles Maritime Institute that a continuing dialogue between all parties can produce an end result that is aesthetic as well as functional and be a real asset to the Port of Los Angeles and San Pedro: continuing to highlight the educational, environmental, cultural, and recreational aspects of LAMI TopSail.

### **LAMI'S DESIGN CONSIDERATIONS:**

- **Safe and easy access for school groups to board (up to 60 students/teachers) for day sails and overnight voyages (students will be carrying their sleeping bags and duffels for overnight voyages)**
- **Turn around and parking for school busses**
- **Secure parking for school busses, vehicles for sailing groups-group leaders, volunteers, crew, and service-repair people (including some overnight parking)**
- **Secure storage of vessel equipment, supplies, and small boats/kayaks on dock or with easy access to dock.**
- **Safe access for public tours, tall ship, naval, & historic vessel visits, and festival events**
- **Classrooms, offices and workshops with close, convenient access to Vessels (See Appendix A)**
- **Crane on dock, truck accessible, with adequate reach to load heavy objects, food and supplies, to the deck of docked vessels.**
- **Vessel security, lockable gates and the ability to open some sections of dock to the public and visiting vessels while keeping others secure.**
- **Dockside pump-out stations for holding tanks w/ sewer connection**
- **Dockside potable water hook ups to replenish vessel tanks**
- **Dockside fire hoses and hydrants**
- **Dockside safety equipment**
- **Shore power, 30 & 50 amp for LAMI vessels greater amperage for visiting Class "A" tall ships, naval, & historic vessels**
- **Adequate room to maneuver single screw sailing vessels with significant windage and deep draft. ( See Appendix B)**
- **Adequate pilings, dock structure, cleats/bollards, and boarding space to accommodate visiting Class "A" tall ships, naval, & historic vessels on floating docks (i.e. USCG *Barque Eagle*, displacement 1,784 long tons)**
- **Near by, easy, access to recycling and trash dumpsters to keep the area "green"**
- **Night lighting of tall ship rigs for security and aesthetic/theatrical presentation**
- **TopSail Youth Center must be adjacent to Vessels**

LAMI-1

**APPENDIX A**  
**Los Angeles Maritime Institute TopSail Center Facility Needs**

<b><u>TopSail Youth Center</u></b>	<b><u>Estimated Square Footage</u></b>
<b>Meeting rooms:</b>	<b>Total footage = 1500</b>
Classroom for 60 w/ bookshelves and media capabilities	
Boardroom and small group meeting area for 15+	
<b>Offices:</b>	<b>Total footage = 2000</b>
President / Director	
Executive Director	
Program Administrator	
Clerk/Reception/Phones	
Volunteers and Crew Coordinator	
Volunteers and Crew Preparation Room	
Captains and Mates / Instructional Ship's Business	
Captains and Mates / Operational Ship's Business	
Fund Development	
Boatswain (maintenance coordinator)	
Projects	
<b>Food areas:</b>	<b>Total footage = 425</b>
Kitchen	
Dining area	
<b>Maintenance area:</b>	<b>Total footage = 1950</b>
Workshop with band saw, table saw, jointer, drill press, etc.	
Tool room plus materials and supplies	
Maintenance work areas with space for:	
Small boat construction and repair	
Spar and rigging loft	
<b>Facilities:</b>	<b>Total footage = 300</b>
Men's restroom with showers	
Women's restroom with showers	
Laundry room with washer and dryer	
<b>Storage rooms:</b>	<b>Total footage = 1455</b>
Vessel shore-side storage, seasonal equipment etc.	
Instructional materials and archives	
Merchandise	
Lockers for volunteers, interns and crew personal items	
Active files and safe	
Classroom closet	
Custodial and water heater	
Electrical and phone panels	
<b>Total building floor space and enclosed outdoor work yard =</b>	<b>7630</b>
<b>Parking:</b> Typical use (Varies) 70 spaces (includes staff, voyaging crew, school groups-leaders, meetings, classes and volunteers)	

LAMI-2



**APPENDIX B**

**Berthing for sail training vessels/tall ships requires special consideration and further study.**

Each of the projected new harbor elements presents different circumstances, whether LAMI vessels or visiting tall ships are in the new North Harbor, Downtown Harbor or by the Ports O' Call Promenade, along the main channel.

The SPWP diagrams and drawings of the Downtown Harbor show ships berthed alongside the pier, perpendicular to the channel/current and/or inside a basin with limited maneuvering space.

Unlike the tugs and the fireboat, the LAMI sailing ships are deep-keeled, single screw and low-powered, with lofty spars and significant windage even without sails set. As you know, vessels with these characteristics, used with youth education programs, require floating docks with heavy cleats like we have now.

At this time at Berth 78 with the dock parallel to the main channel, our captains are often able to sail off and onto the dock, maneuvering with the current and a prevailing cross wind. The Downtown Harbor presents different circumstances: maneuvering into the prevailing wind and with cross-currents; other considerations include having to deal with backing situations, different angles of approach, underwater effects from large cruise/commercial ships and other boat traffic restrictions.

Here are our LAMI Vessel specs:

Square topsail schooner *Swift of Ipswich* , built 1938, Ipswich, MA  
(Berth 84, behind the LA Maritime Museum...currently in restoration)

Sparred length: 90'  
Length Water Line: 62'  
Draft: 10'  
Beam: 18'  
Displacement: 65 LT  
Rig Height: 74'  
Hull: Wood  
Power: Single-screw, Diesel

Twin Brigantines *Irving Johnson* and *Exy Johnson*, built 2002, San Pedro, CA  
(Currently 'temporarily' at Berth 78)

Sparred length: 111'  
Length Water Line: 72'6"  
Draft: 11'  
Beam: 21' 9"  
Displacement: 130 LT  
Rig Height: 87'8"  
Hull: Wood  
Power: Single-screw, 315HP Diesel

LAMI-3

1 **Los Angeles Maritime Institute, Topsail Youth Program**  
2 **(LAMI)**

3 **Response to Comment LAMI-1**

4 Thank you for your comment. Your suggestions will be forwarded to the Board of  
5 Harbor Commissioners. No additional response is required since the comment does  
6 not address the adequacy of the draft EIS/EIR and/or address a physical  
7 environmental effect.

8 **Response to Comment LAMI-2**

9 Thank you for your comment. No additional response is required since the comment  
10 does not address the adequacy of the draft EIS/EIR and/or address a physical  
11 environmental effect.

12 **Response to Comment LAMI-3**

13 LAHD acknowledges that the berthing of sail training vessels and tall ships owned  
14 and operated by LAMI requires special consideration. LAHD Engineering Division  
15 will work with LAMI during the detailed design of the Downtown Harbor to  
16 accommodate LAMI's needs, and allow LAMI to continue operations from the  
17 proposed facilities. No additional response is required since the comment does not  
18 address the adequacy of the draft EIS/EIR and/or address a physical environmental  
19 effect.

INTERNATIONAL  
LONGSHORE &  
WAREHOUSE UNION



MARINE CLERKS ASSOCIATION  
LOCAL 63 LOS ANGELES and LONG BEACH HARBORS

350 WEST 5TH STREET, SUITE 200 SAN PEDRO, CALIFORNIA 90731



JAMES C. SPINOSA  
PRESIDENT

December 5, 2008

Dr. Ralph Appy  
Director of Environmental Management  
Port of Los Angeles  
425 So. Palos Verdes Street  
San Pedro, California 90731

RECEIVED

DEC 10 2008

Regulatory Branch

Dear Dr. Appy:

A consortium comprising of Locals 13, 63, and 94 of the International Longshore and Warehouse Union (ILWU) proposes to construct and install a memorial – a monumental work of public art as a part of the proposed San Pedro Waterfront Redevelopment Plan.

The work will serve several purposes: it will be a memorial dedicated to the young people of the community in memory of the numerous longshore workers who lost their lives while working at the Ports of Los Angeles and Long Beach, and it will honor the dock workers who continue to facilitate the daily movement of goods through the ports along San Pedro Bay.

Equally as important, the memorial will honor past and future recipients of ILWU memorial scholarships, a fund established 21 years ago to provide college scholarships for local high school students.

The Union envisions the memorial as a focal point for either a passive or active park setting.

The ILWU believes that the proposed memorial is consistent with the California State Lands Commission Public Trust Doctrine in several ways

- The proposed memorial preserves open space and is intended to foster the public's understanding of and appreciation for the Port of Los Angeles and its relation to the community.
- The proposed memorial will have statewide impact.

The ILWU fully anticipates that when completed this work of public art will be a state landmark.

MCAL63-1

The Union expects it to be regarded as a classic, a destination of art lovers who live in or are visiting the Los Angeles area and for those from throughout California who wish to gain a greater appreciation for the importance of the work carried out of the port.

The ILWU memorial will use art, education, and community building to help mitigate the aesthetics of port operation. It will serve as a connecting point between port and community, a symbol of cooperation as both parties strive to achieve economic and environmental sustainability.

Rather than blocking or denying the visual reality of the Port, the memorial will give it a new aesthetic context, literally framing it in a series of shapes that will help people see it in a new way.

MCAL63-1  
CONT.

The ILWU memorial would not be a new idea to the San Pedro Waterfront Redevelopment plan. Groundbreaking for the ILWU public work of art was scheduled for June of 2007. However, a change in port administration put the planned project on hold.

Knoll Hill has been considered as a possible site for the ILWU memorial. However, the yet unsettled issue of Knoll Hill becoming a permanent home for a variety of athletic uses gives the Union little hope of utilizing that area.

As a consequence, the ILWU would like as an option to revisit the original site allocated by the Port (an area just south of Block Field) or any other appropriate site in the San Pedro Redevelopment Project area.

The Union is anxious to share its thoughts and enthusiasm for the memorial with all interested parties.

Should you have questions, please call me at (323) 265-8837.

Sincerely,



Domenick Miretti, Ph.D.

ILWU Memorial Project Coordinator

cc: ILWU Presidents

Joe Cortez, Local 13

James Spinosa, Local 63

Daniel Miranda, Local 94

Spencer MacHiel, U.S. Army Corps of Engineers

Joseph Radisich, Harbor Commissioner

David S. Freeman, Harbor Commissioner

## ILWU Memorial Proposals

The proposed ILWU Memorial is to serve as a monument to the memory of the longshore workers lost on the waterfront. It is to be dedicated to the young people in the port communities of the Los Angeles, San Pedro, Wilmington and Long Beach, in order to create a common ground and unifying force for all ages to honor, and remind us of the real presence and cost of human life on the waterfront. The memorial will also honor the past ILWU college scholarship recipients and therefore serve as inspiration to younger generations for their future educational endeavors.

In Mineko Grimmer's two proposals we see monuments sited on a prominent hillside and in a park-like setting amidst the urban community where they survey the entire waterfront harbor and Pacific Ocean views. They encourage and invite visitors to be both introspective and uplifted by the spirit of such positive interaction between man and nature. The honest simplicity of Grimmer's materials are chosen from the physical structures and landscaping elements of the Port itself. The stone, steel and the disarticulated containers have been reconstructed in the proportions of the originals, but in new shapes and configurations.

The forms of the two proposals reflect on those of spiritual history. The proposal with the vertically oriented forms recall the picturesque ruins of 16<sup>th</sup> century abbey's in Briton and Wales while employing the organic suggestions of growth and renewal in nature. It invites the viewer to walk under and through the mammoth forms and consider the shapes, light and shadows within the structure, all the while sensing and seeing the presence of the Port.

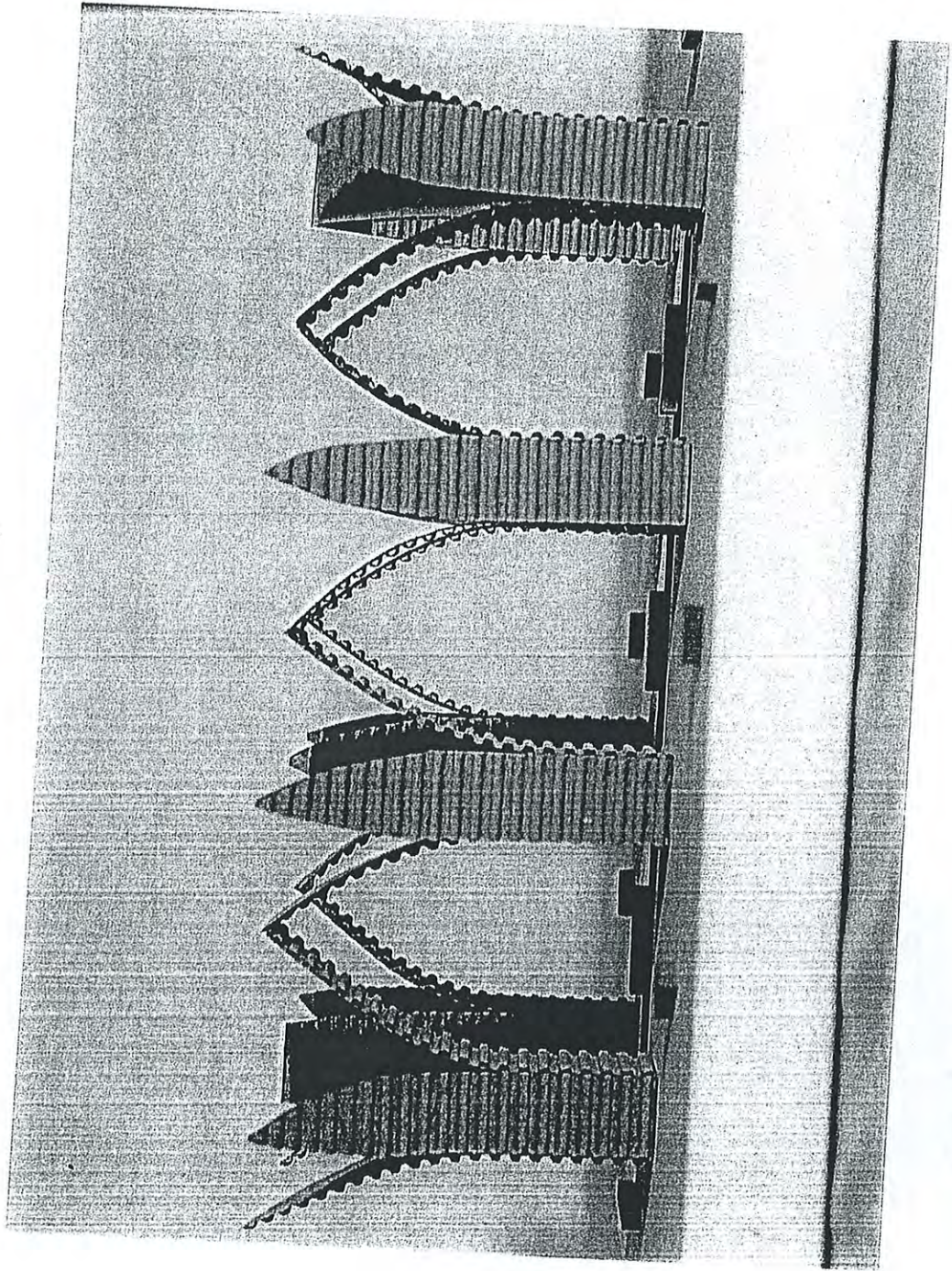
The second proposal which is horizontally oriented, suggests a more solemn and meditative environment as if encountering the Eastern influence of the Pacific Rim. The open structures invite us to sit, rest and contemplate, while the parabolic curves of the roofs echo the cables of the Vincent Thomas Bridge and the broadly curved walls are reminiscent of the waves of the Pacific.

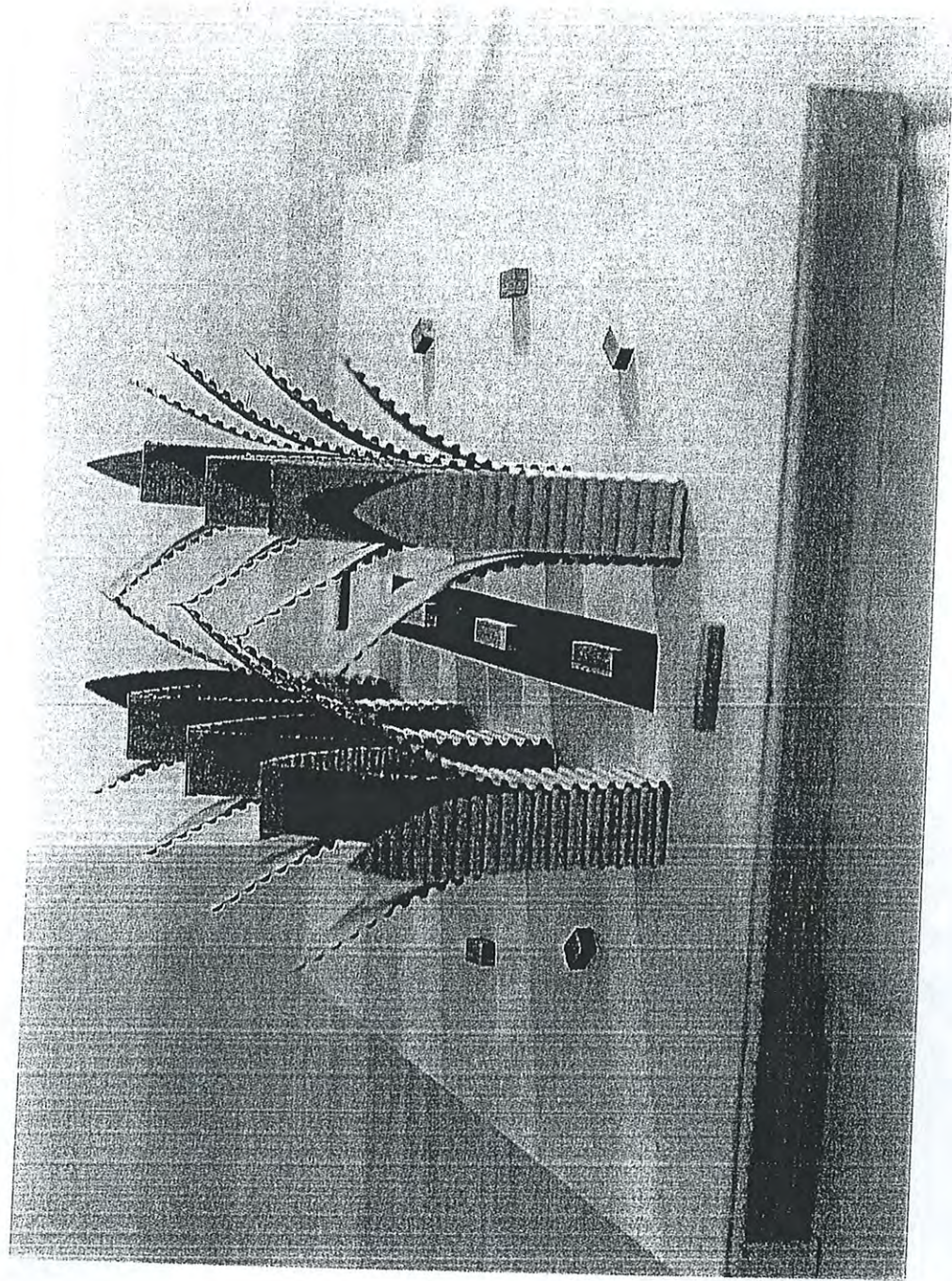
Simple, graceful, timeless. These adjectives describe the multiple and abstract readings of the proposals of Mineko Grimmer for the ILWU. Her designs wed art to nature, memorial to inspiration, and ameliorate urban stress with an aesthetic vision of a peaceful retreat that unites communities and reflects on poignant journeys and endless possibilities.

Mineko Grimmer is a Japanese-American artist living and working in Los Angeles. Her sculptures have been exhibited throughout the United States and Japan.

### TIMELINE FOR ILWU MEMORIAL:

Concept Introduction: 19 <sup>th</sup> Annual Seafood Propeller Club Seafood Feast:	June 14, 2006
Ground Breaking Ceremonies: To coincide with 20th Anniversary of Seafood Feast	June 2007





1 **Marine Clerks Association Local 63 (MCAL63)**

2 **Response to Comment MCAL63-1**

3 Thank you for your comment. Your suggestions regarding a memorial for longshore  
4 workers will be forwarded to the Board of Harbor Commissioners for consideration  
5 during its deliberations on the proposed Project and alternatives. No additional  
6 response is required since the comment does not address the adequacy of the draft  
7 EIS/EIR and/or address a physical environmental effect.





P.O. Box 425 • Lomita, California 90717

(310) 326-6378 FAX: (310) 326-2904

December 3, 2008

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



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

Dear Sirs;

I hold office in both the South Bay Association of Chambers of Commerce (Treasurer) and the Lomita Chamber of Commerce (President). As such I have voted to endorse the Los Angeles Harbor Department's San Pedro Waterfront Project DEIR/DEIS.

This project proposes improvements to the San Pedro Waterfront and will provide jobs and new businesses to the entire region of the South Bay. Also included in the project are Open Spaces and Parks for the public to enjoy.

As a representative of both the South Bay Association of Chambers of Commerce and the Lomita Chamber of Commerce, I endorse the "San Pedro Waterfront Project" as proposed by the Los Angeles Harbor Department.

Sincerely,

A handwritten signature in cursive script that reads "George Kivett".

George Kivett  
President

LCOC-1

1 **Lomita Chamber of Commerce (LCOC)**

2 **Response to Comment LCOC-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners. No additional response is  
5 required since the comment does not address the adequacy of the draft EIS/EIR  
6 and/or address a physical environmental effect.

December 3, 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, California 93001

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

Dear Dr. MacNeil and Dr. Appy:

The San Pedro Chamber of Commerce has, for over ten years, been the leading advocate for redevelopment of the waterfront and expansion of the cruise industry. Ever since John Papadakis proposed the "Grand Promenade" from the bridge to the breakwater, it has been viewed as the backbone of a revitalized downtown San Pedro, when linked to the waterfront with ribs consisting of pedestrian and public transportation bridges.

The Chamber's mission is to make San Pedro an economically, environmentally, and socially sustainable community. That means we look for any new developments to:

1. Enhance our current economic assets, while adding new ones.
2. Create or attract new jobs with good wages and career growth opportunities.
3. Enhance our current environmental assets, mitigate past environmental problems, and add new assets.
4. Create new educational and recreational resources.

SPCoC-1 | These principles have been applied to our evaluation of the 2008 Waterfront Project Draft EIS/ EIR. After review by the Chamber's Waterfront Subcommittee, Economic Policy Committee; and with input from significant community organizations; the Board of Directors recommends and strongly supports moving forward with **Alternative Development Scenario 4, with minor modifications.**

SPCoC-2 | As preface to the comments that follow, we would like to emphasize that, a.) none of the following comments should be construed to indicate that we advocate or support re-circulating the Draft EIS/EIR, b.) as waterfront development proceeds, all Downtown elements should be included in the first phase, and c.) we have made it a priority to incorporate the comments of other significant community organizations.



**Elements supported as stated in Alternative 4:**

1. Waterfront promenade
2. Inner Harbor Cruise Berths
3. No Outer Harbor Cruise Passenger parking
4. New Harbors
  - a. Downtown Harbor with Los Angeles Maritime Institute Facilities
  - b. 7th St. Pier
5. Conference Center
6. Three New Waterfront Parks
7. SS Lane Victory
8. Red Car Maintenance Facility and Museum
9. Ralph J. Scott Fire Boat Museum
10. Catalina Express

SPCoC-3

**Elements supported with modifications:**

**1. Parking Structures:**

- a. The one new Inner Harbor Cruise Passenger Parking Structure should include ground floor restaurants and retail to enhance the pedestrian experience adjacent to the Gateway Fountain.
- b. Any additional parking structures should be located for shared use between the downtown and waterfront districts.

SPCoC-4

SPCoC-5

**2. Ports O' Call Development**

Redevelopment of Ports O' Call is a major element of the San Pedro Waterfront Project and the Chamber recommends:

- a. Emphasis be placed on connecting Ports O' Call to the downtown through a seamless connection, including extension of the Red Car into downtown (see below).
- b. As recommended by the Urban Land Institute and Councilwoman Janice Hahn, the historic landmark institutions that have been serving the community for almost fifty years - the San Pedro commercial fishing slips, Ports O' Call Restaurant and San Pedro Fish Market - should be retained.
- c. 50,000 square feet of new development be added to the current 150,000 square feet at Ports O' Call.

SPCoC-6

SPCoC-7

SPCoC-8

**3. Red Car Line Extension**

The line's **first** expansion should be routed through Downtown San Pedro. At a minimum it should be routed west on 5th Street to Centre Street, south on Centre Street to 7th Street and east on 7<sup>th</sup> Street to return to the main line. This was promised to the community and should be of the highest priority.

SPCoC-9





**4. Road Improvements**

The Chamber does not support realigning Harbor Boulevard, as disconnecting the 5<sup>th</sup> Street and 6<sup>th</sup> Street access to the Maritime Museum and Ports O' Call will create another barrier between Downtown and the Waterfront. The Chamber does support the Town Square and Fountain elements of the project. The only roadway improvement that the Chamber supports is the extension of 7th Street due east to Sampson Way at the foot of the proposed 7<sup>th</sup> Street Pier.

SPCoC-10

**Additions to Alternative 4**

Three major elements advocated by the Chamber and entered into the record at the EIR Scoping Hearing and not included in the DEIR should be studied.

**1. Marine Science Research Institute**

This should have been included in the DEIR, beginning with adaptive reuse of the warehouses at Berth 58-60.

SPCoC-11

**2. Clean-up of the Westways site**

This should be a high priority with the Port.

SPCoC-12

**3. Outer Harbor Cruise Berth**

The Port should continue to plan for the availability of an occasional-use berth at Kaiser Point while the inner harbor terminal remains the focus of passenger processing activities.

SPCoC-13

The Chamber appreciates the Port of Los Angeles's continued commitment to moving forward on the San Pedro Waterfront Project and looks forward to working with the Port to continue making progress on this exciting and vital project.

Sincerely,

John Ek  
Chairperson, Board of Directors

Camilla Townsend  
President/CEO



## 1 **San Pedro Chamber of Commerce (SPCOC)**

### 2 **Response to Comment SPCOC-1**

3 Thank you for your comment. Your support for Alternative 4 with minor  
4 modifications will be forwarded to the Board of Harbor Commissioners.

### 5 **Response to Comment SPCOC-2**

6 Thank you for your comment. Please be advised that recirculation is only necessary  
7 under CEQA when significant new information is added to the EIR after public  
8 notice is given of the availability of the draft EIR for public review under Section  
9 15087 but before certification (CEQA Guidelines Section 15088.5).

10 Supplementation is required under NEPA only when substantial changes are made to  
11 the project or significant new information relevant to the project's impacts arises (40  
12 CFR Section 1502.9(c) and 33 CFR Section 230.13(b)). While the proposed Project  
13 and alternatives have been modified based on public comment, these changes do not  
14 constitute substantial changes or significant new information under CEQA or NEPA;  
15 therefore the draft EIS/EIR meets all CEQA and NEPA requirements and does not  
16 require re-circulation or supplementation. Please refer to Master Response 7 for  
17 further discussion.

18 Under the proposed Project, work related to the Downtown Harbor, including the  
19 harbor cuts, 7<sup>th</sup> Street Pier, town square, and Ralph J. Scott museum is generally  
20 scheduled to occur in the first phase of construction. No additional response is  
21 required since the remainder of the comment does not address the adequacy of the  
22 draft EIS/EIR.

### 23 **Response to Comment SPCOC-3**

24 Thank you for your comment. Your support for these elements in Alternative 4 will  
25 be forwarded to the Board of Harbor Commissioners.

### 26 **Response to Comment SPCOC-4**

27 Thank you for your comment. No ground floor restaurants or retail are proposed at  
28 the Inner Harbor parking structure at this time or analyzed in the draft EIS/EIR.  
29 Currently LAHD issues permits for vender carts to enhance the pedestrian experience  
30 at the Gateway Fountain.

## 1 Response to Comment SPCOC-5

2 Thank you for your comment. Parking structures at Ports O’Call located along the  
3 bluff at Sampson Way between 8<sup>th</sup> Street and 12<sup>th</sup> Street will be available for visitors  
4 to the waterfront and downtown San Pedro. Please see Chapter 2, “Project  
5 Description,” of the draft EIS/EIR for a description of proposed parking structures  
6 associated with Alternative 4 and Master Response 3 for further discussion of  
7 waterfront parking. While LAHD has explored all proposed locations for parking  
8 structures and has developed a parking plan based on current known conditions,  
9 LAHD is committed to evaluating future public parking options in CRA projects  
10 located in downtown San Pedro which may arise due to changing conditions or  
11 opportunities.

## 12 Response to Comment SPCOC-6

13 Thank you for your comment. LAHD, CRA/LA, City Planning, the LA Mayor’s  
14 Office, and Council District 15 have all collaborated on the development of a  
15 seamless integration of access and urban design along Harbor Boulevard between the  
16 waterfront development and downtown San Pedro. The Seamless Study focused on  
17 identifying key pedestrian and vehicular access points between downtown and the  
18 waterfront. Please refer to Section ES 4.3.1.1 in the draft EIS/EIR for a discussion of  
19 linkages and upland connections, along with Figure ES-6a. Please see Master  
20 Response 4 regarding the scale of development for Ports O’ Call and selected  
21 existing successful businesses to remain. Please refer to Response to Comment  
22 SPCOC-9 regarding extension of the Waterfront Red Car Line to downtown San  
23 Pedro.

## 24 Response to Comment SPCOC-7

25 It is LAHD’s intent that any redevelopment of Ports O’ Call will include a location  
26 for selected existing successful businesses. LAHD will not demolish existing uses  
27 without first having a comprehensive development plan that meets the objectives of  
28 LAHD. Please see Master Response 4 for further discussion regarding Ports O’Call  
29 redevelopment.

## 30 Response to Comment SPCOC-8

31 Thank you for your comment. The proposed Alternative 4 would add 150,000 square  
32 feet of new development to the existing 150,000 square feet of development, as  
33 would be done under the proposed Project. Alternative 3 would not include the  
34 additional 150,000 square feet. As discussed in Master Response 1, the draft  
35 EIS/EIR provides a reasonable range of alternatives. Additional alternatives, such as  
36 adding 50,000 square feet of new development, are not required under CEQA or  
37 NEPA

## 1 **Response to Comment SPCOC-9**

2 Thank you for your comment. The extension of the Waterfront Red Car Line into  
3 downtown may be considered as a separate project but is not a part of the proposed  
4 Project analyzed in the draft EIS/EIR. Extending the Red Car to downtown San  
5 Pedro has been studied in the *Waterfront Red Car Line Expansion Feasibility Study*  
6 *Draft Final Report*, prepared by Wilson & Company. The study indicates the  
7 existing red car configuration with high platforms and long handicap ramps to  
8 elevated stations could not be developed in downtown without significant impact to  
9 businesses, parking, and sidewalks. Therefore, the study recommends that the  
10 existing red car system be modified to a step-on/step-off type of electric trolley prior  
11 to expansion. The Port is currently seeking transportation funding for these  
12 modifications, which would need to occur before a downtown loop becomes feasible.

13 LAHD acknowledges that a downtown San Pedro extension would require additional  
14 planning studies to identify and refine the various alignment alternatives, operating  
15 options and station requirements.

16 Additionally, as the Downtown extension would not be on POLA property, LAHD  
17 does not have jurisdiction over elements outside of its boundaries and therefore  
18 cannot extend the Red Car Line into downtown as part of the proposed Project.  
19 Furthermore, a greater level of interagency and stakeholder coordination, including  
20 discussions regarding operating and maintenance costs, would be required. LAHD  
21 will continue to explore funding opportunities and partnerships with other city  
22 agencies to develop a Downtown extension. Any future extension to downtown San  
23 Pedro would require the City of Los Angeles Department of City Planning or  
24 Community Redevelopment Agency to develop and implement such proposals within  
25 their jurisdiction. However, LAHD is open to collaborating with LADCP, CRA/LA,  
26 and LADOT on future development of the Waterfront Red Car line.

## 27 **Response to Comment SPCOC-10**

28 Thank you for your comment. Please see Master Response 6 for additional  
29 discussion of proposed Transportation Improvements and traffic impacts. As part of  
30 the proposed Project, Harbor Boulevard would not be realigned. As stated in Chapter  
31 2, "Project Description," "Harbor Boulevard would remain in place at its current  
32 capacity with two lanes in each direction." The 5<sup>th</sup> and 6<sup>th</sup> Street access closures  
33 would be required to accommodate the Downtown Harbor, 7<sup>th</sup> Street Harbor, and  
34 would create the public space for the Town Square. Your concern regarding the  
35 Sampson Way/Harbor Boulevard and 7<sup>th</sup> Street intersection will be forwarded to the  
36 Board of Harbor Commissioners.



1 **Response to Comment SPCOC-11**

2 Sufficient detail on the construction and approval the proposed Marine Science  
3 Research Center was not available for analysis as part of the proposed Project.  
4 However, a programmatic assessment of City Dock No. 1 and the Westway area for  
5 institutional uses was included in the draft EIS/EIR for the traffic (see table in Master  
6 Response 6) and cumulative impacts analysis.

7 **Response to Comment SPCOC-12**

8 As described in the draft EIS/EIR, the proposed Project includes the Westway  
9 Terminal vacating the project area in 2009 under an existing agreement. As part of  
10 the proposed Project, LAHD would demolish the remaining site infrastructure (tanks,  
11 walls, utilities, etc.). Subsequent remediation work would need to occur under the  
12 oversight of various agencies and their authorities, depending on the level of  
13 contamination currently there and the level of remediation required, including but not  
14 limited to DTSC and RWQCB. The details regarding the demolition and needed  
15 remediation of the Westway Terminal are in Sections 3.6.4.3.1 and 3.7.4.3.1 of the  
16 draft EIS/EIR.

17 **Response to Comment SPCOC-13**

18 Thank you for your comment. Please refer to Master Response 1 for further  
19 discussion.

October 2, 2008

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

and

Los Angeles Harbor Department  
c/o Dr. Ralph G. Appy  
425 S. Palos Verdes Street  
San Pedro, CA 90731

Dear Drs. MacNeil and Appy:

The Coordinated Plan Subcommittee of the Port Community Advisory Committee is requesting a group time slot of twenty minutes at the DEIR/DEIS public meeting to be held at the Crowne Plaza Hotel in San Pedro October 27. We are requesting this time frame to allow enough time to fully submit an alternative community plan that the Port has chosen not to incorporate into the DEIR/DEIS for the San Pedro Waterfront.

Please respond to:

June Burlingame Smith, Chair  
San Pedro Coordinated Plan Subcommittee  
3915 Carolina Street  
San Pedro, Ca 90731  
310-831-0726  
[Burling102@aol.com](mailto:Burling102@aol.com).

Thank you.

Yours sincerely,



June Burlingame Smith

SPCPS1-1

1 **San Pedro Coordinated Plan Subcommittee (SPCPS1)**

2 **Response to Comment SPCPS1-1**

3 Thank you for your comment. The SPCPS was given 10 minutes of speaking time at  
4 the public hearing on October 27, 2008, the same amount of time given to other  
5 identified speakers representing groups.

October 27, 2008

Dr. Ralph Appy  
Port of Los Angeles  
425 S. Palos Verdes Street  
San Pedro, California 90731

Dr. Spencer MacNeil  
U.S. Army Corps of Engineers, Los Angeles Division  
915 Wilshire Boulevard  
Los Angeles, California 90017

Dear Dr. Appy and Dr. MacNeil:

The enclosed materials will act as a supplement to Appendix B, Port Community Advisory Committee (PCAC) Project Involvement. Attached are:

SPCPS2-1

1. A list of the motions from the San Pedro Coordinated Plan Subcommittee (CPSC) and the actions taken by the Port Community Advisory Committee on those motions since January 2008.

2. A copy of the Port's report on all the motions CPSC has recommended to PCAC that have been approved for the Board of Harbor Commissioners' consideration, and the subsequent actions of the staff and the board on those motions. Note that since May 20, 2008, no staff or board actions have been taken.

SPCPS2-2

3. A copy of the seven specific goals of the San Pedro Waterfront Sustainability Plan approved by PCAC on July 15, 2008 but not yet forwarded to the Board of Harbor Commissioners.

4. A map of the approved sustainability plan.

5. A CD with all the minutes from the CPSC's work through September, 2008.

I am asking that these materials be included in Appendix B to make it complete.

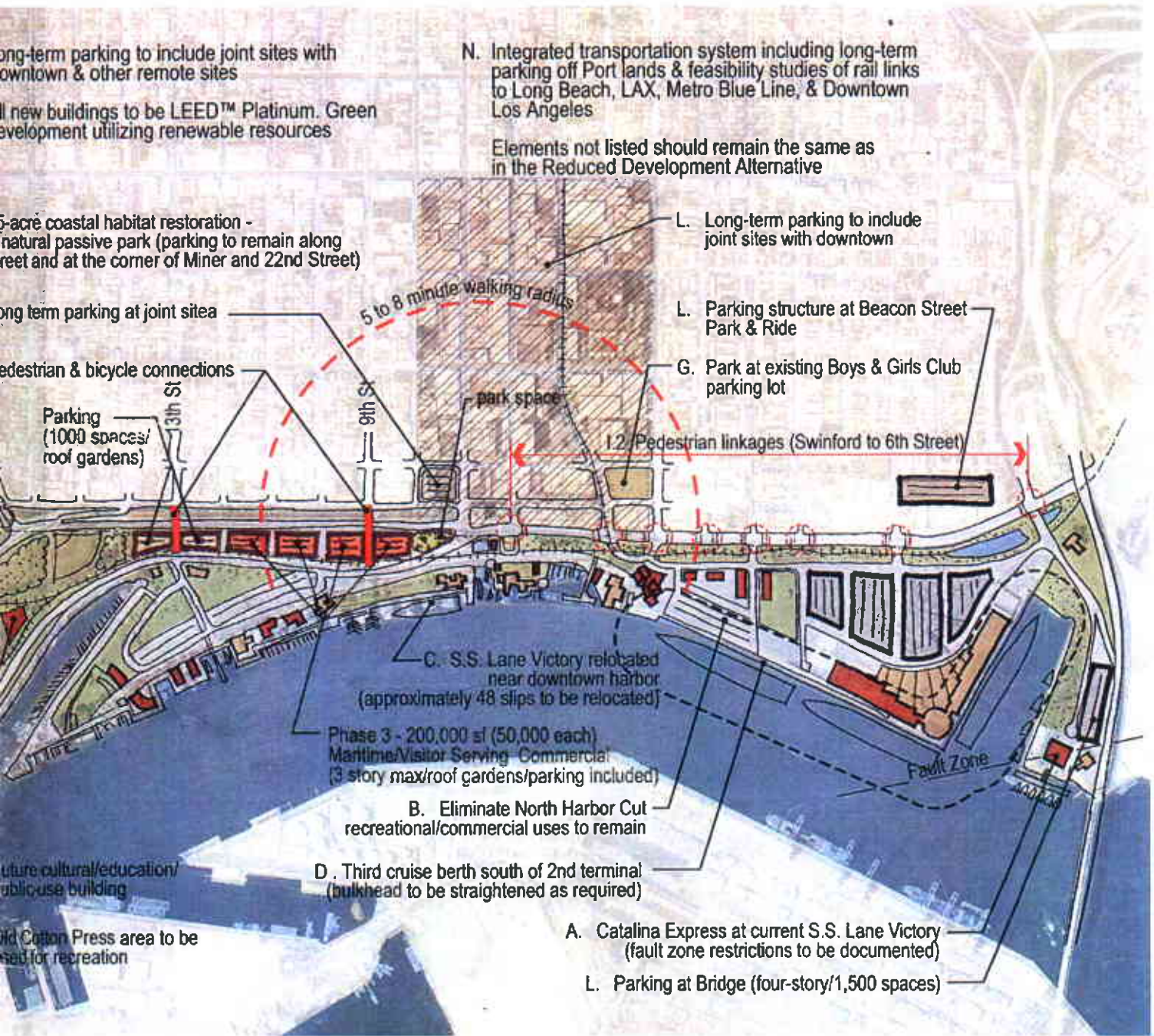
Yours sincerely,



June Burlingame Smith, Chair

San Pedro Coordinated Plan Subcommittee  
of the Port Community Advisory Committee

Mrs. June Burlingame Smith  
3915 S Carolina St  
San Pedro CA 90731-7115



Long-term parking to include joint sites with downtown & other remote sites

All new buildings to be LEED™ Platinum. Green development utilizing renewable resources

5-acre coastal habitat restoration - natural passive park (parking to remain along street and at the corner of Miner and 22nd Street)

Long term parking at joint site

Pedestrian & bicycle connections

Parking (1000 spaces/ roof gardens)

31st St

29th St

park space

12 Pedestrian linkages (Swinford to 6th Street)

C. S.S. Lane Victory relocated near downtown harbor (approximately 48 slips to be relocated)

Phase 3 - 200,000 sq ft (50,000 each) Maritime/Visitor Serving - Commercial (3 story max/roof gardens/parking included)

B. Eliminate North Harbor Cut recreational/commercial uses to remain

D. Third cruise berth south of 2nd terminal (bulkhead to be straightened as required)

Future cultural/education/public-use building

Old Cotton Press area to be used for recreation

N. Integrated transportation system including long-term parking off Port lands & feasibility studies of rail links to Long Beach, LAX, Metro Blue Line, & Downtown Los Angeles

Elements not listed should remain the same as in the Reduced Development Alternative

L. Long-term parking to include joint sites with downtown

L. Parking structure at Beacon Street Park & Ride

G. Park at existing Boys & Girls Club parking lot

A. Catalina Express at current S.S. Lane Victory (fault zone restrictions to be documented)

L. Parking at Bridge (four-story/1,500 spaces)

**GENERAL ITEMS:**

F. 50 total acres "Coastal Habitat Restoration"

G. Relocate parking to joint-use facilities Downtown

I.1 Total development at 1,911,585 sf  
(50% education / cultural)

J. Identify public art locations in accordance with Art Master Plan

K. Knoll Hill outside Bridge to Breakwater project area

F. Coastal habitat restoration (Bluffs)

F. 10-acre coastal habitat restoration (expand existing salt marsh)

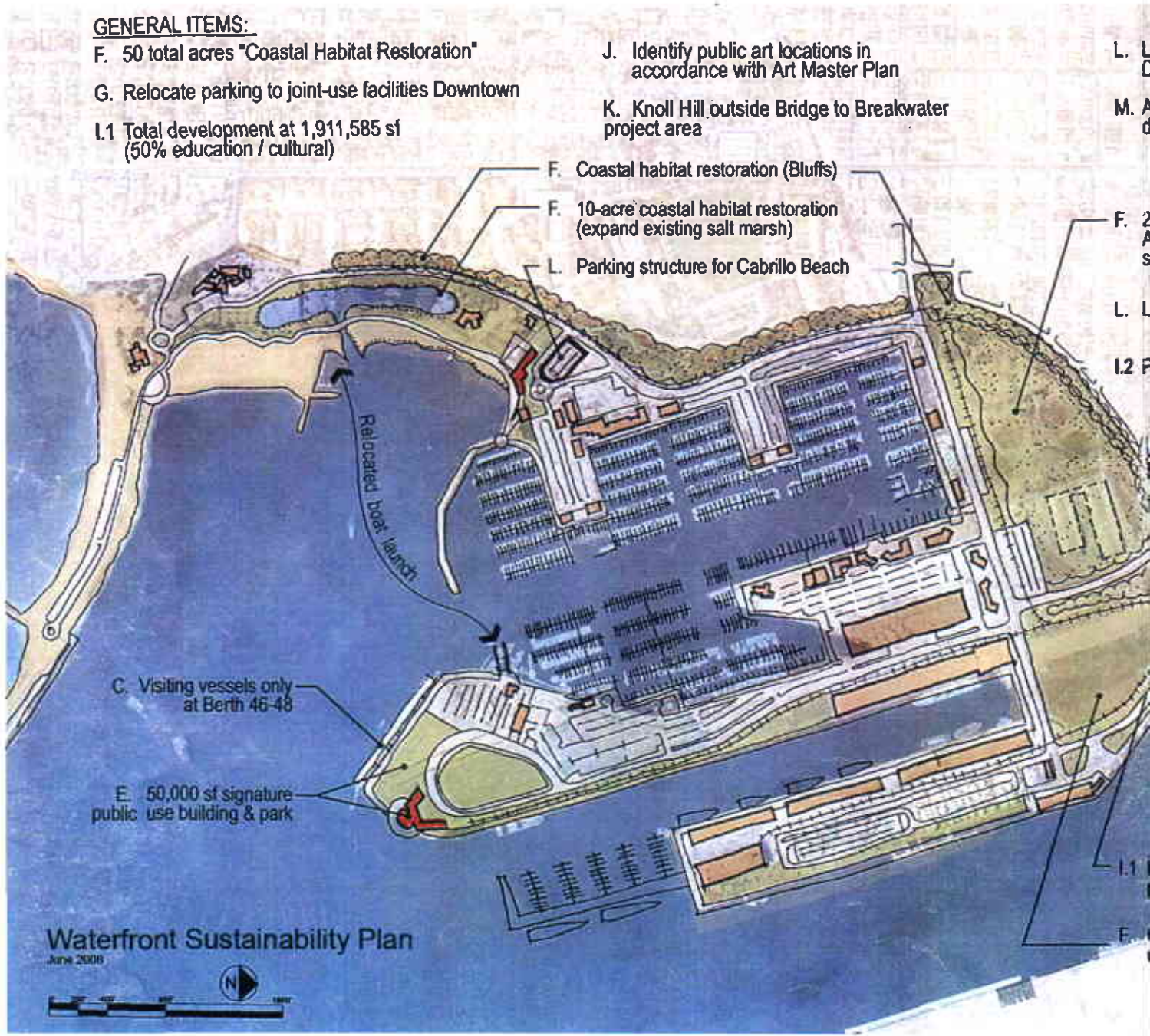
L. Parking structure for Cabrillo Beach

C. Visiting vessels only at Berth 46-48

E. 50,000 sf signature public use building & park

**Waterfront Sustainability Plan**

June 2008



**Port DEIR/DEIS on the San Pedro Waterfront**

October 12, 2008

The following comments are a supplement to Appendix B, Port Community Advisory Committee Project Involvement. Appendix B only lists interaction between port staff and the San Pedro Coordinated Plan Subcommittee (CPSC) through January, 2008. Since then, the San Pedro Coordinated Plan Subcommittee and The Port Community Advisory Committee (PCAC) have taken the following actions:

SPCPS2-3

**September 16, 2008 PCAC**

Motion from the CPSC:

Resolved that the Port designate 20 minutes during the waterfront DEIR hearing for a presentation by the LA Working Group of its Sustainable Waterfront Plan, and

SPCPS2-4

Be it further resolved that the LA Working Group be allowed to present its plan to the public via the PORT email list and have it posted prominently on the PORT website, with links from the Waterfront DEIR page.

Motion adopted 17/1/1

**September 10, 2008 CPSC**

Whereas the San Pedro Waterfront Plan will have significant impacts on neighborhoods, businesses, traffic, light, noise, recreation waterfront access and aesthetics, and

SPCPS2-5

Whereas a cruise ship development at Kaiser Point will also significantly affect air quality and have major impacts on the economy of downtown, and

Whereas the PORT through the project can demonstrate leadership in the fight against global warming by reducing green house gasses through smart transportation programs and alternative energy uses, and

Whereas the PORT has chosen not to include the PCAC recognized Sustainable Waterfront Plan as a project alternative in the DEIR, now

SPCPS2-6

Therefore be it Resolved that the Port designate 20 minutes during the waterfront DEIR hearing for a presentation by the LA Working Group of its Sustainable Waterfront Plan, and

Be it further resolved that the LA Working Group be allowed to present its plan to the public via the PORT email list and have it posted prominently on the PORT website, with links from the Waterfront DEIR page.

SPCPS2-7

(The Sustainable Waterfront Plan proposes a new cruise ship terminal near downtown, creates local and regional alternative and public transportation links in and around San Pedro, focuses parking away from the waterfront, builds a promenade along the water from the bridge to breakwater, AND truly integrates the four key elements of San Pedro Waterfront; the cruiser ship business, ports of call, downtown, and the outer harbor area, which is reserved for recreation, as well as environmental, educational and research developments.)

**June 11, 2008 CPSC**

RESOLUTION, PART #1

Whereas preliminary versions of the Bridge to Breakwater plan do not offer a viable, community-supported alternative for keeping the cruise ship terminal and berths near downtown and north of 5th Street, and

Whereas the community has produced past alternatives with features that are not included in one comprehensive alternative in the Port's current draft for the San Pedro Waterfront,

Therefore be it Resolved that the PCAC strongly advises that a new alternative be developed before release of the DEIR and incorporated in the DEIR that contains these elements in a newly revised alternative four:

- Leaves Harbor Boulevard as is and maintains the scenic designation of Harbor Boulevard, preserving views and view corridors
- Contains three cruise ship berths north of 5th Street
- Requires amping of all cruise ships
- Runs the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to the north harbor including downtown as well as Kaiser Point and the Warehouse One Peninsula
- Moves parking, especially long-term parking, away from the waterfront by under-grounding day-trip visitor parking along Harbor Boulevard and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island
- Creates a promenade from the Bridge to the Breakwater along the waterfront, completing the north/south California Coastal Trail through San Pedro
- Creates a second pedestrian walkway on the landside of Ports of Call
- Builds a boat launching ramp at Kaiser Point
- Expands by 10 acres the tidal pool and salt marsh at Salinas de San Pedro
- Builds land bridges between downtown and Ports of Call, including roof gardens on the parking structures and east-west connecting walkways
- Maintains all berths as shared berths with no terminals dedicated to one vender

SPCPS2-8



## RESOLUTION, PART #2.

Whereas the Port project description places a cruise ship terminal south of 5th Street as its preferred location,

PCAC requests that the DEIR/DEIS for the San Pedro Waterfront investigate another alternative that berths a cruise ship along the Main Channel with a watercut to offset navigation problems.

### BACKGROUND INFORMATION

SPCPS2-9

For the motion for the addendum to the Bridge to Breakwater EIR/EIS:

1. The San Pedro Coordinated Plan recommends that the PCAC advise the Board of Harbor Commissioners to:
  - Maintain 3 cruise ship berths at existing cruise terminal, build new terminal if necessary
  - Amp cruise ships
  - No new terminal or parking at Berth 46, some agreement that a limited temporary berth may continue with restrictions
2. Cabrillo Bay is recreational east to Main Channel including East Channel
3. Public access to water and enhancing Downtown is primary goal w/linkages with green, sustainable infrastructure and development
4. Master plan the entire waterfront, do not exclude Westways, Warehouse One, Fruit Terminal and Scout Camp
5. Red Car loop through downtown with shared parking facilities for downtown & waterfront
6. Do not widen Harbor Blvd. (third lane and lost parking) or close at 13<sup>th</sup>
7. No parking structures on waterfront blocking view corridors, structures where the topography will enhance access and views (railroad tracts between 8th & 13th)
8. Limited development (Community Growth) plans approved by Coordinated Plan Committee and Chamber maybe a common starting point including drawing with the Cruise Terminal at South end removed

SPCPS2-10

### May 20, 2008 PCAC

MOTION: The San Pedro Coordinated Plan Subcommittee (SPCP) moves that PCAC recommends that the BHC direct Port staff to implement the original Ports O' Call enhancement project.

The motion carried with 12 Ayes, 4 Nays, and 1 Abstention.

**May 14, 2008 CPSC**

SPCPS2-11

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

**April 9, 2008 CPSC**

RESOLUTION

Whereas, the Board of Harbor Commissioners (BHC) approved the San Pedro Waterfront Enhancement Projects under a negative declaration in September 2006, and

SPCPS2-12

Whereas, the Harbor Department has already contracted to do some of these projects, including the parking on 22nd Street that is to replace parking that will be lost when the Ports O' Call enhancements are done, and

Whereas, the Port has indicated that it intends to redesign the Ports O'Call enhancements but is doing so without public hearings, now therefore

The San Pedro Coordinated Plan Subcommittee (SPCP) moves that PCAC recommends that the BHC direct Port staff to implement the original Ports O' Call enhancement project.

San Pedro Waterfront Sustainability Plan  
Specific Goals of the Community of San Pedro

July 15, 2008

SPCPS2-13

- 1. All berths to be located at the inner harbor.**
  - a. Set aside Cabrillo Beach/Outer Harbor area for recreational/educational uses that preclude cruise service.
  - b. Maintain all berths as shared berths, with no terminals dedicated to one vendor.
  - c. Create some agreement that a limited temporary berth at existing Kaiser Point location may continue with restrictions.
  - d. No new terminal or parking at Berth 46.
- 2. Provide linkages to downtown and community.**
  - a. Create pedestrian-oriented design, from bridge to breakwater and to downtown.
  - b. Incorporate/enhance regional transportation, such as express and Amtrac buses to L.A., L.B., Wilmington and other regional destinations, in order to reduce car trips to waterfront, beaches and off-site parking areas.
  - c. Run the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to Dock One, to Kaiser Point, to the north harbor cruise ship terminal and through downtown.
  - d. Build land bridges between downtown and Ports of Call, including roof gardens and pedestrian walkways on the parking structures and east-west connecting walkways.
  - e. Create pedestrian links to downtown, both physical and economic, to provide access to the water and POC.
  - f. Incorporate sustainable infrastructure and development such as green streets, bicycle streets, urban runoff treatment, constructed wetlands and LEED buildings.
- 3. Provide links to and protection of existing open space.**
  - a. Enhance link to Bandini Canyon, Leland Park and Peck Park.
  - b. Incorporate links to Harbor View Trail.
  - c. Incorporate/complete California Coastal Trail through San Pedro Waterfront, including pedestrians, jogging, skating & bicyclists lanes.
  - d. Enhance Coastal Trail links to Royal Palm Beach, White Point nature Conservancy, Angles Gates and Point Fermin Park.
  - e. Create a promenade from the Bridge to the Breakwater along the waterfront.
  - f. Create a second pedestrian walkway on the landside of Ports of Call.
  - g. Maintain the scenic designation of Harbor Boulevard, preserving views and view corridors.
  - h. Create an Outer Harbor Park along the east edge of Kaiser Point.
- 4. Expand salt water marsh habitat.**
  - a. Expand by 10 acres the tidal pool and salt marsh at Salinas de San Pedro.
- 5. Ports O Call - Develop/enhance 150,000 SF of commercial space, a conference center, open space and a promenade in POC.**
  - a. Commit to extensive "commons" area between shops.
  - b. Do not widen Harbor Blvd., add a third lane or remove parking or close at 13<sup>th</sup>.
- 6. Create diversity of parking options to discourage traffic/pollution and encourage pedestrian activity downtown.**
  - a. Create shared parking facilities for downtown & waterfront.
  - b. Minimize parking and roadways in tidelands, waterfront and beach areas.
  - c. Create off-site parking, not just in downtown, but possibly between San Pedro & Wilmington for full day and longer use.
  - d. Move parking, especially long-term parking, away from the waterfront by under-grounding day-trip visitor parking along Harbor Boulevard, and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island.
  - e. Create no parking structures on the waterfront that block view corridors.
- 7. Create a plan that reflects the Port's sustainability goals.**
  - a. Require amping of all cruise ships.
  - b. Plan the entire waterfront, including Westways, Warehouse One, Fruit Terminal and Scout Camp.
  - c. Maintain Cabrillo Bay for recreational use.
  - d. Create a waterfront business plan to describe the economic development goals, determine the mix of commercial, retail and educational/cultural uses development and enhance downtown businesses.
  - e. Create a steering committee comprised of a variety of business, neighborhood and environmental stakeholders to meet with the port and their designated planning consultant.

**PCAC Motions Recommended to Board of Harbor Commissioners as of 9/16/08**

Changes since last report in red

POLA NO.	PCAC NO.	Date Approved by Full PCAC	Board Motion Date	Abbreviated Description	Staff Report Target Date	Staff Report Compl. & Presented to Board	Board Action - Synopsis (Refer to Board Report Relative to each Motion for Details)	Comments
4	CP-001	8/25/03	07/23/03	Coordinated Plan Subcommittee recommends to BHC the adoption of SMWM concepts as presented, subject to final comments from the Neighborhood Council and community	10/22/03	Staff Recommendation Approved - (Exceptions to Motion noted in Staff Report) Board received the Waterfront Concept Framework with considerations given to limitations as discussed in detail in the staff report, and directed staff to utilize the SMWM Framework as a principal reference for the continuing implementation of the Bridge to Breakwater Planning Program.		
5	CP-002	8/26/03	07/23/03	Coordinated Plan Subcommittee recommends to BHC that Phase I of the Waterfront Promenade move forward with project schematic design based on Phase I Preliminary Draft Framework and in accordance to guidelines presented	10/22/03	Staff Recommendation Approved - (Exceptions to Motion noted in Staff Report) Board received the Waterfront Concept Framework with considerations given to limitations as discussed in detail in the staff report, directed staff to utilize the framework and guidelines as a reference for the continuing implementation of the planning and design conditioned upon further analysis and directed staff to utilize the framework to implement the "immediate" component.		
6	CP-003	8/25/03	07/23/03	Coordinated Plan Subcommittee recommends to BHC the motion relative to Cabrillo Marina Phase II	10/22/03	Staff Recommendation Approved - (Exceptions to Motion noted in Staff Report) Board directed staff to initiate a Project Design review on issue developed by PCAC as Exhibit "B", direct Port staff to incorporate project modifications into the Final EIR and ensure individual projects and cumulative impact evaluations reflect the revised project, direct staff to evaluate the feasibility of locating boat launch facilities on Port property, and direct staff to include PCAC Exhibit C.1 (A through O conditions) in the Final EIR.		
21	CP-004	3/18/04	04/28/04	Recommendation to PCAC to recommend to the BHC the adoption of the SMWM Final Framework Plan for Waterfront Development from the Bridge to the Breakwater.	06/09/04	Staff Recommendation approved - Motion adopted. Subject to further analysis by EEK/Garlon Plan.		
22	CP-005	4/15/04	04/28/04	Commitment to relocate the existing Cabrillo Beach Launch Ramp and the relocation be included in the EEK Plans for Bridge to Breakwater development.	07/14/04	Staff Recommendation Approved. No action taken until boat launch ramp alternatives are evaluated in appropriate environmental assessment.		
32	CP-006	9/21/04	09/29/04	PCAC recommends to the Board the approval of the Bridges to Breakwater plan in concept subject to the following conditions: a) The Department move forward with the Downtown Waterfront as the next phase of the project, and that b) The Commission direct staff to include a 22nd St. Park and linkages with downtown and San Pedro neighborhoods in the next phase of the project, and that c) The Commission directs staff to develop the proposed Bridge to Breakwater concept into a detailed project description, and continue to work cooperatively with all stakeholders and PCAC to provide input and issue resolution on the project description to be used in the EIR/EIS process, and that the Commission expedite the approval of the Wilmington Preferred Plan within the next 45 days.	02/09/05	Staff Report approved with comments.		
44	CP-007	8/16/05	09/14/05	PCAC recommends to the Board that the BHC considers PCAC Motion #44 with its amendments outlined in this report and staff be directed to use the reduced development/reduced density project alternatives crafted by the working group and approved by PCAC as the basis for the reduced development alternative that will be coequally analyzed in the Draft EIR/EIS for the Bridge to Breakwater Project.	09/14/05	Staff recommendation approved, exclusive of housing and final completion of EIR/EIS.		

## 1 **San Pedro Coordinated Plan Subcommittee (SPCPS2)**

### 2 **Response to Comment SPCPS2-1**

3 The enclosed materials have been included as part of the record in the following  
4 manner: 1) as a supplement to Appendix B and 2) as a comment with a response.

### 5 **Response to Comment SPCPS2-2**

6 The enclosed materials include seven specific goals of the San Pedro Waterfront  
7 Sustainability Plan approved by PCAC on July 15, 2008, a map of the sustainability  
8 plan, and a CD of all the enclosed materials. Please see Master Response 1 for a  
9 discussion regarding the Sustainable Waterfront Plan.  
10

### 11 **Response to Comment SPCPS2-3**

12 The San Pedro Coordinated Plan Subcommittee requested 20 minutes to comment  
13 during the public hearing on the San Pedro Waterfront project and was granted 10  
14 minutes, the same as other groups requesting additional time to speak.

### 15 **Response to Comment SPCPS2-4**

16 The San Pedro Coordinated Plan Subcommittee asked to present its plan to the public  
17 via LAHD's email list and website with links to the Waterfront draft EIS/EIR Page.  
18 While LAHD did not grant this specific request, the public hearing transcript is  
19 posted on the Port's website, along with submitted comments on the Sustainable  
20 Waterfront Plan.

### 21 **Response to Comment SPCPS2-5**

22 Thank you for your comment. Please see Master Response 1 for a discussion  
23 regarding the Sustainable Waterfront Plan and Master Response 2 for a discussion  
24 regarding the Outer Harbor Cruise Facilities. Regarding the demonstration of  
25 leadership in the reduction of GHGs, Leadership in Energy and Environmental  
26 Design (LEED) certification is required for all new development over 7,500 square  
27 feet, including the cruise terminals, Ports O'Call development, office buildings, and  
28 museums. Sustainable engineering design guidelines would be followed in the siting  
29 and design of new development and recycled water would be used for landscaping  
30 and water features. Sustainable construction guidelines would be followed for  
31 construction of the proposed Project.  
32

**1 Response to Comment SPCPS2-6**

2 The San Pedro Coordinated Plan Subcommittee requested 20 minutes to comment  
3 during the public hearing on the San Pedro Waterfront project and was granted 10  
4 minutes, the same as other groups requesting additional time to speak. The San  
5 Pedro Coordinated Plan Subcommittee asked to present its plan to the public via the  
6 Port email list and website with links to the Waterfront draft EIS/EIR Page. While  
7 the Port did not grant this specific request, the public hearing transcript is posted on  
8 the Port's website.  
9

**10 Response to Comment SPCPS2-7**

11 Thank you for your comment. Please see Master Response 1 for a discussion  
12 regarding the Sustainable Waterfront Plan.  
13

**14 Response to Comment SPCPS2-8**

15 Thank you for your comment. Please see Master Response 1 for a discussion  
16 regarding the Sustainable Waterfront Plan.  
17

**18 Response to Comment SPCPS2-9**

19 Thank you for your comment. Please see Master Response 1 for a discussion  
20 regarding a reasonable range of alternatives.  
21

**22 Response to Comment SPCPS2-10**

23 Please see Master Response 4 for further discussion regarding Ports O'Call  
24 development. As discussed in Master Response 1, the design for the Paseo in the  
25 Waterfront Enhancements Project will be shared with the future master developer for  
26 consideration regarding incorporating it or similar principles into the final project  
27 design.  
28

**29 Response to Comment SPCPS2-11**

30 Thank you for your comment. LAHD and USACE provided 77 days for public  
31 comment on the draft EIS/EIR, exceeding the CEQA and NEPA policy of a 45 day  
32 public comment period by 30 days. Additional review time is not required.  
33

1 **Response to Comment SPCPS2-12**

2 Thank you for your comment. Please see Master Response 4 for further discussion  
3 regarding the Ports O'Call development.  
4

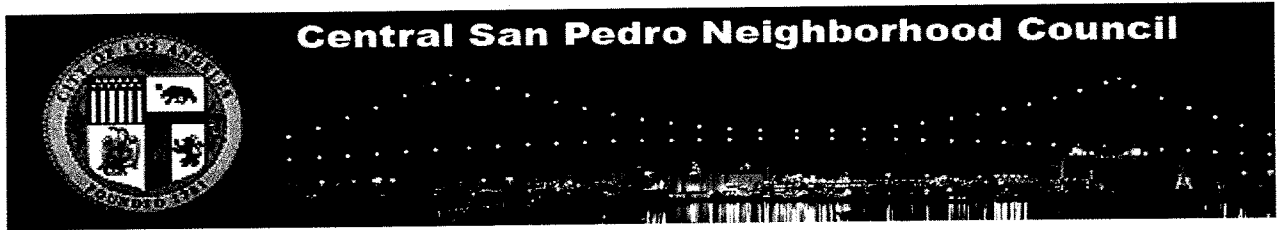
5 **Response to Comment SPCPS2-13**

6 Thank you for your comment. Please see Master Response 1 for a discussion  
7 regarding the Sustainable Waterfront Plan, which reflects the goals of the community  
8 of San Pedro listed here.

9 **Response to Comment SPCPS2-14**

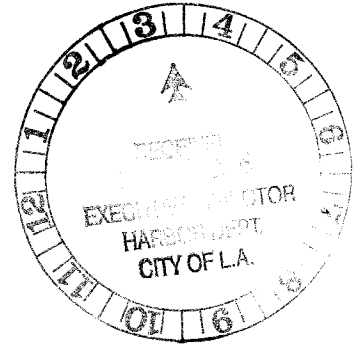
10 Thank you for the summary of PCAC motions recommended to the Board of Harbor  
11 Commissioners as of 9/16/08. These will be forwarded to the Board of Harbor  
12 Commissioners.  
13

Ralph  
a. 



November 18, 2008

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



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

Subject: Response to POLA's San Pedro Waterfront Project

The Central San Pedro Neighborhood Council (CSPNC) was created by the City of Los Angeles to advocate for the interests of the stakeholders in downtown San Pedro. Since our inception in 2002, we have consistently supported the redevelopment of the waterfront to serve residents, local business interests, and all who have a stake in the Los Angeles waterfront. We see this redevelopment as being essential to improving the quality of life for residents, the local economy, and providing good stewardship of our precious waterfront resources.

CSPNC1-1

Upon review of the San Pedro Waterfront Project DEIR released in September of 2008, we have come to the conclusion that the Port's Alternative 4 with certain modifications best meets the goals of our stakeholders. As decided by official action of CSPNC on November 18, 2008, we strongly support moving forward with Alternative 4, and provide the following additional comments to clarify the conditions of our support:

CSPNC1-2

1. All passenger terminals serving the cruise industry should remain concentrated in the downtown area. The Port needs to make a significant investment in the downtown cruise terminal complex as this is situated at the visitor entrance to our waterfront and should be a significant architectural landmark. The existing Berth 93 terminal building is in great need of renovation, and the expansive parking lots fronting it are an eyesore. The renovation or reconstruction of the existing terminal buildings along with the construction of needed ancillary structures should occur in the near future to stimulate waterfront redevelopment and to generate interest among other potential investors. The development of pedestrian-level uses that take advantage of the plaza at the new Swinford water feature should also be a priority. Although the creation of a new North Harbor is appealing, this should not be allowed to take away from the acreage needed to establish an attractive and functional world-class cruise passenger terminal.

CSPNC1-3

CSPNC1-4



CSPNC1-5

2. We agree with other community organizations that find large parking lots on the east side of Harbor Boulevard to be both a waste of prime waterfront property and a barrier to our connection with the waterfront. Off-site structured parking should be built as needed west of Harbor Boulevard in such a manner as to be available for the joint use of cruise passengers and other downtown visitors. We urge the Port to consider providing multi-level structured parking at the site of the Boys and Girls Club surface parking lot, at the Caltrans' Beacon Street parking lot (either in partnership with Caltrans or by purchasing this lot from them), or at one of the Community Redevelopment Agency's downtown opportunity sites. We also support the development of parking structures along the rail yard bluff as proposed by the Port. Any prime parking retained on the cruise terminal complex should be architecturally integrated with redeveloped terminal buildings to be attractive and to retain views of the waterfront.

CSPNC1-6

3. We are especially enthusiastic about the construction of the waterfront promenade, the proposed Downtown Harbor, the 7<sup>th</sup> Street Harbor, the 7<sup>th</sup> Street Pier, the Town Square fronting the Maritime Museum, and the pedestrian bridge linking the community at 13th and Beacon Streets to the waterfront. The completion of these projects will do much to generate waterfront excitement and link the community to the waterfront, and should be made a high priority for early completion.

CSPNC1-7

4. The proposed reconfiguration of the connection between Harbor Blvd and Sampson Street, eliminating the 6th Street connection in favor of a streamlined, freeway-like intersection designed to move large quantities of private vehicular traffic from Harbor Boulevard onto the primary waterfront thoroughfare, is a poor plan that neglects its role in providing a key linkage to downtown San Pedro. This intersection, over 300 feet long, would be less safe and not function as well, traffic-wise, as a tried and true compact 90-degree intersection. More importantly, it squanders an unnecessarily large area for roadbed, does not respect our urban-grid formula, and severs a vital connection between downtown and the waterfront. We ask the Port to go back to the drawing board and connect Harbor Boulevard and Sampson Way with a 7th Street extension.

CSPNC1-8

CSPNC1-9

CSPNC1-10

CSPNC1-11

5. We wholeheartedly support the Port's efforts to redevelop and repurpose the Ports O'Call property in order to maximize the benefits which should accrue to this central parcel of waterfront property. Firstly, we ask that redevelopment focus on providing additional regional attractions which do not compete with our downtown economy or cause negative impacts on our stakeholders. While determining how to best meet this goal, we feel it essential in terms of sustainability that the existing key tenants of Ports O'Call who are successful in terms of the numbers of visitors and local customers they serve should be supported with the improvements they need to continue to be successful. We note that the current DEIR simply specifies a certain number of square feet of new development, but we ask the Port to be wary of a generic, developer-created plan that provides standard commercial opportunities without the investment of vision that should be dedicated to a prime waterfront resource. Both urban planning experts and the community should be consulted as to what the highest and best use of this property might be prior to seeking developer proposals for a new master plan. Finally, as we must recommend the elimination of the North Harbor watercut in order to optimize the Downtown Cruise Terminal, we

CSPNC1-11  
CONT.

suggest that "tugboats, visiting historic and naval vessels, and the SS Lane Victory" be located in either the Downtown Harbor or along the Ports O'Call waterfront in order to keep these essential services and attractions prominently positioned along our waterfront.

CSPNC1-12

6. With respect to the proposed conference center in Ports O'Call, we ask that the Port do all that is possible to place this needed facility at a waterfront location that is integrated into a visionary master plan for waterfront redevelopment. We note that these large facilities have the potential to create a zone of relative inactivity when sited within a regional tourist-serving attraction. A water-view location closer to downtown with integrated parking facilities is most desirable. We ask the Port to consider locating it atop the proposed bluff-fronting parking structures.

7. Finally, we have these concerns about three major elements that were NOT included in the DEIR:

CSPNC1-13

a) The Port should meet its commitment to linking downtown to the waterfront by extending the Red Car line or providing some other attractive form of public transport that connects downtown to the 6th Street Red Car station.

CSPNC1-14

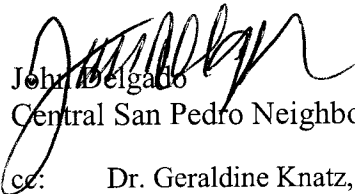
b) The City of Los Angeles Community Redevelopment Agency has been advocating for linkages between downtown and the waterfront that include a partnership between their organization and POLA for the creation of a joint use parking structure on one of their downtown opportunity sites. Providing downtown parking options for cruise passengers would encourage these visitors to enjoy San Pedro before being shuttled off to the cruise terminal.

CSPNC1-15

c) The much discussed Maritime and Marine Science Research Center should be included in the Port's master planning for the waterfront, as this single institution alone has a tremendous potential for positive impact on our economy and the long-term sustainability of the region.

We hope that the Port of Los Angeles will take these comments from the official City of Los Angeles-sanctioned representatives of the stakeholders of downtown San Pedro to heart, and incorporate them into their plans for a truly great waterfront for the City of Los Angeles.

Sincerely,

  
John Delgado  
Central San Pedro Neighborhood Council President

cc:

Dr. Geraldine Knatz, POLA Executive Director, P.O. Box 151, San Pedro, CA 90733-0151  
Mr. S. David Freeman, President, Los Angeles Harbor Commission;  
Mayor Antonio Villaraigosa, 200 North Spring Street, Room 303, Los Angeles, CA 90012  
Hon. Janice Hahn, 638 S. Beacon St., Suite 552, San Pedro, CA 90731  
Camellia Townsend, San Pedro Chamber of Commerce, 390 West 7th Street, San Pedro, CA 90731  
CSPNC Boardmembers

## 1 **Central San Pedro Neighborhood Council (CSPNC1)**

### 2 **Response to Comment CSPNC1-1**

3 Thank you for your comment. Your support for Alternative 4 with conditions will be  
4 forwarded to the Board of Harbor Commissioners.

### 5 **Response to Comment CSPNC1-2**

6 Thank you for your comment. LAHD has committed to making significant upgrades  
7 to the existing Inner Harbor cruise facilities, including new gangways, landside  
8 Alternative Maritime Power (AMP) infrastructure, solar panel arrays, and aesthetic  
9 improvements to the existing terminal buildings as part of separate related project.  
10 Alternatives 4, 5, and 6 address cruise passenger terminals remaining concentrated in  
11 the Inner Harbor. Alternatives 1, 4, and 5 propose demolishing the existing cruise  
12 terminal building at Berths 91–92 and constructing a new 200,000 square foot  
13 terminal.

### 14 **Response to Comment CSPNC1-3**

15 Thank you for your comment. LAHD currently issues permits for vender carts to  
16 enhance the pedestrian experience at the Gateway Fountain. No additional  
17 commercial or retail development in this location is proposed or analyzed in the draft  
18 EIS/EIR.

### 19 **Response to Comment CSPNC1-4**

20 Please see Master Response 2 for additional details regarding the benefits of an Outer  
21 Harbor terminal, which include the ability to simultaneously berth two of the larger  
22 class vessels (Voyager and Freedom class). The North Harbor would not take away  
23 the ability to establish an attractive and functional world-class cruise passenger  
24 terminal. Should the cruise berths remain concentrated in the Inner Harbor, as in  
25 Alternatives 4, 5, and 6, the North Harbor would be eliminated, but the LAHD would  
26 still only have the capacity to serve one of the larger vessels in the Inner Harbor.  
27 Please see Table ES-7 for a comparison among vessel sizes that can be served at each  
28 cruise berth.

### 29 **Response to Comment CSPNC1-5**

30 Thank you for your comment. Please refer to Master Response 3: Waterfront  
31 Parking for a discussion of the parking options available.

1 Regarding the structured parking needed for full-build out of the cruise terminal  
2 facilities, the draft EIS/EIR analyzes a reasonable range of alternatives including  
3 several alternatives with reduced parking which reduce aesthetic impacts AES-1 and  
4 AES-3. (See Section 3.1, “Aesthetics,” of the draft EIS/EIR for greater detail).  
5 LAHD did a preliminary evaluation to site cruise parking at the Liberty Plaza/Boys  
6 and Girls Club surface parking area, a possible future expansion site of Port  
7 headquarters. The 1.23 acre site was not found as a feasible location to meet parking  
8 demand, as it is estimated to require too tall of a structure (35 stories) to  
9 accommodate the 4600 parking spaces needed at full build-out of the cruise facility.  
10 Regarding the Caltrans’ Beacon Street parking lot, while LAHD has an MOU with  
11 the CRA to further explore joint development of this site, it is unlikely that all of the  
12 cruise parking demand for full build-out (2037) could be met in this location and  
13 avert the need for a parking structure in the Inner Harbor.

14 As stated in Master Response 1, the design of the parking structures has continued to  
15 evolve in order take into account the concerns of the surrounding community and to  
16 maximize the view corridors between the Port Plan Area and the San Pedro  
17 Community Plan. As described in Chapter 2, “Project Description,” visual issues  
18 were examined specifically relating to the proposed cruise terminal parking  
19 structures, in accordance with the principles of the *Harbor Boulevard Seamless Study*  
20 (SMWM 2008). Development of the parking structures would include architectural  
21 treatments that would help soften and integrate the structures through offset  
22 positioning and stepped facades, the use of landscaping, and pedestrian-scaled  
23 frontages. The proposed parking structures at the Inner Harbor cruise terminal were  
24 also oriented diagonally to preserve view corridors and to reduce the massing along  
25 Harbor Boulevard (See Section 2.4.2.2.1). The images included in Master Response  
26 1 show the proposed orientation of the parking structures identified in the Harbor  
27 Boulevard Seamless Study, as well as design precedents for architectural treatments  
28 that could be implemented as part of the structures.

29 However, the LAHD staff recommendation for the proposed Project includes  
30 constructing only one cruise berth in the Outer Harbor, with construction of the  
31 second berth to be triggered by market demand. Staff also recommends delaying  
32 construction of the North Harbor cut to allow for accommodating cruise parking  
33 under this scenario through extending the existing surface parking in the Inner  
34 Harbor to Berth 87. This could delay the need for cruise passenger parking structures  
35 in the Inner Harbor for some time. Landscaping treatments could soften views of the  
36 surface parking from the existing promenade.

37 For shared parking to serve both downtown and waterfront visitors, LAHD is willing  
38 to work with CRA/LA on identifying and participating in joint use parking at the  
39 Caltrans’ Beacon Street Parking Lot, or one of the other future CRA downtown  
40 opportunity sites. The bluff parking site between 8<sup>th</sup> Street and 13<sup>th</sup> street along  
41 Sampson Way is proposed to accommodate structured parking to serve Ports O’ Call  
42 and waterfront visitors.

## 1 Response to Comment CSPNC1-6

2 Thank you for your comment. Your support for the waterfront promenade,  
3 Downtown Harbor, 7<sup>th</sup> Street Harbor, 7<sup>th</sup> Street Pier, Town Square, and pedestrian  
4 bridge are acknowledged and will be forwarded to the Board of Harbor  
5 Commissioners. These projects are currently scheduled in the general first phase of  
6 project construction.

7 Additionally, signage and hardscape treatments would clearly identify pedestrian  
8 crossings and access to the waterfront and downtown San Pedro. In accordance with  
9 the principles of the *Harbor Boulevard Seamless Study* (SMWM 2008), pedestrian  
10 connections would be provided at Swinford, O'Farrell, 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets,  
11 9<sup>th</sup> Street (pedestrian bridge or signalized crossing), 13<sup>th</sup> Street (pedestrian bridge),  
12 and 22<sup>nd</sup> Street to link the waterfront to the San Pedro community. To strengthen  
13 pedestrian access at these locations, development of destination landmarks and uses  
14 is recommended. These would serve as pedestrian gathering places and gateways to  
15 the waterfront. The Downtown and 7<sup>th</sup> Street Harbors would serve as destinations  
16 directly accessed from the 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> and 9<sup>th</sup> Street pedestrian connections. The 9<sup>th</sup>  
17 and 13<sup>th</sup> Street pedestrian connections would link upland areas to Ports O'Call (See  
18 Section 2.4.2.1.1). The parking structures at the bluffs in the Ports O'Call area, in the  
19 vicinity of the SP Railyard, would extend at or near the top of the bluffs and would  
20 be developed with green roofs to facilitate pedestrian access with walkways to entice  
21 pedestrians to venture down staircases to the waterfront and Ports O'Call. The  
22 pedestrian bridge at 13<sup>th</sup> Street would include an overlook and be constructed over  
23 the proposed Waterfront Red Car Maintenance Facility at the bluff to provide access  
24 to Ports O'Call. A signalized pedestrian crossing would also be provided at 9<sup>th</sup> Street  
25 across Harbor Boulevard that would provide access from the surrounding community  
26 to Ports O'Call. Under a related project, Plaza Park at Beacon Street would be  
27 redesigned and constructed to enhance access from the park to the waterfront (See  
28 Section 2.4.2.1.1).

## 30 Response to Comment CSPNC1-7

31 The current access to Sampson Way from Harbor Boulevard via 5<sup>th</sup> and 6<sup>th</sup> Streets  
32 would be eliminated and changed to 7<sup>th</sup> Street. The change would include creating a  
33 four-way intersection at Harbor Boulevard & Sampson Way/7<sup>th</sup> Street. The right-of-  
34 way for Sampson at Sixth Street would be converted into public space for a town  
35 square at the downtown waterfront area. Please see Figure ES-10 of the draft  
36 EIS/EIR for a conceptual plan of the area. Signalized pedestrian crossings will be  
37 provided across Harbor Boulevard, Sampson Way, and 7<sup>th</sup> Street at this intersection.  
38 Each of the pedestrian crossing locations on Harbor Boulevard listed on Page 2-18 of  
39 the draft EIS/EIR, including 7<sup>th</sup> Street, is currently or is proposed to be controlled by  
40 a traffic signal, providing a reasonable degree of safety for pedestrians cross these  
41 intersections. The proposed realignment of the Harbor Boulevard/Sampson Way and  
42 7<sup>th</sup> Street intersection would provide a pedestrian connection to the waterfront where

1 none currently exists, increasing pedestrian connectivity between downtown San  
2 Pedro and the waterfront.

3 The commenter expresses concern that the reconfigured connection between Harbor  
4 Boulevard and Sampson Street would not facilitate the flow of traffic as well as a  
5 standard “90-degree intersection.” This is not necessarily correct. The north, west,  
6 and south legs of the intersection will remain oriented at right angles, as they  
7 currently are. While the final design of this intersection has not yet been prepared,  
8 the east leg of the intersection, the realigned Sampson Way, would be constructed to  
9 align the westbound left-turn and westbound through movements with the existing  
10 westbound and southbound departure lanes, respectively. The westbound right-turn  
11 movement would be occur over a larger turning radius (i.e., greater than 90 degrees),  
12 facilitating the flow of traffic making this movement. The mitigation measures  
13 proposed on Page 3.11-37 of the draft EIS/EIR partially mitigate the project impact at  
14 this intersection.

15 Please note that under full buildout of the proposed Project (operation of two cruise  
16 terminals in the Outer Harbor and 375,000 square feet of development at Ports O’  
17 Call), as indicated on Page 3.11-39 of the draft EIS/EIR, after mitigation measures  
18 are implemented, this intersection would operate at level of service (LOS) D or better  
19 in all analyzed peak hours in 2015 and 2037. This LOS is considered to be  
20 acceptable under Los Angeles Department of Transportation (LADOT) standards.  
21 As previously noted, it is LAHD staff’s recommendation that the ultimate size and  
22 capacity of both of these project components be driven by market demand. Please  
23 refer to Master Response 6 for further discussion of the proposed Project’s  
24 transportation improvements and anticipated traffic impacts and the table included  
25 that identifies traffic generators for the proposed Project. Please also refer to Master  
26 Response 4 for a discussion regarding how the ultimate size of Ports O’ Call  
27 development will depend on market conditions and recommendations of the future  
28 master developer for the site.

29 The commenter’s concern with the safety and efficient operation of the  
30 Sampson/Harbor and 7<sup>th</sup> Street intersection is acknowledged. All proposed project  
31 roadway improvements and traffic mitigation measures will be built in accordance  
32 with relevant City of Los Angeles standards, as well as Americans with Disabilities  
33 Act standards.

## 34 **Response to Comment CSPNC1-8**

35 Thank you for your comment. After the Board of Harbor Commissioners makes a  
36 decision to select the proposed Project or a project alternative, the Port intends to  
37 partner with a master developer to create a cohesive design throughout Ports O’ Call  
38 and to develop a regional attraction with businesses that are unique, reflect the  
39 character of the area, and are complementary to development in downtown San  
40 Pedro. Please refer to Master Responses 4 and 5 for further discussion.

**1 Response to Comment CSPNC1-9**

2 Thank you for your comment. Please see Master Response 4 regarding Ports O'Call.  
3 Selected existing successful businesses in Ports O'Call will be accommodated during  
4 redevelopment. The draft EIS/EIR provides sufficient detail regarding what is  
5 currently known about the proposed Project to provide reasonable assumptions for  
6 maximum buildout and the types of uses and addresses the impacts accordingly.

**7 Response to Comment CSPNC1-10**

8 Thank you for your comment. The final design and scale of Ports O' Call  
9 redevelopment will be subject to a competitive design process. Please refer to Master  
10 Response 4 for further discussion. LAHD has committed to providing public design  
11 updates as the design for Ports O' Call progresses.

**12 Response to Comment CSPNC1-11**

13 Thank you for your comment. The North Harbor is designed to bring the waterfront  
14 closer to the community, which is one of the major project objectives. Furthermore,  
15 Alternatives 4, 5, and 6 would not include the North Harbor water cuts.

16 Regarding optimizing of the existing Inner Harbor cruise facilities, not including the  
17 North Harbor cut would only enable the Inner Harbor cruise facilities to continue  
18 serving three of the smallest class of cruise ships simultaneously, the Princess Class,  
19 or one of the larger cruise ship classes (Voyager) and a smaller Princess Class ship.  
20 One of the project objectives (see Section 2.3.1) is to create space for simultaneous  
21 berthing of two of the larger class ships of the future (Voyager Class and Freedom  
22 Class). A Voyager Class vessel began calling at the Inner Harbor facility in February  
23 2009. LAHD believes the capability to service the larger class ships is required to  
24 maintain competitiveness as a world class cruise facility. Please refer to Master  
25 Response 2 and Table ES-6 and Table ES-7 for further discussion and information  
26 regarding existing berthing capacity and vessel sizes and requirements.

27 In project alternatives where no North Harbor is proposed, alternative locations for  
28 tugs, visiting vessels, and the SS Lane Victory include the Downtown Harbor and  
29 Ports O' Call. Comments will be forwarded to the Board of Commissioners for  
30 consideration during its deliberations on the proposed Project and Alternatives.

**31 Response to Comment CSPNC1-12**

32 Thank you for your comment. Your suggestion will be forwarded to the Board of  
33 Harbor Commissioners for consideration during its deliberations on the proposed  
34 Project and Alternatives.

## 1 Response to Comment CSPNC1-13

2 Thank you for your comment. The extension of the Waterfront Red Car Line into  
3 downtown may be considered as a separate project, but is not a part of the proposed  
4 Project analyzed in the draft EIS/EIR. The extension of the Waterfront Red Car Line  
5 into downtown San Pedro has been studied in the *Waterfront Red Car Line*  
6 *Expansion Feasibility Study Draft Final Report*, prepared by Wilson & Company.  
7 The study indicates the existing red car configuration with high platforms and long  
8 handicap ramps to elevated stations could not be developed in downtown without  
9 significant impact to businesses, parking, and sidewalks. Therefore, the study  
10 recommends that the existing red car system be modified to a step-on/step-off type of  
11 electric trolley prior to expansion. The Port is currently seeking transportation  
12 funding for these modifications, which would need to occur before a downtown loop  
13 becomes feasible.

14 LAHD acknowledges that a downtown San Pedro extension would require additional  
15 planning studies to identify and refine the various alignment alternatives, operating  
16 options and station requirements.

17 The Downtown extension would not be on POLA property; therefore, LAHD does  
18 not have jurisdiction over proposed project elements outside of its boundaries.  
19 Furthermore, a greater level of interagency and stakeholder coordination, including  
20 discussions regarding operating and maintenance costs, would be required. LAHD  
21 will continue to explore funding opportunities and partnerships with other city  
22 agencies to develop a Downtown extension. Any future extension to downtown San  
23 Pedro would require the City of Los Angeles Department of City Planning or  
24 Community Redevelopment Agency to develop and implement such proposals within  
25 their jurisdiction. However, LAHD is open to collaborating with LADCP, CRA/LA,  
26 and LADOT on future development of the Waterfront Red Car line and working  
27 within the Property Owners Business Improvement District (PBID) to explore other  
28 transportation options to link Downtown San Pedro with the waterfront.

## 29 Response to Comment CSPNC1-14

30 Thank you for your comment. As discussed in Response to Comment CSPNC1-5,  
31 LAHD is willing to work with CRA/LA on identifying and participating in shared  
32 use waterfront visitor parking in downtown San Pedro as project opportunities arise.

## 33 Response to Comment CSPNC1-15

34 As discussed in Section 2.4.2.2.6 of Chapter 2 the Project Description,  
35 redevelopment for “institutional use” has been assessed on a programmatic level at  
36 the City Dock No. 1 and Westway area. While no detailed plans are currently  
37 available, LAHD has publicly identified City Dock No. 1 for a potential site to house  
38 marine research activities, which may include marine research laboratories,  
39 government laboratories and support activities for at-sea programs, and research and



1 development park and business incubator for emerging marine environmental  
2 companies and educational support facilities for students engaged in marine science  
3 studies. These potential uses are consistent with the programmatic analysis made in  
4 the draft EIS/EIR for the purposes of analyzing traffic, air quality, and cumulative  
5 impacts.

---

From: BURLING102@aol.com [mailto:BURLING102@aol.com]  
Sent: Wednesday, November 19, 2008 9:13 AM  
To: Appy, Ralph; Ceqacomments  
Cc: Knatz, Geraldine; spiritcruises@sbcglobal.net; jhahn@council.lacity.org; GreenRebstock, Jan; issuesbob@sbcglobal.net; epperhart@cox.net; pmwarren@cox.net; john.stinson@cox.net; ssg15@juno.com; stevens@his.com; Alfigo@aol.com; cohawley@hotmail.com; melissa@3oh5inc.com; lindamarinkovich@yahoo.com; forlydia@sbcglobal.net; dean@crustacea.NHM.org; sbhorton@cox.net; BURLING102@aol.com  
Subject: Coastal San Pedro Neighborhood Motion

Dear Dr.Appy and Dr.MacNeil:

CSPNC2-1 | The Coastal San Pedro Neighborhood Council met on November 17, 2008, and after a lengthy and vigorous discussion adopted the enclosed motion supporting the sustainable waterfront plan. We ask that this resolution be included in the CEQA comments now being gathered by your agencies for the draft environmental impact report on the San Pedro Waterfront Project.

Thank you.

## RESOLUTION

Whereas, Coastal San Pedro Neighborhood Council (CSPNC) has long opposed a cruise ship terminal or permanent berthing of cruise ships in the outer harbor or at Kaiser Point,

Whereas, existing and future San Pedro business and job development will benefit by expanding the three cruise ship berths near downtown and modernizing the cruise terminal there,

Whereas, Ports of Call should also be expanded and modernized but not on a scale that would threaten existing downtown business and future development near and in downtown,

Whereas, the outer harbor berthing in the PORT staff proposal will result in production of significantly more greenhouse gases than a downtown alternative,

Whereas, the outer berthing options will result in as many as 600 bus trips, and hundreds of car and truck trips a day through San Pedro to Kaiser Point,

Resolved, the CSPNC supports the Sustainable Waterfront Plan, which provides for an

12/12/2008

FW%20Coastal%20San%20Pedro%2...

enhanced cruise ship industry near downtown, and opposes any permanent berthing of cruise ships in the outer harbor.

June Burlingame Smith  
President  
Coastal San Pedro Neighborhood Council

---

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## 1 Coastal San Pedro Neighborhood Council (CSPNC2)

### 2 Response to Comment CSPNC2-1

3 Thank you for your comment. The resolution has been made part of the comment  
4 record. Please see Master Response 1 for discussion of the “Sustainable Waterfront  
5 Plan.”

6 Please also see Master Response 6 and Section 3.11.4.3, which addresses  
7 construction and operation related impacts to ground transportation and circulation  
8 for the proposed Project under the full build-out scenario of two cruise terminals  
9 operating in the Outer Harbor, and for the project alternatives. As described in  
10 footnote 15, 16 and 17 of Tables 7 and 8 in Appendix M of the draft EIS/EIR,  
11 estimating that 30% of cruise passengers will ride the shuttle buses and that each has  
12 an average occupancy of 85% and applying a Passenger Car Equivalent (PCE) factor  
13 of 2.0, the draft EIS/EIR number of PCE shuttle trips (twice the number of actual  
14 shuttle bus trips) is calculated at 302 per day in 2015 and 454 per day in 2037.  
15 Adding to this the estimated number of full size coaches that would travel to and  
16 from the Outer Harbor terminals yields the number of buses projected in the draft  
17 EIS/EIR (748 and 1,148 PCE bus trips per day) to travel along Harbor Boulevard on  
18 a typical two-ship day in 2015 and 2037, respectively. In the AM peak hour, 75  
19 inbound and 45 outbound PCE bus trips will occur along Harbor Boulevard in 2015,  
20 and 113 inbound and 67 outbound PCE bus trips will occur along Harbor Boulevard  
21 in 2037. Because these trips are multiplied by a PCE factor of 2.0, the actual number  
22 of buses traveling on Harbor Boulevard reaches approximately one per minute  
23 (southbound) during the AM peak hour.

24 Please also see Master Responses 2 and 4 respectively regarding construction of the  
25 Outer Harbor Cruise Facilities and Redevelopment of Ports O’ Call. Please note that  
26 the LAHD staff recommendation is to only construct one cruise berth in the Outer  
27 Harbor at this time, with construction of the second berth to be driven by market  
28 demand. LAHD staff also recommend that the ultimate size of Ports O’ Call be  
29 driven by market demand and recommendations by a master developer that is chosen  
30 through a competitive selection process.

31 The draft EIS/EIR acknowledges that operations under Alternative 4 (without Outer  
32 Harbor cruise ship berths) would reduce GHG emissions in comparison to the  
33 proposed Project (compare Table 3.2-43, Proposed Project operations, to Table 3.2-  
34 114, Alternative 4 operations and compare Table 3.2-40, Proposed Project  
35 construction, to Table 3.2-112, Alternative 4 construction). Impacts associated with  
36 greenhouse gas emissions are addressed in greater detail under Impact AQ-9 in  
37 Section 3.2 of the draft EIS/EIR. This issue is also discussed in Response to  
38 Comment CSPNC3-56.



# Dalmatian-American Club of San Pedro, Inc.

*"Preserving Our Ethnic & Cultural Heritage"*

1639 So. Palos Verdes Street, San Pedro, CA 90731

Telephone: (310) 831-2629 • Fax: (310) 831-9355

Email: [info@dalmatianamericanclub.com](mailto:info@dalmatianamericanclub.com)

November 14, 2008

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



**Re: San Pedro Waterfront Project**

Dear Dr. Appy:

The Board of Directors of the Dalmatian-American Club of San Pedro is altogether in supporting the Port of Los Angeles' "Proposed Project" for the San Pedro Waterfront. We have taken a vote at our October Board meeting and unanimously approved the Port's Propose Project.

DACSP-1

Established in 1926, the Dalmatian-American Club has over 650 active members which represent thousands of families in the Harbor Area. We are a social ethnic club where a majority of our members can trace their ancestry to the country of Croatia. Our clubhouse continues to be a landmark built and decorated in art-deco style and it remains as one of the most known buildings in San Pedro. We are located on 17th and Palos Verdes Streets overlooking the proposed site for the outer cruise ship terminals (Kaiser Point).

DACSP-2

We are strongly in favor of seeing the Outer Harbor turned into a World Class Cruise Ship Terminal. For too long, it has been an eyesore which contained a dirty coke pile, oil tankers and most recently a steel dock. We are looking forward to beautiful cruise ships at that site which would greatly enhance our views and bring commerce to our local area.

DACSP-3

Because the Dalmatian-American Club supports local businesses, we believe that the Port has it right by having a master developer redevelop Ports O' Call as stated in the EIR. Ports O' Call has also become an eyesore over the past 20 years. We support the Port's efforts in completely redeveloping this entire site and support the concept of having a conference center being built there.

DACSP-4

We support the new harbors being placed in the Downtown area and especially the North Harbor Cut. We support the concept of having the Lane Victory and tugs being relocated into this North Harbor Cut. We also support the Port's proposals in regards to the Red Car Extension, San Pedro Park which we overlook here at the club, a Town Square with a Fountain and a continuous Waterfront Promenade.

DACSP-5

We look forward to seeing these projects being built. San Pedro is a wonderful community, and yet our town is in serious need of economic revitalization. People need jobs! The Port should move forward with the San Pedro Waterfront Proposed Project as soon as possible.

Sincerely,

Gojko Spralja  
President

cc Honorable Antonio Villaraigosa, Los Angeles City Mayor  
Honorable Janice Hahn, Los Angeles City Councilwomen  
Dr. Geraldine Knatz, Ph.D., Executive Director Port of Los Angeles  
S. David Freeman, President of the Los Angeles Board of Harbor Commissioners

1 **Dalmatian-American Club of San Pedro, Inc. (DACSP)**

2 **Response to Comment DACSP-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners. No additional response is  
5 required since the comment does not address the adequacy of the draft EIS/EIR  
6 and/or address a physical environmental effect.

7 **Response to Comment DACSP-2**

8 Thank you for your comment. Your support for the Outer Harbor Cruise Terminal  
9 will be forwarded to the Board of Harbor Commissioners. No additional response is  
10 required since the comment does not address the adequacy of the draft EIS/EIR  
11 and/or address a physical environmental effect.

12 **Response to Comment DACSP-3**

13 Thank you for your comment. Your support for the proposed redevelopment of Ports  
14 O’Call will be forwarded to the Board of Harbor Commissioners. No additional  
15 response is required since the comment does not address the adequacy of the draft  
16 EIS/EIR and/or address a physical environmental effect.

17 **Response to Comment DACSP-4**

18 Thank you for your comment. Your support for the proposed North Harbor water cut  
19 will be forwarded to the Board of Harbor Commissioners. No additional response is  
20 required since the comment does not address the adequacy of the draft EIS/EIR  
21 and/or address a physical environmental effect.

22 **Response to Comment DACSP-5**

23 Thank you for your comment. Your support for the proposed Project will be  
24 forwarded to the Board of Harbor Commissioners. No additional response is  
25 required since the comment does not address the adequacy of the draft EIS/EIR  
26 and/or address a physical environmental effect.



**Hurricane Gulch Yacht Club**

P.O. Box 425

San Pedro, CA 90733

[www.hgyc.org](http://www.hgyc.org)

Jeff LaBarre  
Commodore

Doug Iversen  
Vice Commodore

Leslie Roubal  
Rear Commodore

Gillian Groves  
Fleet Captain

Roger Murry  
Port Captain

Kathleen Durazo  
Secretary

Teresa Barron  
Treasurer

December 1, 2008

Dr. Ralph G. Appy  
Director of Environmental Management Port of Los Angeles  
425 South Palos Verdes Street  
San Pedro, California 90731

**Ref: Citizen Comments on the Port of Los Angeles San Pedro Waterfront Project**

Dear Dr: Appy,

Our membership voted to send you a consensus of our concerns and recommendations regarding the San Pedro Waterfront Project. The membership is composed of a cross section of the population affected by the project – community residents and recreational waterfront users.

We met with Mr. Michael Cham of the Harbor Planning & Research Division of the Port of Los Angeles on Feb. 10. He presented an overview of the project and answered many of our questions. However, several questions remained unanswered. So our list includes suggestions for further study as well as recommendations.

Our concerns and recommendations are focused primarily on the planned Cruise Ship terminal at Berth 45:

HGYC-1

1. We recommend that the Port planners investigate and catalog the impacts to recreational boating navigation of the Cabrillo Marina channel and Cabrillo beach and boat launch:
  - 700+ recreational boats reside in Cabrillo basin. All would have to navigate around a large ship parked at Berth 45 and avoid any turning basin activity.
  - Accessibility and security zone would have to be considered around any large ship at Berth 45. The current rule for 500-foot security clearance would prevent normal sail, rowing, anchorage, and stationery fishing boat activities.

HGYC-2

2. We are concerned about the residential impacts to those living in San Pedro harbor and hills if large ships dock on the peninsula:
  - Water quality



HGYC-2  
CONT.

- Noise pollution
- Air quality
- Visual degradation caused by high cruise ship loading ramps

HGYC-3

3. We recommend the planners create an Alternative #3 to include:
  - Cruise ship docking to Berth 50 on the East channel side only, with space developed to accommodate two moderately sized cruise ships, which will not impact recreational boating as much.
  - Green space to extend up to the overlook, now Berth 45 dock, with citizen shore-side activities available along peninsula and remodeled east boat basin:
    - Sailing/boating schools
    - Youth clubs
    - Additional public boat ramp and launch facilities
  - Ports O'Call Village improvements like guest docks for day use boat visitors to patronize restaurants, shops and museums, like the Long Beach Shoreline Village accommodations or the "long dock" at Alamitos.

HGYC-4

4. We recommend the planners and port authority keep the users and residents of the area better informed about the comment periods and Environmental Impact findings. Many area users come from elsewhere in Southern California, so a wide scope of publicity is required.
  - Advertise the public meetings in local papers and The Log.
  - Post meeting times/places at the Marina offices and bulletin boards, even notices on dock gates.
  - Send notices to local area yacht clubs.

Please do not hesitate to contact us for any further discussion. We look forward to participating in future public meetings and comment periods before the final decisions are made.

Sincerely,

Jeff LaBarre  
Commodore  
Hurricane Gulch Yacht Club  
cell phone (310) 218-9537

## 1 **Hurricane Gulch Yacht Club (HGYC)**

### 2 **Response to Comment HGYC-1**

3 Thank you for your comment. Impacts to recreational resources are addressed in  
4 Chapter 2, “Project Description,” and Section 3.10, “Recreation” (Pages 3.10-42  
5 through 47). Preliminary discussions with the U.S. Coast Guard (USCG) suggest that  
6 a floating security barrier providing a 75-foot buffer would provide adequate  
7 security, would reduce the security radius around the cruise ship while at berth, and  
8 would keep at a minimum any interference with small recreational boating in the  
9 vicinity of the Outer Harbor berths. While this concept has not been finalized, the  
10 USCG has indicated a willingness to work with LAHD to ensure adequate access is  
11 maintained into and out of the West Channel.

### 12 **Response to Comment HGYC-2**

13 The effects on water quality likely to result from the proposed Project are complex,  
14 and are detailed in Section 3.14 of the draft EIS/EIR. The effects on air quality and  
15 noise are similarly complex and are analyzed in Sections 3.2 and 3.9, respectively, of  
16 the draft EIS/EIR. Please see these sections of the draft EIS/EIR for an explanation  
17 of the likely effects of the proposed Project on these resources.

18 Visualizations of cruise ships docked at the Outer Harbor were developed for a  
19 number of viewpoints, including a beachfront view, and representative views from  
20 residential neighborhoods at elevations ranging from 40 to 160 feet above and 0.75 to  
21 1 mile distance from the proposed Outer Harbor cruise ship site. Analysis indicated  
22 that the cruise ships would not substantially degrade existing visual quality of the site  
23 and its surroundings. Please see draft EIS/EIR Section 3.1, “Aesthetics,” for further  
24 explanation of the likely effects of the proposed Project on visual resources.

### 25 **Response to Comment HGYC-3**

26 Thank you for your comment. As discussed in Master Response 1, the draft EIS/EIR  
27 provides a reasonable range of alternatives and additional alternatives are therefore  
28 not needed to comply with CEQA and NEPA. Furthermore, alternatives and  
29 mitigation measures are not needed to address boating impacts because impacts to  
30 recreational boating were determined to be less than significant, as discussed in  
31 Section 3.10, “Recreation,” Impact REC-1b. The current proposed Project and  
32 alternatives have been detailed in the draft EIS/EIR; any inclusion of different  
33 alternatives will be decided on by the Board of Harbor Commissioners. Please also  
34 note that the proposed Project includes mooring locations for visitor-serving  
35 watercraft and temporary mooring for vessels using the landside facilities as  
36 discussed on Page 2-21 of the draft EIS/EIR Project Description.

## 1 Response to Comment HGYC-4

2 Thank you for your comment. Notice was in made compliance with the requirements  
3 of CEQA and NEPA. LAHD and the USACE provided 77 days (not including  
4 Thanksgiving Day) for public comment on the draft EIS/EIR, exceeding the CEQA  
5 and NEPA policy of a 45 day public comment period by more than a month.  
6 Additional review time was considered by LAHD staff and determined not to be  
7 necessary. While LAHD and the USACE acknowledge that unusual circumstances  
8 were present due to the complexity and length of the document, the additional 32  
9 days was more than adequate to offset the circumstances. Notice of the availability  
10 of the draft EIS/EIR and the public meeting for the draft EIS/EIR was provided  
11 through a wide variety of methods which are described in additional detail below.

12 Prior to the release of the Notice of Availability (NOA) in May 2008, Port officials  
13 made presentations to community groups to announce the impending release of the  
14 draft EIS/EIR. The organizations included in this outreach were Harbor Gateway  
15 South Neighborhood Council (May 8), Northwest San Pedro Neighborhood Council  
16 (May 12), Central San Pedro Neighborhood Council (May 13), Port Community  
17 Advisory Committee San Pedro Coordinated Plan Subcommittee (May 14), CRA  
18 Community Advisory Committee (May 14), Coastal San Pedro Neighborhood  
19 Council (May 19), Port Community Advisory Committee (May 20), Wilmington  
20 Neighborhood Council (May 28), and the San Pedro Chamber of Commerce (May  
21 29).

22 The Notice of Availability was issued on September 22, 2008, and mailed to 1,892  
23 key stakeholders such as elected officials, residents, businesses, Port of Los Angeles  
24 tenants, Neighborhood Council Board Members and other community based  
25 organizations. The NOA also served as a notice for the public hearing meeting held  
26 on October 27, 2008. Advertisements were placed in local and regional newspapers  
27 to publicize the release of the draft EIS/EIR and the hearing including the following:  
28 Long Beach Press-Telegram, Los Angeles Times, Hoy, Daily Breeze, Metropolitan  
29 News-Enterprise, The Torrance Daily Breeze, and Los Angeles Sentinel. In addition,  
30 the notice was sent to the Federal Register, the California State Clearing House, the  
31 Los Angeles County, and Los Angeles City Clerks Offices, and was posted at the  
32 following libraries: Los Angeles Public Library, Central Branch; Los Angeles Public  
33 Library, San Pedro Branch; and the Los Angeles Public Library, Wilmington Branch.

34 A presentation was made on October 22, 2008 to the Port Community Advisory  
35 Committee Joint Coordinated Plan Subcommittee & Past EIR Subcommittee on the  
36 draft EIS/EIR. Port representatives and consultants were available to answer  
37 questions from the draft EIS/EIR.

38 Public hearing notice postcards were mailed on October 10, 2008 to all 77,395 homes  
39 and businesses in San Pedro, Wilmington, Harbor City, and parts of Rancho Palos  
40 Verdes. On October 10, 2008, representatives of the Port also distributed public  
41 hearing notices to community centers and businesses in San Pedro. One public  
42 hearing was held in San Pedro, California. It took place at the Crowne Plaza Los  
43 Angeles Harbor Hotel from 6:00 p.m. to 9:05 p.m. A court reporter was available for

1 attendees to have their comments transcribed during the open house session and the  
2 hearing. Spanish and American Sign Language interpreters were also available to  
3 accommodate Spanish-speakers and the hearing impaired. The meetings were staffed  
4 by the Port of Los Angeles, USACE, and the project consultant team.

**PACIFIC CORRIDOR COMMUNITY ADVISORY COMMITTEE**  
**San Pedro Municipal Building, 638 South Beacon Street Suite 551**  
**San Pedro, California**  
**December 4, 2008**

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2151 Alessandro Drive, Suite 110  
Ventura, California 93001

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Port of Los Angeles Harbor Department  
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Subject: 2008 Waterfront Project Draft EIS/EIR

Dear Dr. MacNeil and Dr. Appy:

The Pacific Corridor Community Advisory Committee (CAC) is responsible for advising the City of Los Angeles Community Redevelopment Agency (CRA) on projects that impact the redevelopment project areas. The Project Area encompasses the San Pedro Historic Business District and surrounding residential area adjacent to the LA Waterfront, generally west of Harbor Blvd, from Channel Street to 22<sup>nd</sup> Street and west to Gaffey Street.

PCCAC1-1

PCCAC1-2

The CAC opposes going forward with the Proposed Project and recommends moving forward with Alternative Development Scenario 4, with the Cruise Industry expanded adjacent to Downtown. The key is that the Waterfront should be focused on enhancing Downtown and the linkages to the Waterfront. The priority is for all improvements to be completed adjacent to Downtown first. Specific issues of concern are raised in Attachment #1. The CAC original concerns were spelled out in our official comment letter for the Notice of Preparation dated February 27, 2007 which is attachment 2 and we do not feel were appropriately studied.

PCCAC1-3

Red Car Line Extension

The line's first expansion should be routed through Downtown San Pedro. At a minimum it should be routed west on 5th Street to Centre Street, south on Centre Street to 7th Street and east on 7<sup>th</sup> Street to return to the main line. This was promised to the community and should be of the highest priority.

### Road Improvements

- PCCAC1-4 | The CAC does not support realigning Harbor Boulevard, as disconnecting the 5<sup>th</sup> Street and 6<sup>th</sup> Street access to the Maritime Museum and Ports O' Call will create another barrier between Downtown and the Waterfront. The Port has not included any off Port mitigations for the severe traffic impacts that the Project will impose on the community.
- PCCAC1-5 | The Port should be responsible for mitigating all impacts in the community for increases in traffic or congestion.

### Parking Structures

- PCCAC1-6 | No parking structures should be built on the Waterfront. Any parking structures should be built for shared use with Downtown and linked by the Red Car through Downtown to the Waterfront. There has been no charge for parking on the Waterfront for 50 years, except for the cruise terminals. Charging for parking will act as a barrier to enhancing public access to the Waterfront.
- PCCAC1-7 |

### Ports O' Call Development

- PCCAC1-8 | Redevelopment of Ports O' Call is a major element of the San Pedro Waterfront Project and the CAC is very concerned that 375,000 of new retail & restaurants will detrimentally impact the Downtown. The DEIR fails to adequately assess the impact on Downtown does not provide any mitigation off Port property to remedy the impacts. As recommended by the Urban Land Institute and Councilwoman Janice Hahn, the historic landmark institutions that have been serving the community for almost fifty years - the San Pedro commercial fishing slips, Ports O' Call Restaurant and San Pedro Fish Market should be retained.
- PCCAC1-9 |
- PCCAC1-10 | I. Minimum threshold for mitigation should be maintaining the existing conditions of traffic and air quality.
- PCCAC1-11 | II. Fund should be allocated for acquisition and relocation of property at impacted intersections for traffic improvements and sites for new mixed use developments.
- PCCAC1-12 | The CRA Community Advisory Committee's commitment to improve our Project Area is our highest priority. The San Pedro Waterfront Project, Alternative 4 with improvements and phasing of projects that enhance Downtown first will assist the community in these efforts.

Sincerely,



Mary Jo Walker, Vice Chairperson  
CRA Pacific Corridor Community Advisory Committee

## SAN PEDRO WATERFRONT PROJECT

### Draft Environmental Impact Statement/Environmental Impact (DEIS) Report

DEIS report notes that "(t) throughout history, the community of San Pedro and the Port have been closely linked and mutually interdependent. However the physical connection between the downtown San Pedro and the waterfront is lacking due to a number of visual and physical barriers that inhibit access to the water's edge." (see page ES -13). The DEIS proposed improvement are designed to meet three purposes:

(1) Redevelop the San Pedro Waterfront area for increased public access and to provide connections between the waterfront area and the San Pedro community. As noted in the report "the State Lands Commission and the Public Trust Doctrine place responsibility on the Port that emphasizes public access." (page ES-13).

(2) Reinforce the existing weak connections between Downtown and Ports O'Call so that the two can perform to their potential. (see page ES-13 para #3).

(3) Provide for the cruise industry growth in passenger volume for the next two decades by improving the Harbor Channel Waterway and landside infrastructure to serve the new larger ships.

### The proposed projects include: (see table ES-2, page ES 16)

(1) Cruise berths expansion and additions, from existing two 1000 linear foot and one occasional 3<sup>rd</sup> berth to four permanent berths (three 1,250 feet linear feet and one 1,000 foot linear berths), Construction of two new 100,000 square feet terminals in Outer Harbor, increasing the parking for cruise ships from existing 3,560 to 6,000, creating new three (about 7-acre area) water cuts (for tug boats and other existing vessels) to improve navigation on Harbor Channel.

(2) Promenade and open space projects include the 30-foot wide promenade along the western edge of Harbor Channel, three parks (3-acre within Ports O'Call – location not specified, 6-acre park in Outer Harbor and one 18-acre "Central Park", Pedestrian crossings at 8 locations and vehicular access at 6 locations across Harbor Boulevard between 1<sup>st</sup> and 22<sup>nd</sup> Street, and other public works projects including interactive water feature near 7<sup>th</sup> Street.

(3) Ports O'Call redevelopment projects includes addition of 150,000 square feet new development, 976 surface parking spaces dedicated to Ports O'Call and Downtown Harbor, removal of rail yard adjacent to bluff site near Port O'Call and construction of a four level parking structure with 1,652 parking spaces on the site. Also proposed are three new structures of 10,000 square feet each to house two boat display offices and tug boat offices, construction of a 17,600 Rail maintenance facility and other similar public works projects described in summary on table ES-2.

PCCAC  
1-12a Cont'd

(4) Transportation improvements proposed include a street widening, Sampson Way between 7<sup>th</sup> and 22<sup>nd</sup> Street from the existing two lane to a four lane street, modification of Harbor Boulevard and 6<sup>th</sup> street intersection, "eliminating access to Sampson Way from Harbor Boulevard at 6<sup>th</sup> Street", landscape improvement to Harbor Boulevard on west side, a new 152-parking surface lot to serve 7<sup>th</sup> Street Harbor and adjacent area and waterfront, red car extension to Cabrillo Beach and Outer Harbor.

PCCAC1-13

Reading the project descriptions as provided in EIR Executive Summary (Figure ES-4 and Table ES-2 and the EIS report Land Use and Transportation Sections) it seems that the waterfront development focus is on one of the three stated project purposes, i.e., the cruise industry growth. The cruise operations estimated growth over a twenty year period is 100 %, from a 1,150,548 passengers in 2006 to 2,257,335 passengers in 2037 (table ES-4 page ES-28).

PCCAC1-14

It is not clear how the two other two stated purposes, namely providing increased public access and connections between the waterfront area and the San Pedro and reinforcing the existing weak connections between Downtown and Ports O'Call are addressed. Based on the outlined mitigation monitoring measures (see pages 3.11-155 through 168) it seems that the existing connections between the waterfront and Downtown San Pedro are weakened more and the environmental quality of the San Pedro Peninsula is degraded by increased traffic and poor air quality.

#### IMPACTS:

PCCAC1-15

The report Impact Statement LU-3: "The proposed Project would not physically disrupt, divide, or isolate existing neighborhoods, communities, or land uses" is not supported by information in the report.

PCCAC1-16

As noted on Table ES-10 page 54 the proposed project operations would increase auto traffic volumes and degrade the intersections capacity. The mitigation measures proposed that include modifying about a dozen intersections within the Downtown area to increase traffic carrying capacity, prohibiting weekday peak parking on Gaffey Street to add a traffic lane, and, prohibit parking on Harbor Boulevard to provide three lanes of traffic in each directions would have adverse effects on the environment. There will be

PCCAC1-17

no free parking on the Waterfront ("parking would no longer be free along the waterfront" page SE-31) and street parking is prohibited. This will create hardship and would not "enhance vehicular and pedestrian linkages to connect the communities to the Port . page 3.8-27.

PCCAC1-17A

As part of traffic study 36 intersections in the Downtown San Pedro area bounded by Gaffey (W). Front (N) Harbor Boulevard (E) and 22<sup>nd</sup> Street and two intersections at Western and 9<sup>th</sup> and 25<sup>th</sup> Streets were analyzed. Of the 36 intersections analyzed, 31 have traffic signals. As per the traffic study 32 of the 36 study intersections are at present operating at acceptable level of service. The four intersections with unacceptable level of service are Gaffey at 6<sup>th</sup>, and 1st Streets, and, Summerland Avenue and Harbor Boulevard at 3<sup>rd</sup> Street.

For purposes of traffic study the traffic capacity (Level Of Service LOS) at intersections are categorized in six levels. LOS "A" being the best and "F" being worst. Service level



D (number 4 in the 6 levels) or less is deemed acceptable. For signalized intersections level A is defined as where "No vehicle waits longer than one red light and no approach phase is fully used. At level D "delays may be substantial during portions of rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backup. Level E means waiting vehicles through several signal cycles and level F means tremendous delays. For non signal intersections level A means average delay is less then ten seconds per vehicle and for level F the delay per vehicle is 50 seconds or more. See Table 3.11-1 on page 3.11-13 and 3.11-14. As per the traffic

study the traffic counts estimate for trip generation shows a "Net increase in trip over base line" in 2015 at 18,350 weekday daily and in 2037 at 22,679 trips.

The traffic study conclusion is that the proposed project would result in reduce the intersection capacity of 14 intersections to level D or worst (see Table 3.11-7 page 3.11-35) without mitigation. Applying the proposed mitigation measures (see page 3.11-37) would mitigate identified impacts on six of the 16 identified intersections in2037.

The study also concludes that proposed project operations would increase traffic volumes and degrade LOS along neighborhood streets within the proposed project vicinity and that residual impacts "would be significant and unavoidable." (see page 3.11-45). "No feasible mitigation is identified to address these impacts." (page 3.11-168)

#### **CUMULATIVE IMPACTS of the Water front project would**

(1) Reduce traffic carrying capacity of most intersections in the Downtown San Pedro (2) eliminate street parking on two major streets (3) Degrade traffic capacity of neighborhood streets and, thus also (4) severely limit the future growth potential (building capacity) of the entire San Pedro Peninsula. Therefore, the EIS report statement that "The proposed Project would not result in cumulative considerable impacts (after applicable mitigation) for Land Use Planning and Transportation" (page ES-69) is questionable.

The environmental effects on low income and minority populations would also be disproportionate. As stated in the DEIS "Impact AQ-4: Proposed project operations would result in offsite ambient air pollution concentrations that exceed a SCAQMD threshold of significance in Table 3.3-16. Significant and unavoidable." (page 8 of 72)

As noted in the report "The State of California CEQA Guidelines require an EIR to discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly , in the surrounding environment." No housing is proposed.

Also, as noted on Table ES-11 page 5 of 42, during the community outreach process it was suggested that "For reinforcing and facilitating linkages between the downtown San Pedro and its waterfront, areas for proposed land assembly consideration as joint development opportunity sites along the Harbor Boulevard should be studied that will provide physical and economic links, and provide public access to the waterfront." The EIS report has not identified any joint development opportunity sites.

#### **RECOMMENDED MITIGATION MEASURES:**

(1) **The threshold standard for proposed land uses and related programs must encourage transit use to limit automobile trip generations within the San Pedro Peninsula.**

**To achieve this threshold following alternatives are recommended for consideration:**

Provide and limit cruise terminal related long term parking along Front Street adjacent to Harbor Freeway exit ramps (north of Swinford Street and south of Channel Street) and connect the proposed parking via the red car and water taxi service with the inner and outer harbor terminals. In addition, provide a new service drive adjoining and parallel to the proposed promenade to give automobile access to the waterfront. This service drive within the Port land would restore some of the land street right-of-way land that existed within the 400 acre project area and was abandoned as right-of-way use by the Port.

PCCAC1-21  
CONT.

The promenade service drive together with the cruise terminal parking, the red car rail and water taxi service off street parking at appropriate locations would serve as a multi-model integrated regional and local vehicular and pedestrian access to and within the waterfront. This measure would be in keeping with "Southern California Association of Governments (SCAG) Growth Management Policy #.12 (page 3.8-5) Encourage existing or proposed local jurisdictions' programs aimed at designing land use which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

**(2) The threshold standard for proposed intersection improvement should be to limit impacts to maintain the current level of traffic capacity of intersection within the San Pedro Peninsula.**

To improve carrying capacity at the impacted street intersections on Harbor Boulevard, Gaffey Street and other impacted intersections, the Port should purchase adjacent blighted and underutilized property to add additional lanes AND also provide land for redevelopment, for mixed use joint development including public open space and as relocation resources for any displaced housing and business. This measure is in keeping with recommendation (Table ES-11 page 5 of 42) made during the community outreach process to reinforce and facilitate linkages between the downtown San Pedro and its waterfront.

PCCAC1-22

**(3) Identify projects to reinforce and facilitate physical, economic and social linkages between the downtown San Pedro and its waterfront.**

One of the redevelopment opportunity sites for mixed use development, including housing can be the vacated rail yard area adjacent to Port O'Call bluff area. This land area can be deemed as POLA surplus land after the rail use is abandoned and thus could be a prime redevelopment site for a mixed use project including housing to be developed in cooperation with the CRA and LAHA. A catalytic project at this site would be in keeping with the State of California CEQA Guidelines, as noted in the DEIS, that require an EIR to discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

PCCAC1-23

**(4) The threshold standard for proposed air quality should be to limit off-site air pollution to current levels within the San Pedro Peninsula**

PCCAC1-24

As a mitigation measure Port should increase land area devoted to open space as landscape area along waterfront and also tree planting along streets and private property within San Pedro community. As noted in the DEIS "Impact AQ-4: Proposed project operations would result in offsite ambient air pollution concentrations that exceed a SCAQMD threshold of significance in Table 3.3-16. Significant and unavoidable." (Page 8 of 72). Hence, to limit the adverse environmental effects of projected air pollution a substantial increase in open space and tree cover in and around Port area is essential. The Port of Los Angeles is composed of 43 miles of Waterfront and 7,500 acres of land and water, the proposed San Pedro Waterfront project is approximately 400 acres adjacent to the San Pedro Community. The percentage of land area devoted to tree

PCCAC1-24  
CONT.

cover and unpaved ground cover should be in keeping with the requirements to bring the air quality to thresholds that do not exceed acceptable levels.

To improve land utilization and bring the land uses in keeping in conformance with the proposed improvements the following land use changes are recommended: Land uses (page 3.3-8). West Bank Planning Area 2: Replace land use designations: General Cargo, Liquid Bulk, Industrial and Other and with Commercial, Recreational and Institutional land use designations. West Turning Basin Planning Area 3: Remove the General Cargo land use designation and designate instead Recreational land use.

Some observations that need to be explained:

- The Port of Los Angeles is composed of 43 miles of Waterfront and 7,500 acres of land and water, the proposed San Pedro Waterfront project is approximately 400 acres adjacent to the San Pedro Community. The only public park proposed on the waters edge is in the Outer Harbor on left over land sandwiched between Cabrillo Marina and Outer Harbor Cruise Buildings?

PCCAC1-25

- Waterfront Promenade in the Inner Harbor area is build along Harbor Boulevard, separated from the Cruise Terminal area for security reasons. Along the Outer Harbor Area the proposed Promenade runs through the terminals.

PCCAC1-26

- Waterfront Taxi stops (ES-6a) are not connected or coordinated with off street parking. The historic Ferry landing at the base of 6<sup>th</sup> Street is ignored. The historic ferry location at sixth and Harbor could be the iconic location for the ferry/water taxi system.

PCCAC1-27

- As an alternative to isolated number of smaller buildings as proposed, a landmark multistory building could serve as a landmark for the waterfront.

PCCAC1-28

- Millions to be spent on creating room for housing recently decommissions boats but no plans to renovate and enlarge an existing historic landmark building and showcase the historic educational material stored in the 6<sup>th</sup> Street Maritime Museum. Programs associated with the museum provided "as many as 5,000 youth-sailing days to schools and youth organizations". Yet, "No changes to existing operations are anticipated under the proposed Project." Page ES-34

PCCAC1-29

- Town square (0.79 acre) with fronting on LA Maritime Museum "with 3-parking spaces for disabled visitors". Between 4<sup>th</sup> Street and 10<sup>th</sup> Street no automobile access to Waterfront. (Page ES-38). The town square has no "town" activity generators (buildings/uses that attract activity). The proposed improvements destroy the historic context of the Ferry Building. This could be the place to re-

PCCAC1-30

house the historic ferry landing (water taxi service) and add space for stored exhibits of the Ferry building.

SP WF DT 10 December 2008

## **Pacific Corridor Community Advisory Committee (PCCAC1)**

### **Response to Comment PCCAC1-1**

Thank you for your comment. Your opposition for the proposed Project and support for Alternative 4 will be forwarded to the Board of Harbor Commissioners. Please refer to Master Response 1 for a discussion of the proposed Project’s linkages and design considerations for connecting to the San Pedro community. LAHD is making investments in the existing Inner Harbor Terminal under a separate related project. Projects related to the downtown waterfront (Downtown Harbor, 7<sup>th</sup> Street Pier, Town Square, etc) are scheduled to occur within the first phase of construction.

### **Response to Comment PCCAC1-2**

The commenter suggests that the draft EIS/EIR has not adequately addressed concerns raised in their NOI/NOP comment letter which are repeated in Attachment 1 of the PCCAC letter. See Master Response 1 for a discussion of the history of the proposed Project, Bridge to Breakwater, and reasonable range of alternatives. All comments received as part of the NOI/NOP scoping process were considered when preparing the draft EIS/EIR. No specific comments related to the adequacy of the draft EIS/EIR are provided in this comment. Specific responses to specific comments in Attachment 1 are provided below, where appropriate.

### **Response to Comment PCCAC1-3**

Thank you for your comment. Please refer to Master Response 6 for a discussion of the Waterfront Red Car Line Extension to downtown San Pedro.

### **Response to Comment PCCAC1-4**

Thank you for your comment. Please see Master Response 6 for additional details regarding proposed project transportation improvements. The comment does not propose any additional mitigation measures. Traffic impacts associated with the proposed Project are analyzed and disclosed in Section 3.11.4. Mitigation measures for some significant impacts have been identified in Section 3.11.4. However, the analysis in the draft EIS/EIR showed that impacts to traffic at numerous intersections would be significant and unavoidable (See draft EIS/EIR, Section 3.11, “Transportation and Circulation (Ground).”) Should the Board of Harbor Commissioners choose to approve the proposed Project with these significant impacts, a statement of overriding considerations would be required. The USACE’s has its own decision- making process that includes assessing project-level and

1 cumulative impacts under NEPA, a Clean Water Act section 404(b)(1) alternatives  
2 analysis, and a public interest review, which consists of comparing the proposed  
3 Project or Alternative's detriments against its benefits. The realignment of the  
4 Harbor Boulevard/Sampson Way and 7<sup>th</sup> Street intersection allows for the creation of  
5 more public space for the Town Square, the Downtown Civic Fountain, and the  
6 plazas around the 7<sup>th</sup> Street, Downtown, and North Harbors near downtown San  
7 Pedro. Your objection to the realigned intersection and access to Ports O' Call will  
8 be forwarded to the Board of Harbor Commissioners.

## 9 **Response to Comment PCCAC1-5**

10 The draft EIS/EIR included a detailed traffic impact study (Appendix M, summarized  
11 in Section 3.11, "Transportation and Circulation (Ground)," of the draft EIS/EIR.  
12 Please also see final EIS/EIR Chapter 3 Section E.14, Modifications to the draft  
13 EIS/EIR that assessed the ability of the surrounding street system to accommodate  
14 the projected increases in future traffic, both from the proposed Project and from  
15 other sources. Numerous mitigation measures are provided in Section 3.11.4.3 for  
16 the proposed Project and alternatives. The mitigation measures proposed would  
17 increase capacity and would fully or partially mitigate the identified project impacts  
18 at most of the significantly impacted locations. Please also see Response to  
19 Comment PCCAC1-4.

## 20 **Response to Comment PCCAC1-6**

21 Thank you for your comment. Please refer to Master Response 3 for a discussion of  
22 waterfront parking. LAHD is willing to work with CRA/LA on identifying and  
23 participating in opportunities for shared waterfront and downtown visitor parking in  
24 downtown San Pedro. The decision to include parking space near the waterfront as  
25 part of the proposed Project was carefully balanced between enabling the greatest  
26 public access as well as making the best use of limited space for recreational and  
27 commercial land uses. In addition, the draft EIS/EIR analyzed a reasonable range of  
28 alternatives, including several alternatives with reduced parking.

## 29 **Response to Comment PCCAC1-7**

30 Thank you for your comment. The draft EIS/EIR stated that parking at Ports O' Call  
31 would no longer be free, as it is anticipated parking fees would help fund the future  
32 redevelopment. Future fees will be reasonable to ensure utilization of the parking  
33 areas and the development would remain open and inviting for all socioeconomic  
34 classes to take advantage of the free recreation provided by the promenade, parks,  
35 and biking facilities.

36 It has not been decided whether all the parking would be pay parking, or whether  
37 there would be a mix of pay parking and free parking depending on location and type

1 of event. LAHD acknowledges if a charge is instituted for parking some visitors may  
2 decide to park in downtown San Pedro and/or surrounding neighborhoods and some  
3 visitors may chose not to come to the proposed Project. However, LAHD will take  
4 this into account when trying to determine a reasonable fee that will help fund  
5 redevelopment efforts while still encouraging waterfront visitors to use the parking  
6 facilities provided. LAHD has no control over what individuals decide to do  
7 depending on their individual traveling patterns and ultimate destinations they visit.  
8 It is speculative to predict how many individuals would chose to park off site to avoid  
9 parking fees and the number of individuals who would choose not to come to the  
10 waterfront should a charge be placed on parking.

11 Furthermore, simply because a fee for parking maybe charged does not mean the  
12 proposed Project would not enhance vehicular and pedestrian linkages (Page 3.8-27).  
13 The proposed Project would achieve the objective to connect the communities to the  
14 Port and allow residents and visitors to better access the coastal resources through  
15 proposed Project features including the promenade, recreational opportunities, open  
16 space, commercial, retail, restaurants, and marinas/harbors. Residents would also be  
17 able to access the waterfront via pedestrian and bicycle connections, as well as the  
18 Waterfront Red Car Line. See draft EIS/EIR Section 2.4.2.1.1 for additional  
19 discussion of the proposed Project components which enhance public access to the  
20 waterfront.

## 21 **Response to Comment PCCAC1-8**

22 Thank you for your comment. The draft EIS/EIR has adequately addressed the  
23 proposed Project’s potential impact on urban decay. (CEQA Guidelines Section  
24 15131(a); *Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4<sup>th</sup>  
25 1173.) When presented with credible evidence of potential environmental impacts  
26 due to urban decay, an EIR must evaluate those impacts and make a significance  
27 determination based on the evidence. (*Anderson First Coalition, supra*, 130  
28 Cal.App.4<sup>th</sup> 1173.)

29 The San Pedro Waterfront draft EIS/EIR evaluates potential environmental impacts  
30 due to possible urban decay in Section 3.1, “Aesthetics,” and Chapter 7,  
31 “Socioeconomics and Environmental Quality,” and concludes that the proposed  
32 Project would not likely have adverse impacts on land uses and neighborhoods in  
33 downtown San Pedro in terms of urban decay (draft EIS/EIR Pages 3.1-75 and 7-50).  
34 As discussed in the draft EIS/EIR, there is a low potential for competition between  
35 the two commercial districts and for downtown businesses to relocate to the  
36 waterfront. (draft EIS/EIR, Section 7.4.2.2.1.) The Ports O’Call redevelopment  
37 would continue to include recreational, commercial, and port-related waterfront uses  
38 similar to the existing establishments of Ports O’Call to serve the needs of cruise  
39 passengers, which would not directly compete with downtown businesses. The Port  
40 uses the word redevelopment throughout the draft and final EIS/EIR as a general  
41 non-legal term to describe the changes which would occur at Ports O’Call under the  
42 proposed Project or alternative and not as a legal term with the associated legal  
43 definition. For the purposes of the environmental impact analysis, it was assumed

1 that approximately 125,000 square feet would be developed for restaurant uses, and  
2 approximately 175,000 square feet would be developed for commercial uses and a  
3 75,000-sf conference center, for a total of 375,000 square feet of development.

#### 4 **Response to Comment PCCAC1-9**

5 Please see Master Response 4 and 5 for additional details regarding the Ports O’Call  
6 and San Pedro Businesses. Selected successful restaurants and businesses in Ports  
7 O’Call would be accommodated during redevelopment of Ports O Call.

#### 8 **Response to Comment PCCAC1-10**

9 The air quality significance thresholds used in the draft EIS/EIR were primarily  
10 based on standards established by the City of Los Angeles in the *L.A. CEQA*  
11 *Thresholds Guide* (City of Los Angeles 2006) and are consistent with the CEQA  
12 thresholds established by the South Coast Air Quality Management District.  
13 Mitigation measures were prescribed for all impacts found to be significant using  
14 these thresholds. All feasible mitigation measures as required by CEQA have been  
15 applied to the proposed Project and alternatives in the draft EIS/EIR. In the  
16 discussion for each impact in Section 3.2, “Air Quality,” the mitigation effectiveness  
17 and residual impacts are described.

18 The detailed traffic impact study prepared as part of the draft EIS/EIR was prepared  
19 in accordance with the traffic impact study guidelines adopted by the City of Los  
20 Angeles Department of Transportation. Mitigation measures sufficient to address the  
21 proposed project-related impacts were developed that would fully or partially  
22 mitigate eight of the 12 significantly impacted intersections in 2015 and 13 of the 17  
23 significantly impacted intersections in 2037. At four of the significantly impacted  
24 intersections, no feasible mitigation measures were identified. Please note the traffic  
25 and air quality analysis was based on the full build-out of the proposed Project (as is  
26 required under CEQA). The staff recommended proposed Project proposes  
27 developing only one cruise berth facility in the Outer Harbor and constructing the  
28 second berth only when market conditions dictate. It is also envisioned that market  
29 demand and recommendations by a master developer selected through a competitive  
30 design process drive the ultimate size of development at Ports O’ Call.

#### 31 **Response to Comment PCCAC1-11**

32 The comment states that funds should be allocated for the acquisition of property at  
33 significantly impacted intersections for traffic improvements and sites for new mixed  
34 use developments. To minimize disruption to the surrounding community and to  
35 avoid potential secondary impacts, the mitigation program developed for the  
36 proposed Project focused on improvements that can be made within the existing  
37 rights-of-way, such as roadway restriping and widening and installation of traffic



1 signals. The proposed traffic mitigation program is described in Appendix M and is  
2 summarized in Section 3.11, “Transportation and Circulation (Ground),” of the draft  
3 EIS/EIR. Should funds be allocated, as suggested by the commenter, for the  
4 acquisition and relocation of property (such as existing multifamily residential units  
5 and commercial space) for new mixed use developments to offset impacted  
6 intersections, the physical relocation and the construction and operation of new  
7 mixed use developments would result in additional significant impacts, such as air  
8 quality and noise as a result of demolition, construction and relocation activities.  
9 Significant and unavoidable impacts to air quality and noise would occur during  
10 construction and potentially during operation of these suggested “offsets.”  
11 Therefore, the commenter’s suggestion would simply exchange significant  
12 unavoidable impacts associated with traffic for significant and unavoidable impacts  
13 associated with air quality and noise and thus not actually reduce significant and  
14 unavoidable impacts overall.

15 Furthermore, the draft EIS/EIR analyzes a reasonable range of alternatives, as  
16 discussed in Master Response 1, which permit the decision makers to make a  
17 reasoned choice regarding proposed Project/alternative approval, approval with  
18 modifications, or disapproval. Additional alternatives, such as inclusion of a mixed  
19 use development, are therefore not needed.

## 20 Response to Comment PCCAC1-12

21 Thank you for your comment. Your support of Alternative 4 will be forwarded to the  
22 Board of Harbor Commissioners.

## 23 Response to Comment PCCAC1-12a

24 Thank you for your comment. As described in the last paragraph of Section ES.4.2  
25 Project Purpose (Page ES-14) of the Executive Summary there are four overall  
26 purposes of the proposed Project, rather than the three purposes of the proposed  
27 Project suggested by the commenter. The overall purposes of the proposed Project  
28 are:

- 29 • to increase public access to the waterfront,
- 30 • allow additional visitor-serving commercial development within the Port,
- 31 • respond to increased demand in the cruise industry, and
- 32 • Improve vehicular access to and within the waterfront area.

33 The purpose of the proposed Project is also discussed below in PCCAC1-13. The  
34 proposed Project seeks to achieve these goals by improving existing infrastructure and  
35 providing new infrastructure facilities, providing waterfront linkages and pedestrian

1 enhancements, providing increased development and redevelopment opportunities, and  
2 providing berthing opportunities for increased cruise ship capacity.

3 The cruise berths would be expanded under the proposed Project from three berths to  
4 four berths (two in the Inner Harbor and two in the Outer Harbor). The proposed Project  
5 includes the construction of two new 100,000 square foot terminals in the Outer Harbor.  
6 However, the parking would not increase from existing 3,560 to 6,000 as the commenter  
7 suggests. The cruise ship parking would increase from 2,560 existing surface parking  
8 spaces to a four level parking structure of 4,600 parking spaces dedicated to passengers  
9 serving both the Inner and Outer Harbor as described in Table ES-2 Elements of  
10 Proposed Project: Parking for Cruise Ships. There would be 400 surface parking spaces  
11 in the Outer Harbor dedicated to non passengers. The proposed Project would include  
12 three new harbor cuts totaling approximately seven acres.

13 The commenter is correct in identifying the proposed Project would include a 30-foot  
14 wide promenade and three parks. However, the proposed Project would also include  
15 pedestrian crossings at nine locations, rather than eight as the commenter suggests:  
16 Harbor Boulevard/Sampson Way; pedestrian bridge at 13<sup>th</sup> Street; pedestrian and  
17 waterfront access at Swinford, O'Farrell, 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets. Furthermore,  
18 as part of the final EIS/EIR a tenth public access point included, which is a signalized  
19 pedestrian crossing or pedestrian bridge across Harbor Boulevard at 9<sup>th</sup> Street.

20 The commenter is correct in identifying the proposed Project does include an addition of  
21 150,000 new square feet in Ports O'Call. But the proposed Project also includes the  
22 redevelopment of 150,000 square feet of existing development, and the development of a  
23 new 75,000 square foot conference center. Therefore, the total square footage of  
24 development in Ports O'Call is 375,000 square feet. The proposed Project would remove  
25 the existing rail yard. However, the proposed Project would develop 986 surface parking  
26 spaces for Ports O'Call and not 976 as the commenter suggests per Table ES-2 Elements  
27 of the Proposed Project: Ports O'Call Redevelopment. The proposed Project would  
28 develop four new four level structures totaling 1,652 parking spaces at the existing rail  
29 yard east of the bluffs. There would be two 10,000-square-foot buildings to display the  
30 fire boat and the S.S. Lane Victory. There would also be two new 10,000 square foot  
31 buildings for Crowley and Millennium. A 17,600 square foot Red Car Maintenance  
32 Building would be developed at 13<sup>th</sup> Street within SP Railyard bluff site.

33 The proposed Project would expand Sampson Way between 7<sup>th</sup> and 22<sup>nd</sup> Streets by  
34 two lanes in each direction for a total of four lanes. The proposed Project would  
35 provide for an enhanced four-way intersection with modification of 6<sup>th</sup> Street  
36 connection, eliminating access to Sampson Way from Harbor Boulevard at 6<sup>th</sup> Street.  
37 Harbor Boulevard would receive landscape and hardscape improvements as  
38 described in Chapter 2 of the draft EIS/EIR. A new 152-space surface parking lot  
39 adjacent to Acapulco Restaurant to serve 7<sup>th</sup> Street Harbor, Downtown Harbor, Town  
40 Square, and Acapulco Restaurant uses would be developed under the proposed  
41 Project. Finally the Red Car Line would be extended to Cabrillo Beach and the Outer  
42 Harbor and City Dock No. 1. This issue is also discussed in VISION-1 1a.

## 1 **Response to Comment PCCAC1-13**

2 Thank you for your comment. There are four primary CEQA project objectives  
3 discussed in Section 2.3.1 of the draft EIS/EIR, including (1) Enhance and revitalize  
4 the existing San Pedro Waterfront area, improve existing pedestrian corridors along  
5 the waterfront, increase waterfront access from upland areas, and create more open  
6 space, through...(see Section 2.3.1), (2) Expand cruise ship facilities and related  
7 parking to capture a significant share of anticipated West Coast growth in the cruise  
8 demand, through...(See Section 2.3.1), (3) Improve vehicular access to and within the  
9 waterfront area, and (4) Demonstrate LAHD's commitment to sustainability by  
10 reflecting the Port's Sustainability Program policies and goals in the proposed project  
11 design, construction, and implementation. Similar objectives are provided in Section  
12 2.3.2 to address the NEPA Purpose and Need.

13 The proposed Project includes many features which address these objectives. For  
14 example, Section 2.4.2.1.1 of the draft EIS/EIR discusses numerous pedestrian  
15 oriented features which address the first project objective. These pedestrian oriented  
16 features include the continuous waterfront promenade, San Pedro Park, the Outer  
17 Harbor Park, the pedestrian crossings and bridges, and the 7<sup>th</sup> Street Pier. Please  
18 refer to Chapter 2 for a full description of the proposed Project and additional  
19 pedestrian oriented features. The proposed Project also has numerous features  
20 designed to address the third project objective of improving vehicular access. For  
21 example, the proposed Project includes vehicular access at 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup>  
22 Streets, parking structures to allow for adequate parking support, the enhanced  
23 intersection at 7<sup>th</sup> Street and Sampson Way, and the expansion and realignment of  
24 Sampson Way. Furthermore, six potentially feasible Alternatives to the proposed  
25 Project are included in the draft EIS/EIR. Several Alternatives have been analyzed  
26 which include reduced outer harbor cruise ship berths (Alternative 3) and no outer  
27 harbor cruise ships berths (Alternatives 3, 4, and 6). These alternatives also include  
28 other component variations (see Table 2-6 in draft EIS/EIR Project Description,  
29 Chapter 2). All four objectives are discussed thoroughly throughout the document.  
30 Please also see Master Response 2 for discussion of revised cruise ship projections.  
31 This issue is also discussed in VISION-12.

## 32 **Response to Comment PCCAC1-14**

33 Please see Response to Comment PCCAC1-13 regarding pedestrian and vehicular  
34 access improvements. The draft EIS/EIR discloses some significant and unavoidable  
35 impacts associated with transportation to accommodate increased use of the  
36 waterfront at full buildout of the proposed Project and alternatives. Numerous  
37 mitigation measures have been incorporated to mitigate impacts to the greatest extent  
38 feasible.

39 Linkages to downtown San Pedro are an important element of the proposed Project,  
40 and pedestrian and bicycle access and connections to the San Pedro Waterfront were  
41 incorporated to maximize access in numerous locations (See Chapter 2, "Project  
42 Description," Section 2.4.2.1.1 for a list of pedestrian oriented features.) For a full

1 description of the proposed Project and the alternatives see Chapter 2. Additionally,  
2 see Table 2-6 in Chapter 2, which provides a summary of the components  
3 incorporated into the proposed Project and the alternatives. Please also see Section  
4 3.2 which discusses air quality impacts. This issue is also discussed in VISION-13.

## 5 **Response to Comment PCCAC1-15**

6 As discussed in Section 3.8.4.3.1, under Impact LU-3, the proposed Project would  
7 not physically disrupt, divide, or isolate existing neighborhoods, communities, or  
8 land uses.” Please refer to discussions in Response to Comment PCCAC1-13 and  
9 PCCAC1-14 regarding connections designed to further integrate the upland  
10 community and the waterfront. To ensure the seamless integration of downtown San  
11 Pedro with the waterfront, LAHD, CRA/LA, City Planning, the mayor’s office, and  
12 Council District 15 have collaborated on the development access and urban design  
13 principles to apply to development along Harbor Boulevard between the San Pedro  
14 waterfront development and the community of San Pedro. The Seamless Study  
15 focused on identifying key pedestrian and vehicular access points between downtown  
16 and the waterfront, and addressing building densities and massing as they relate to  
17 both sides of Harbor Boulevard. Multiple aspects of urban planning and design were  
18 examined to promote a seamless integration of the waterfront and the community of  
19 San Pedro. For additional information regarding downtown San Pedro and the  
20 proposed Project, please refer to Master Response 5.

21 While construction activities and rerouting and enhancements to Harbor Boulevard  
22 and Sampson Way would temporarily cause disruption to the San Pedro community  
23 during construction periods, these impacts were determined to be less than  
24 significant. As further discussed under Impact LU-3, under the former project  
25 description, Harbor Boulevard was designed to be expanded to 3 or 4 lanes in each  
26 direction. LAHD ultimately minimized this impact by maintaining the existing width  
27 of Harbor Boulevard and choosing to expand Sampson Way from 1 to 2 lanes in each  
28 direction. Sampson Way is further removed from the community; its expansion  
29 would result in less impact to the community and would not result in the same  
30 physical separation as would Harbor Boulevard as was originally planned. Both of  
31 these effects on the community were determined to be less than significant.

32 Please see Master Response 6 for additional information regarding transportation  
33 improvements and Harbor Boulevard. The proposed traffic mitigation measures, if  
34 adopted, would not widen the roadway cross-section, rather they would restripe  
35 Harbor Boulevard within the existing rights-of-way to provide a third travel lane in  
36 each direction. Each of the pedestrian crossing locations on Harbor Boulevard, listed  
37 on Page 2-18 of the draft EIS/EIR, is proposed to be controlled by a traffic signal,  
38 which will provide a high level of safety for pedestrians crossing Harbor Boulevard.  
39 The proposed mitigation measures would not widen the roadway cross-section.

40 As described in Chapter 2, “Project Description” of the draft EIS/EIR, “[s]teep bluffs  
41 provide a natural physical edge between portions of the San Pedro community and  
42 the Ports O’Call site. Railroad lines extend through the project area from the

1 Westway Terminal, past Ports O'Call within the SP Railyard, both along the east side  
2 of Harbor Boulevard, and under the Vincent Thomas Bridge at the northern end of  
3 the project area.” (Draft EIS/EIR, Page 2-3.) Rather than further separating  
4 Downtown San Pedro from the waterfront, the proposed Project provides a number of  
5 features to better integrate these communities and improve access to the waterfront,  
6 as discussed in greater detail in the Project Description, in particular, Section  
7 2.4.2.1.1. Under the proposed Project and alternatives, physical barriers to the  
8 waterfront would be eliminated, such as fences required for freight rail activity. As  
9 stated, the proposed Project would enhance vehicular and pedestrian linkages to  
10 connect the communities to the Port and allow residents and visitors to better access  
11 the coastal resources including the waterfront promenade, recreational opportunities,  
12 open space, marinas/harbors, and regional commercial and retail opportunities.  
13 Please also see Response to Comment VISION-14 for additional details.

## 14 **Response to Comment PCCAC1-16**

15 Please see Master Response 6 for a discussion of the proposed transportation  
16 improvements and traffic impacts of the proposed Project. The purpose of the  
17 proposed traffic mitigation measures is to address projected traffic impacts and to  
18 remedy deficiencies in the ability of the local street system to accommodate projected  
19 traffic volumes. These mitigation measures are anticipated based on the assumption  
20 that full buildout of Ports O' Call development would reach 375,000 square feet and  
21 that both cruise berths are constructed and operating in the Outer Harbor.

22 The potential for the proposed parking restrictions on Gaffey Street (weekday peak  
23 periods only) and on Harbor Boulevard (full-time) to result in secondary impacts was  
24 considered. Surveys of the utilization of on-street parking spaces that would be  
25 affected were conducted and, based on the results of those surveys, the  
26 implementation of the proposed parking restrictions was determined not to result in  
27 secondary impacts. This information is provided on Pages 62-65 of Appendix M of  
28 the draft EIS/EIR. This issue is also discussed in See Response to Comments CRA-  
29 18 and VISION-15.

## 30 **Response to Comment PCCAC1-17**

31 As identified on Page ES-31 of the Executive Summary: “The redevelopment and  
32 additional development at Ports O'Call would require an increase in parking spaces.  
33 Parking would be provided at a number of locations within the Port and near Ports  
34 O'Call. Parking would no longer be free along the waterfront.” However, while a  
35 reasonable fee for parking at Ports O' Call may be charged, vehicular and pedestrian  
36 linkages would still be enhanced by the proposed Project (Page 3.8-27 of the draft  
37 EIS/EIR). Please refer to Master Response 3 for further discussion of waterfront  
38 parking opportunities. Project linkages are discussed in Section 2.4.2.1.1. The  
39 proposed Project would achieve the objective to connect San Pedro with the  
40 waterfront and provide residents and visitors to better access the coastal resources  
41 through proposed project features, including free recreational opportunities along the

1 promenade, within the new open space, and among the commercial, retail, and  
2 restaurants developments, and marinas/harbors. Residents would be able to access  
3 the waterfront via pedestrian connections, bike facilities, and the Waterfront Red Car  
4 Line. This issue is also discussed in Response to Comment VISION-16.

## 5 **Response to Comment PCCAC1-17A**

6 This comment summarizes the findings of the traffic study. No additional response is  
7 required since the comment does not address the adequacy of the draft EIS/EIR  
8 and/or address a physical environmental effect.

## 9 **Response to Comment PCCAC1-18**

10 On Page ES-69, the draft EIS/EIR concludes that the proposed Project, with  
11 mitigation, would not result in cumulative transportation and navigation (marine)  
12 impacts but would result in cumulative transportation and circulation (ground)  
13 impacts. This impact was fully analyzed in the draft EIS/EIR. No changes to the  
14 draft EIS/EIR are necessary. This issue is also discussed in VISION-17.

## 15 **Response to Comment PCCAC1-19**

16 The draft EIS/EIR identifies substantial mitigation that would be applied to the  
17 selected alternative to address project-level impacts to air quality. These mitigation  
18 measures would also minimize the contribution of the proposed Project (or  
19 alternative) to cumulative impacts. In Chapter 5, “Environmental Justice,” of the  
20 draft EIS/EIR, LAHD and the USACE have put forth a tremendous level of effort  
21 to identify all feasible measures to reduce or avoid impacts of the proposed Project or  
22 alternative that would disproportionately affect minority or low-income populations.

23 The USACE and LAHD are committed to mitigating disproportionate effects to the  
24 extent feasible. LAHD’s primary means of mitigating the disproportionate effects of  
25 air quality impacts are to address the source of the impact through a variety of Port-  
26 wide clean air initiatives, including the CAAP, the Sustainable Construction  
27 Guidelines, and the proposed CAAP San Pedro Bay (Health) Standards. As part of  
28 the San Pedro Bay Standards, LAHD will complete a Port-wide Health Risk  
29 Assessment (HRA) covering both the Port of Los Angeles and the Port of Long  
30 Beach that will include a quantitative estimate of health risk impacts from diesel  
31 particulate matter (DPM) emissions of the Port’s overall existing and planned  
32 operations. The primary purpose of the proposed San Pedro Bay Standards is to  
33 provide a valuable tool for long-term air quality planning, aiding the Ports and  
34 agencies with evaluating and substantially reducing the long-term overall health risk  
35 effects of future projects and ongoing Port operations’ emissions over time. LAHD  
36 and the Port of Long Beach will use the San Pedro Bay Standards in CEQA  
37 documents as a tool in the cumulative health risk discussions, although consistency

1 with the standards will not serve as a standard of impact significance. When  
2 evaluating projects, a consistency analysis with the assumptions used to develop the  
3 health risk and criteria pollutant San Pedro Bay Standards will be performed in order  
4 to ensure that the proposed Project is fully contributing to attainment of the San  
5 Pedro Bay Standards. The forecasting used to develop San Pedro Bay Standards  
6 assumed implementation of the CAAP on projected future Ports' operations through  
7 the specified CAAP implementation mechanisms and also assumed implementation  
8 of existing regulations. As long as the project is consistent with growth projection  
9 assumptions used to develop the San Pedro Bay Standards, and the CAAP  
10 mitigations for the project are consistent with the mitigation assumptions used to  
11 develop the San Pedro Bay Standards, then the project can be deemed consistent with  
12 the San Pedro Bay Standards. The proposed Project is consistent with the San Pedro  
13 Bay Standards because it is consistent with projections of the Ports' future operations  
14 used in formulating the San Pedro Bay Standards and because it exceeds compliance  
15 with applicable CAAP measures.

16 In addition, through a Memorandum of Understanding (MOU), LAHD previously  
17 agreed to establish a Port Community Mitigation Trust Fund geared towards  
18 addressing the overall off-Port impacts created by Port operations outside of the  
19 context of project-specific NEPA and/or CEQA documents. This fund includes, for  
20 example, approximately \$6 million for air filtration in schools and funding for an  
21 initial study of off-Port impacts on health and land use in Wilmington and San Pedro,  
22 as well as a more detailed subsequent study of off-Port impacts of existing Port  
23 operations, examining aesthetics, light and glare, traffic, public safety, effects of  
24 vibration, recreation, and cultural resources related to Port impacts on harbor area  
25 communities. As part of the MOU, LAHD would contribute \$1.50 per cruise  
26 passenger received at the cruise terminals up to an amount of approximately \$1.66  
27 million. The off-Port community benefits of the MOU are designed to offset overall  
28 effects of existing Port operations. While the MOU does not alter the legal  
29 obligations of the lead agencies under NEPA or CEQA to disclose and evaluate  
30 mitigation measures to reduce or avoid cumulative impacts of the proposed Project,  
31 and therefore is not an environmental justice mitigation per se, it would have  
32 particular benefits for harbor area communities where disproportionate effects could  
33 occur.

34 Despite identification of all feasible mitigation measures, as required by CEQA,  
35 significant unavoidable adverse impacts will remain after implementation of the  
36 mitigation measures (under both CEQA and NEPA). The environmental justice  
37 evaluation bases its identification of high and adverse impacts to minority and/or  
38 low-income populations upon these significant unavoidable adverse NEPA impacts.  
39 Regarding the comment that the draft EIS/EIR does not propose any measures to  
40 mitigate significant and unavoidable impacts identified in Chapter 5, all feasible  
41 mitigation measures have been identified for each environmental resource topic  
42 addressed in the draft EIS/EIR and would be implemented and tracked under the  
43 mitigation monitoring and reporting plan required under CEQA. This issue is also  
44 discussed in greater detail in Comment EPA-23 and Response to Comment EPA-23.

1 The commenter is correct in stating that the proposed Project does not include  
2 housing. However, it is a CEQA requirement that an EIR discuss the ways in which  
3 a proposed Project could foster economic or population growth, or the construction of  
4 additional housing, either directly or indirectly, in the surrounding environment as  
5 part of the growth inducing impact analysis of the proposed Project. This includes  
6 ways in which the proposed Project would remove obstacles to population growth or  
7 trigger the construction of new community services facilities that could cause  
8 significant effects (State CEQA Guidelines, Section 15126.2). Even though the  
9 proposed Project does not specifically involve the construction of housing, direct and  
10 indirect growth (including the potential construction of housing) which could have an  
11 environmental impact was considered in the draft EIS/EIR in Chapter 8, “Growth-  
12 Inducing Impacts.” This analysis determined that the proposed Project’s and  
13 alternatives’ contributions to regional employment would account for less than 0.1%  
14 of regional employment. Given the highly integrated nature of the southern  
15 California economy and the prevalence of cross-county and inter-community  
16 commuting by workers between their places of work and places of residence, it is  
17 unlikely that a substantial number of workers would change their place of residence  
18 in response to the new Port-related employment opportunities. Thus, in the absence  
19 of changes in place of residence by persons likely to fill the job opportunities,  
20 distributional effects to population and, thus, housing assets, are not likely to occur.  
21 This issue is also discussed in Response to Comment VISION-18.

## 22 **Response to Comment PCCAC1-20**

23 LAHD is willing to work with CRA/LA in the future on identifying and participating  
24 in any joint use development site or opportunities to serve waterfront visitor parking  
25 needs. However, the draft EIS/EIR does not include specific joint use development  
26 opportunities. The draft EIS/EIR analyzes a reasonable range of alternatives, as  
27 discussed in Master Response 1, which permit the decision makers to make a  
28 reasoned choice regarding proposed Project/alternative approval, approval with  
29 modifications, or disapproval. Additional alternatives are therefore not needed to  
30 comply with CEQA and NEPA. This issue is also discussed in Response to  
31 Comment VISION-19. Please also refer to Master Response 3 for further discussion  
32 of waterfront parking strategies.

## 33 **Response to Comment PCCAC1-21**

34 Thank you for your comment. Please note that while creating regional transportation  
35 systems is out of the scope of the proposed Project, the Port is working with the  
36 MTA, LAX, and others to provide connections to regional transit opportunities.

37 Under both CEQA and NEPA, lead agencies are required to evaluate a “reasonable  
38 range” of alternatives but are not required to evaluate every possible alternative.  
39 According to the Council on Environmental Quality (CEQ), “[w]hen there are  
40 potentially a very large amount of alternatives, only a reasonable number of  
41 examples, covering the full spectrum of alternatives, must be analyzed and compared



1 in the EIS.” (CEQ Forty Questions, No. 1b.) Under CEQA, “an EIR need not  
2 consider every conceivable alternative to a project.” (CEQA Guidelines Section  
3 15126.6(a).) The “range of alternatives required in an EIR is governed by a ‘rule of  
4 reason’ that requires an EIR to set forth only those alternatives necessary to permit a  
5 reasoned choice.” (CEQA Guidelines Section 15126.6(f).) The draft EIS/EIR  
6 analyzes the proposed Project and six alternatives as specified in Chapter 2, “Project  
7 Description.” These six alternatives provide variations among 35 components  
8 incorporated into the proposed Project shown in Figure ES-4 and Table 2-6.

9 The alternative project components suggested in the comment is generally within the  
10 range of alternatives analyzed in the EIS/EIR and does not reduce or avoid any  
11 significant impacts that are not already reduced by alternatives and/or mitigation  
12 measures analyzed in the EIS/EIR. The proposed Project and alternatives provides a  
13 connection via the Waterfront Red Car Line between the Inner and Outer Harbor  
14 Cruise Terminals. The proposed Project and alternatives would not include a service  
15 drive adjoining or parallel to the proposed promenade along the waterfront as  
16 connection to the waterfront promenade would primarily be for pedestrians and  
17 bicyclists. However, access for service vehicles for vessels in the 7<sup>th</sup> Street,  
18 Downtown Harbor, and North Harbors will be provided.

19 A water taxi service would be a possibility under the proposed Project or alternatives.  
20 The proposed Project or alternatives would provide for cruise terminal parking for  
21 the Inner and Outer Harbor in the general area south of Swinford Street where  
22 existing cruise terminal surface parking is located rather than north of Swinford  
23 Street as suggested by the commenter. The commenter’s recommendations will be  
24 forwarded to the Board of Harbor Commissioners. The current proposed Project and  
25 alternatives have been detailed in the draft EIS/EIR; any inclusion of different  
26 alternatives will be decided on by the Board of Harbor Commissioners. This issue is  
27 also discussed in Response to Comment VISION-20.

## 28 **Response to Comment PCCAC1-22**

29 Thank you for your comment. Please see the detailed Response to Comment  
30 PCCAC1-10 and Response to Comment PCCAC1-11. This issue is also discussed in  
31 Response to Comments VISION-21.

## 32 **Response to Comment PCCAC1-23**

33 Thank you for your comment. The CEQA guideline quoted is derived from  
34 Appendix G and Section 15126.2 and is used as a guideline for determining the  
35 potential impacts to population and housing (see Chapter 7) and growth-inducing  
36 impacts (see Chapter 8). It is not intended as a measure that projects should  
37 incorporate. As discussed in Response to Comment PCCAC1-11, the draft EIS/EIR  
38 analyzes a reasonable range of alternatives. Furthermore, the creation of a residential  
39 development is typically considered incompatible with the Public Trust Doctrine.  
40 This issue is also discussed in Response to Comment VISION-22.

## 1 Response to Comment PCCAC1-24

2 Thank you for the comment. Please see Response to Comment PCCAC1-10 for  
3 discussion of the Air Quality significance thresholds. The proposed Project includes  
4 the development of open space in the form of three parks (27 acres) and a town  
5 square (approximately 1 acre); it provides landscaping along roadways and  
6 promenades, and other opportunities for additional trees. While aesthetic and visual  
7 benefits may occur with increased open space and tree covering, they would have  
8 minimal impact on reducing the air quality concentration at the Port and surrounding  
9 vicinity. Trees do reduce pollutants such as carbon monoxide, sulfur dioxide, and  
10 nitrogen dioxide; however, it would be infeasible to include the number of trees  
11 required to reduce the significant air quality impacts to less than significant at the  
12 Port and the surrounding vicinity. While the draft EIS/EIR does show that the  
13 proposed Project does have a location where there are expected exceedances of the  
14 significant threshold levels, the vast majority of areas will experience a decrease  
15 in concentration from existing levels. This is illustrated in Figure D 3.7-9, which  
16 shows that most residential areas will experience a reduction in exposure to air  
17 pollutants as a result of the proposed Project and implementation of proposed  
18 mitigation measures addressing existing and future operations.

19 Commenter also suggests changing the Port's land use designations to "improve land  
20 utilization and bring in conformance with the proposed improvements." Commenter  
21 provides suggested land use designations but does not provide a description of  
22 permissible uses within the suggested designations. It is therefore unclear how such  
23 designations would be consistent with the proposed Project objectives discussed in  
24 Sections 2.3.1 and 2.3.2. Furthermore, the proposed Project did not identify any  
25 significant land use impacts that could not be mitigated to less than significant. (See  
26 draft EIS/EIR Section 3.8 and Response to Comment PCCAC1-15.) Therefore such  
27 measures are not needed to reduce land use impacts. The draft EIS/EIR analyzed a  
28 reasonable range of alternatives as discussed in Master Response 1.

## 29 Response to Comment PCCAC1-25

30 There are three proposed parks within the proposed Project that will provide a total of  
31 approximately 27 acres of park and open space. Fishermen's Park in Ports O' Call  
32 will be a 3 acre park designed to accommodate Ports O' Call visitors, encourage  
33 harbor viewing, allow for picnicking, and host special events. The 6 acre Outer  
34 Harbor Park will be designed to maximize harbor views and facilitate waterfront  
35 public access. San Pedro Park, at approximately 18 acres, will be designed to extend  
36 and complement the existing 16 acre park at 22<sup>nd</sup> Street, providing space for an  
37 informal amphitheatre, children's play areas, public art, botanical gardens, and water  
38 features. A Town Square and civic fountain will provide approximately 1 acre of  
39 plaza open space in the downtown waterfront area. This issue is also discussed in  
40 Response to Comment VISION-24. No additional response is necessary as this  
41 comment does not raise significant environmental issues related to the adequacy of  
42 this EIS/EIR (see CEQA Guidelines Section 15204, 33 CFR Section 230.19, 40 CFR  
43 Section 1503.3, and CEQ Forty Questions, Question 29).

## 1 **Response to Comment PCCAC1-26**

2 The proposed promenade can be seen in Figure 2-5 in Chapter 2, Project Description.  
3 As opposed to the existing cruise terminal, the Port has the opportunity to design the  
4 proposed Outer Harbor Park and promenade and Outer Harbor cruise operations to  
5 maximize public access and waterfront views while working with the U.S. Coast  
6 Guard to create a facility security plan that satisfies security requirements. This issue  
7 is also discussed in Response to Comment VISION-25. No additional response is  
8 necessary as this comment does not raise significant environmental issues related to  
9 the adequacy of this EIS/EIR (see CEQA Guidelines Section 15204, 33 CFR Section  
10 230.19, 40 CFR Section 1503.3, and CEQ Forty Questions, Question 29).

## 11 **Response to Comment PCCAC1-27**

12 Thank you for your comment. Waterside infrastructure will be designed to support  
13 future water taxi services and stops. Parking to support waterfront visitors and users  
14 of the water taxis, Waterfront Red Car Line, etc. is provided in several areas along  
15 the waterfront. Please refer to Master Response 3 for further discussion regarding  
16 waterfront parking. The entrance to the historic Ferry landing is not ignored but  
17 complemented by the Town Square, downtown civic fountain, and 7<sup>th</sup> Street and  
18 Downtown Harbors. Designations of waterfront taxi connections on Figure ES-6a of  
19 the draft EIS/EIR's Executive Summary are approximate and meant to denote service  
20 to general areas (e.g., Cruise Ship Promenade, Downtown Harbor, Ports O' Call,  
21 Outer Harbor Park, Cabrillo Beach, etc.) Your suggestion for incorporating the  
22 Water Taxi stop near 6<sup>th</sup> Street within the Downtown Harbor will be forwarded to the  
23 Board of Harbor Commissioners.

## 24 **Response to Comment PCCAC1-28**

25 Thank you for your comment. To keep aesthetic impacts less-than-significant, it is  
26 important to keep building height to a minimum. This issue is also discussed in  
27 Response to Comment VISION-27. The draft EIS/EIR analyzed a reasonable range  
28 of alternatives, as discussed in Master Response 1.

## 29 **Response to Comment PCCAC1-29**

30 Thank you for your comment. The proposed Project includes changes to the  
31 following: Ralph J. Scott Fireboat Museum, S.S. Lane Victory, and the Los Angeles  
32 Maritime Institute (LAMI). The proposed Project would include the development of  
33 an approximately 10,000-square-foot site within a multilevel display structure that  
34 would be approximately 50 feet high to house the Ralph J. Scott Fireboat, a National  
35 Historic Landmark. The proposed structure would be built on the south side of  
36 existing Fire Station No. 112 and would be incorporated into the existing pile-  
37 supported plaza in the Downtown Harbor area. Additionally, the S.S. Lane Victory

1 would be relocated and a new building (up to 10,000 square feet) would be  
2 constructed in the North Harbor area to support the S.S. Lane Victory visitors' center,  
3 and the lease would be renewed for this operation. Finally, the proposed Project  
4 includes a new lease and the reuse of the Crowley Building (a 2-story building  
5 totaling 3,530 square feet with an outdoor carport totaling 500 square feet) in the  
6 Downtown Harbor area for LAMI. LAMI, operates the TopSail Youth Program and  
7 provides "5,000 youth-sailing days to schools and youth organizations" (Section  
8 ES.4.3.2.8). Therefore, as part of the proposed Project, LAMI facilities would be  
9 relocated and upgraded to support the important programs it provides the community.  
10 However, as correctly described on Page ES-34, LAMI would not expand or change  
11 its existing operations, it would merely use the proposed facilities provided by the  
12 proposed Project. The proposed Project includes no changes to the existing Maritime  
13 Museum building or its exhibits. The draft EIS/EIR analyzes a reasonable range of  
14 alternatives, as discussed in Master Response 1, which permit the decision makers to  
15 make a reasoned choice regarding proposed Project/alternative approval, approval  
16 with modifications, or disapproval. Additional alternatives are therefore not needed  
17 to comply with CEQA and NEPA. However the comment will be forwarded to the  
18 Board of Harbor Commissioners for consideration during its deliberations on the  
19 proposed Project and alternatives. This issue is also discussed in Response to  
20 Comment VISION-28.

## 21 **Response to Comment PCCAC1-30**

22 Thank you for your comment. Impacts to the Municipal Ferry Building are discussed  
23 in Section 3.4, Cultural Resources, Page 3.4-54. The draft EIS/EIR acknowledges  
24 there would be less than significant indirect impacts to the Municipal Ferry Building:  
25 "The proposed Project would have an indirect impact on the Municipal Ferry  
26 Building/Los Angeles Maritime Museum, an NRHP-eligible property, because the  
27 proximity of the new landside promenade would be directly adjacent to the northeast  
28 and southeast corners of the museum. In addition, new water would be constructed  
29 more than 50 feet to the north (Downtown Harbor water cut) and approximately 75  
30 feet to the south (7th Street Harbor water cut) of the museum building. This would  
31 change the existing adjacent setting north and south of the museum but would not  
32 result in a direct impact. These indirect impacts would not constitute a substantial  
33 adverse change that would affect the significance of the resources; therefore, impacts  
34 would be less than significant." The only buildings that currently exist within  
35 relatively close proximity of the Maritime Museum are the LAMI Topsail Building  
36 and Acapulco Restaurant. Neither of these building are considered historical and do  
37 not add to the "historical context" of the Maritime Museum. Under the proposed  
38 Project the LAMI Topsail Building would be removed for the construction of the  
39 Downtown Harbor and LAMI would be relocated as discussed in Response to  
40 Comment PCCAC1-29. Acapulco would remain under the proposed Project.  
41 However, since these two buildings have no historical relevance to the existing  
42 Maritime Museum, their existing and future conditions do not affect the Maritime  
43 Museum. Furthermore, the existing monuments, artifacts, and other outdoor features  
44 of the Maritime Museum, such as its berth, would not be removed, altered, or  
45 changed as part of the proposed Project or alternatives.

1                   At this time, water taxi operations have not been specifically included as part of the  
2 project proposal, but the proposed Project does provide for waterside infrastructure to  
3 provide connections for water taxi service in the future. The draft EIS/EIR analyzes  
4 a reasonable range of alternatives, as discussed in Master Response 1, which permit  
5 the decision makers to make a reasoned choice regarding proposed Project/alternative  
6 approval, approval with modifications, or disapproval. Additional alternatives are  
7 therefore not needed to comply with CEQA and NEPA. However the comment will  
8 be forwarded to the Board of Harbor Commissioners for consideration during its  
9 deliberations on the proposed Project.

From: [Peter Warren](#)  
To: [Ceqacomments:](#)  
cc: [Peter Warren:](#)  
Subject: Re: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
Date: Sunday, December 07, 2008 10:03:06 PM

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CSPNC3-1

adding the mail address for  
Port & Environment Committee, CSPNC  
619 West 38 Street  
San Pedro, CA 90731

On Dec 7, 2008, at 8:06 PM, Peter Warren wrote:

<SP-03-modified.doc>

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  
Subject: Comments Submittal for the Draft Supplemental EIR/  
EIS for the San Pedro Waterfront Project  
Dear Dr. Appy and Dr. MacNeil,  
We appreciate the opportunity to submit comments regarding  
the Subject Project Environmental impacts and hereby state  
our request that the Proposed Project be revised to  
implement the elements and changes defined in the  
Sustainable Waterfront Plan (SWP) and as described in the  
General Comments, Process Failure, General  
Recommendations on SWP, Specific Comments on SWP,  
Specific Comments on the DEIR, and the Coastal San Pedro  
Neighborhood Council Motion listed below (a map of the SWP  
is attached).  
While this letter is addressed to the appropriate lead  
administrative parties for a comment letter, we ask that the

Board of Harbor Commissioners (BHC) pay particular attention to the sections on Process Failure and the description of the Sustainable Waterfront Plan under General Recommendations and Specific Comments. We draw their attention to these areas because Port Executive Director Geraldine Knatz has stated publicly and to the TraPac appellants that she fully expects the BHC to use the DEIR process, especially the comment letters and hearing comments, to become fully involved in evaluating the project, its possible alternatives and permutations, and to craft from these their own proposed project. This BHC project, and any possible alternatives, would then be recirculated to the public to complete the DEIR process.

We note that this comment letter comes from the Port & Environment Committee of the Coastal San Pedro Neighborhood Council (CSPNC). The committee is expanding on the motion passed by the full Board of the CSPNC. The need for this separate and particular letter results from the relatively short comment period, the once-a-month meeting schedule of the CSPNC and the inability of the CSPNC to meet under Brown Act rules to approve this more detailed comment letter prior to the December deadline. Accordingly, these expanded comments have not been formally endorsed by the CSPNC, but are unanimously endorsed by the CSPNC's Port & Environment Committee.

We note that the Coastal San Pedro Neighborhood Council (CSPNC) is the elected body representing stakeholders who live, work and own property and businesses in the area where much of the project is sited. CSPNC stakeholders will be greatly affected by the project for good and ill. The project benefits will be distributed throughout the city, region and state, but the majority of impacts will be felt and have their greatest effects here and among our neighbors in Central San Pedro. Therefore we believe that particular weight should be given to these comments. They come from the elected officials of the City of Los Angeles who are specifically charged with representing the stakeholders who are most strongly affected by this proposed project.

## General Comments

The CSPNC has opposed expanding the cruise ship terminal and permanent berths in the Outer Harbor. Its stakeholders are those most directly affected by the project. The project benefits will be distributed throughout the city, region and state. But the vast majority of negative impacts will be felt and have their greatest effects here. CSPNC stakeholders, more than others, will breathe dirtier air, suffer more noise pollution, drive on more congested streets, operate boats in near collision with cruise ships, swim in less clean water, and see more negative impacts on their recreational space, health, night skies and to their well-being than any other people in the City of Los Angeles or the State of California. When earlier iterations of this project were publicized in previous years, we reviewed them and said we could not support the project without certain revisions, and chief among these was that the project cause no increase in air pollution on or offsite, and that NO cruise ship facilities be built nor ships permanently berthed in the Outer Harbor. Clearly, that stipulation has not been met.

We conclude that we must oppose the Port proceeding with the Project under an action that states the air quality, water, recreation, biological resources, aesthetics, view, light, ground transportation, geology and other impacts are "considered significant, adverse, and unavoidable" after the proposed mitigation measures have been applied, but accepts them on the basis of "overriding concerns". We remind the Port and the Corps of Engineers that the affected area remains a Federal non-attainment area for air quality and that the proposed Project as currently defined could only be implemented through consideration of "overriding importance" (reference Socioeconomic Impact) or through "Overriding Considerations (if necessary)" (reference Executive Summary and Introduction).

We recommend that the Port require the mitigation efforts for the Project as defined in the Clean Air Action Plan. If projected emissions still create residual significant air quality impacts after full application of all feasible mitigation measures, further mitigation measures must be required for existing sources in closest proximity to the Project. The



mitigations applicable to sources other than the Project provide the opportunity to reduce the residual emissions to below significant levels on a port-wide basis. We believe that the Port and the Corps of Engineers has the capability and the responsibility to require the application of currently available mitigations such that the impacts to air quality can be reduced to a level that will not require application of Overriding Considerations.

Furthermore, we note that Executive Director Geraldine Knatz and other Port staff have stated that current and larger cruise ships can navigate the Main Channel. We observe that they do so regularly without the aid of tugboats. The desire to avoid backing down the channel is an issue of convenience rather than navigational safety. A larger and newer generation cruise ship will arrive at the current terminal in February and will back down the channel without the aid of tugs, several Port officials have confirmed. Surely, if there were navigational issues, tugs would be deployed.

Finally, we question the economic assumptions and erroneous navigational explanations that are being used to underpin the cruise ship expansion and need for Outer Harbor cruise berths. These economic assumptions are built on trend lines analyzed and in existence two years ago. The Port acknowledges that its industry analysis is based on a consultant report done for it in 2006. The data pre-dates that analysis. It is highly unlikely that those economic assumptions, and trend lines showing booming cruise ship business, are still valid.

## Process Failure

We regret that we are required to say that there were major and significant problems with the DEIR process, including failure to evaluate a known and widely supported alternative proposal; predetermination in favor of the proposed project, and piecemealing of the waterfront project. We believe these problems violate applicable environmental laws and regulations.

Early this spring, the LA Working group– a coalition of state,

regional and local environmental advocates, community members, business people and elected members of neighborhood councils – informed the Port that the coalition had drafted a viable plan for waterfront development, the Sustainable Waterfront Plan (SWP). The coalition asked that the SWP be included in the DEIR and fully analyzed as an alternative. The Port Community Advisory Committee (PCAC) made a similar recommendation in the summer.

The SWP was six months in the drafting and it drew on years of community input and expertise. It was an elaboration of a plan approved in 2005-06 by the previous Harbor Commissioners. The SWP was created because it became apparent to many advocates that the Port staff would press forward with its own ideas for the San Pedro waterfront, ignoring the consensus arrived at after years of work by previous administrations, commissioners, urban experts and various community interest groups. The Port plan, these people understood, would be unresponsive to community concerns. It would permanently berth cruise ships in the Outer Harbor and neglect downtown in favor of an unsustainably overdeveloped Ports of Call village. It would lack shared parking and significant transit and pedestrian links between the waterfront and San Pedro. (Details of this critique are contained under specific comments, below.)

The existence of the SWP was well known to top Port officials as early as June of 2008. In fact, details of the SWP were hand-delivered and explained in separate meetings in June and July between coalition members, Board president David Freeman, and Port Executive Director Geraldine Knatz. Notwithstanding these efforts, the SWP was not analyzed or even discussed in the DEIR.

However, during a September pre-release presentation to the Board of Harbor Commissioners (BHC) on the Waterfront Plan, Executive Director Knatz made several very clear statements with regard to the even-handed and open manner in which the DEIR process would be conducted. She presented the proposed plan and the alternatives. She also made mention of the SWP and some of its ideas. She told the commissioners the Port staff had done its best work and that now the DEIR process would proceed, with the public making

its wishes known after evaluating the various alternatives. She asked the BHC to consider public input in addition to the alternatives enumerated in the DEIR and to craft its own solution. She suggested that the BHC could and should come up with its own best ideas from among the various alternatives. She explained that not all possible permutations could be included in the DEIR, but she made clear that she wanted an open process and that recirculation of the DEIR was a likely prospect once the public and BHC had refined the alternatives.

Unfortunately, the SWP had been handicapped from the start. It was left out of the DEIR and Port management refused a request to provide it an equal footing or funds to publicize the SWP. Accordingly, it has not received the widespread and multi-media publicity provided the proposed plan or the Port-created alternatives. Those have been published on the Port website, sent out on tens of thousands of CDs, presented around San Pedro in Powerpoints and included on mailings to tens of thousands. In addition, Port staff has made dozens of presentations in San Pedro, all without inclusion of the SWP.

This has been done despite requests from both the TraPac appellants and PCAC to provide equal publicity for the Port-created alternatives and the SWP. In fact, PCAC approved a motion in September asking that the SWP be published on the Port website and disseminated through Port email lists. Similar motions were approved by several Harbor area neighborhood councils. This was not done. Port staff did not even forward these requests to the BHC. The only step toward "equality" was to let SWP proponents make a presentation at the public hearing in October.

As a result, public comments on the issue are skewed to support either the proposed plan or one of the Port-created alternatives, while ignoring SWP about which stakeholders have very limited knowledge. Supporters of the SWP have been required to do their own publicity and spend their own funds. As set forth below, we understand that SWP would have gained much wider endorsement from among the public and other public bodies if it had been one of the included alternatives.

We believe it is a violation of CEQA and NEPA for the Port to have failed to evaluate and distribute as part of the DEIR this valid and widely supported alternative.

Notwithstanding these facts, the CSPNC has endorsed the SWP; and its basic structure and details have been backed by other organizations. For instance, both the San Pedro Chamber of Commerce and the Central San Pedro Chamber have endorsed "an enhanced version" of Alternative Four in the DEIR, which provides for NO cruise terminal or permanent cruise ship berthing in the Outer Harbor. The enhancements, which include links to downtown and shared parking, make their proposals almost identical to SWP. Both organizations made clear in their discussions that the SWP was not considered SOLELY because it was not included in the DEIR. These organizations feared that to endorse the SWP would mean endorsing something that was not on the table and therefore the BHC would ignore their input, or if heeded, the result would be to delay the project. We feel that the BHC must take this issue into account in trying to assess various alternatives and whether there would have been more and broader support for SWP. Furthermore, BHC should acknowledge that Executive Director Knatz has repeatedly told members of the public that she fully expects a recirculation because the DEIR was designed to draw out public opinion and narrow the alternatives.

Moving to another issue, we believe the exclusionary nature of the DEIR process as described above was skewed toward the proposed project and therefore resulted in a CEQA- and NEPA-prohibited act of predetermination on the part of the Port. Despite Executive Director Knatz's clear statement that Port staff had concluded their work and it now was the community's turn to speak, Port staff have tried to tilt the playing field during the DEIR review period. There have been numerous elaborate presentations by Port staff on the proposed alternative with little or nothing discussed about alternatives, and NO mention of the SWP. Worse still, Port staff have taken an active role in lobbying and recruiting support for the proposed plan during the DEIR period, reportedly lobbying at private meetings in restaurants, at lunches at the Port building and also presenting Port

knickknacks and tokens to potential supporters.

## General Recommendations on the Sustainable Waterfront Plan (SWP)

1. The cruise ship industry should be concentrated in the North Harbor so that it will benefit San Pedro businesses and local tourism. Temporary and occasional berthing of visiting ships is permissible in the Outer Harbor but no terminal or permanent passenger or baggage facilities can be part of the plan.

2. Linkages between Ports of Call and downtown should be maximized, with transit and pedestrian pathways.

3. Harbor Boulevard must remain two-way between Sampson Way and 22nd Street, as in current configuration. New roads cannot be wider than four lanes and must include bicycle paths.

4. Elevated parking structures greater than two stories above ground must be placed in locations where waterfront views/vistas are preserved. Parking on the waterfront should be minimized. Offsite parking for cruise visitors should be developed on Gibson Blvd. and Terminal Island.

5. The Ports of Call complex should be redesigned and improved to continue in a total footprint of 150,000 square feet of commercial space, and maintain key existing businesses.

6. The Salinas de San Pedro should be expanded up to 10 acres and the boat launch ramp moved to Kaiser Point with adequate parking for boat trailers. The former Boy Scout Camp will not be razed.

7. The area south of 22nd Street should be reserved for recreational, research, educational, habitat preservation, people-friendly and compatible business uses.

8. The waterfront project should not unsustainably overdevelop Ports of Call or focus the waterfront on the cruise ship industry in a way that impinges on creating a recreation-, science-, and habitat-based attraction for all of Southern California south of 22nd Street.

9. The resulting Final Project Description should be designed such that declaration of “overriding considerations” to accept “significant and unavoidable environmental impacts” is not necessary.

10. The resulting Final Project Description must be consistent with widely sanctioned design concepts for urban waterfront projects as set forth in the Sustainable Waterfront Plan.

## Specific Comments on the Sustainable Waterfront Plan

1. All berths to be located at the inner harbor.
  - a. Set aside Cabrillo Beach/Outer Harbor area for recreational/educational uses that preclude cruise service.
  - b. Maintain all berths as shared berths, with no terminals dedicated to one vender.
  - c. Create some agreement that a limited temporary berth at existing Kaiser Point location may continue with restrictions.
  - d. No new terminal or parking at Berth 46.

2. Provide linkages to downtown and community.
  - a. Create pedestrian-oriented design, from bridge to breakwater and to downtown.
  - b. Incorporate/enhance regional transportation, such as express and Amtrak buses to L.A., Long Beach, Wilmington and other regional destinations, in order to reduce car trips to waterfront, beaches and off-site parking areas.
  - c. Run the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to Dock One, to Kaiser Point, to the north harbor cruise ship terminal and through downtown.
  - d. Build land bridges between downtown and Ports of Call, including roof gardens and pedestrian walkways on the parking structures and east-west connecting walkways.
  - e. Create pedestrian links to downtown, both physical and economic, to provide access to the water and Ports of Call.
  - f. Maintain the scenic 2-way designation of Harbor Boulevard, preserving views and view corridors. Maintain four-lane access.
3. Provide links to and protection of existing open space.
  - a. Enhance link to Bandini Canyon, Leland Park and Peck Park.
  - b. Incorporate links to Harbor View Trail.
  - c. Incorporate/complete California Coastal Trail through San Pedro Waterfront, including pedestrians,

jogging, skating and bicyclists' lanes.

d. Enhance Coastal Trail links to Royal Palm Beach, White Point Nature Conservancy, Angels Gate and Point Fermin Park.

e. Create a promenade from the Bridge to the Breakwater along the waterfront.

f. Create a second pedestrian walkway on the landside of Ports of Call.

g. Create an Outer Harbor Park along the east edge of Kaiser Point.

4. Expand by 10 acres the tidal pool and salt marsh habitat at Salinas de San Pedro.

5. Plan/Develop Ports Of Call.

a. Develop/enhance 150,000 square feet of commercial space, a conference center, open space and a promenade in Ports of Call.

b. Commit to extensive "commons" area between shops.

6. Create a diversity of parking options without obstructing the waterfront.

a. Encourage pedestrian activity downtown, discourage traffic/pollution.

b. Create shared parking facilities for downtown and the waterfront.

c. Minimize parking and roadways in tidelands, waterfront and beach areas.



d. Create off-site parking, not just in downtown, but possibly between San Pedro and Wilmington for full day and longer use.

e. Move parking, especially long-term parking, away from the waterfront by under-grounding day-trip visitor parking along Harbor Boulevard, and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island.

f. Create no parking structures on the waterfront that block view corridors.

7. Create a plan that reflects the Port's sustainability goals.

a. Require AMPing of all cruise ships.

b. Plan the entire waterfront as an integrated whole, including Westways, Warehouse One, Fruit Terminal and Boy Scout Camp. The current project promotes piecemealing, which is a violation of CEQA/NEPA.

c. Maintain Cabrillo Bay/Outer Harbor for recreational use. Relocate boat launch to Kaiser Point. Convert Boy Scout Camp to public use.

d. Incorporate sustainable infrastructure and development such as green streets, bicycle streets, urban runoff treatment, constructed wetlands and LEED buildings.

e. Create a waterfront business plan to describe the economic development goals, determine the mix of commercial, retail and educational/cultural uses development and enhance downtown businesses.

f. Create a steering committee comprised of a variety of business, neighborhood and environmental

stakeholders to meet with the Port and their designated planning consultant.

g. Increase park space for the residents in the adjacent community who are currently so greatly underserved, rather than the decrease which would result from the Proposed Project.

## Specific comments on the DEIR

1. Create a plan that requires less mitigation and that does not rely on impacts that cannot be mitigated and must be approved through overriding considerations. The following environmental impacts related to the Proposed Project with construction and operation of Cruise Terminal at South Harbor are significant and cannot be mitigated:

a. Aesthetics – The Project elements would eliminate water views and cover green space to such a great extent that the aesthetic appeal of the waterfront area would be severely reduced.

b. Public Services – The Project includes a great number of retail establishments that would require greatly increased public services and would degrade resources available to existing residents, organizations, and businesses.

c. Utilities/Service Systems– The Project elements' many retail structures would require greatly increased utilities/service systems and would degrade service to existing facilities.

d. Cultural Resources – The Project elements are distinct from the surrounding recreational uses and would eliminate the current community's long-standing capabilities for marine recreation.

e. Recreation – The Project would eliminate precious waterfront space principally in the area where park and recreational space is most needed and where current park space greatly under-serves the surrounding community.

f. Land Use/Planning – The Project includes elements contrary to existing uses and which would dilute plans for improvements/continued commercial use of the business district on 6th and 7th Streets and along Pacific Avenue.

g. Transportation/Traffic – The Project would include elements requiring greatly increased traffic flow/capacity in the coastal area thereby resulting in very severely increased impact on surrounding communities.

h. Air Quality – As the affected area currently suffers as a Federal non-attainment area for air quality, the following impacts are stated:

i. The Project would result in significant and unavoidable impacts which cannot be mitigated, would increase air pollution in an area known to exceed federal standards of cancer risk by several magnitudes, and would increase the inhumane expose of thousands of residents to toxic air emissions known to cause cancer, multiple heart and respiratory illnesses, and death.

ii. The Project would increase greenhouse gas emissions by several orders of magnitude beyond that for Alternative 4, which excludes the outer Harbor Cruise Terminal.

iii. The EIR/EIS clearly demonstrates that significant impacts can largely be reduced, saving countless lives, through revision to exclude the Cruise Terminal at South Harbor.

2. The following mitigation measures applicable to Air Quality require revision as stated:

a. The MM-AQ-9 should require 100% Alternative Maritime Power (AMP) for Cruise Vessels immediately on start of Project operations. Reference current phase-in stated as, "30% in 2009 and 80% in 2013;" and, "97% in 2013 and thereafter" at Outer Harbor.

b. The MM AQ-3 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference current requirement stated as, "January 1, 2009 to December 31, 2011, shall comply with EPA 2004."

c. The MM AQ-15 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference MM AQ-15 currently stated as, "20% in 2009, 40% in 2012, and 80% in 2015 and thereafter."

d. All Project measures applicable to Low Sulfur Fuel (LSF) in Cruise Vessels require revision to ensure use of 0.2 percent maximum sulfur content fuel immediately on start of Project operations. Refer to MM AQ-10, "Inner Harbor – 30% in 2009 and 90% in 2013 and thereafter;" and, "Outer Harbor – 90% in 2013."

e. All uses planned for LNG-Powered Shuttle Busses require change to implement electric-powered busses. Reference MM QA-14, LNG-Powered Shuttle Busses.

f. The MM AQ-18 requires the following revisions:

i. Require full EPA Tier 2 compliance at start of Project operations until implementation of Tier 3. Currently stated phase-in of Tier 2 is 30% in 2010 and 100% in 2014.

ii. Require full EPA Tier 3 compliance in year 2015. Currently stated phase-in of Tier 3 is 20% in 2015, 50% in 2018, and 100% in 2020.

g. The MM AQ-21 must require EPA Tier 2 compliance at 100% in 2010 rather than as currently stated, 30% in 2010 and 100% in 2014.

h. The MM AQ-22 should state the basis of periodic review such as once yearly and no less frequently than every five years. Currently stated measure includes no timing requirement for review.

i. The MM QA-23 should be revised to include no less than two additional review cycles between the years of 2022 and 2037.

3. The following impacts applicable to Air Quality require revision as stated:

a. Significant understatement in AQ-9 regarding cumulative impacts that would result from the Proposed Project requires correction and clarification. The statement under the section, Impact AQ-9, page 3.2-124, "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" demonstrates a fundamental misapplication in consideration of cumulative impacts. Reasonable minds would agree that pollution from Port operations exists within the environment of regional pollution and that the communities closest to the Port and to goods transport are affected most significantly. The Port has the responsibility to reduce impacts on project-specific basis without relief for application of the concept that pollution results on a global scale and as such, project-specific pollution is more acceptable.

b. Likely significant under estimation for on road vehicle emissions in AQ-3 results from the Port's mistaken calculation of pollution resulting from transport of people to and from the Outer Harbor Cruise terminal as follows:

i. The corrected total number of shuttle buses required in optimal circumstances (maximum participation in shuttle bus option) is a quantity of 640 loaded shuttle trips per day to unload and separately load a ship on the days of arrivals/ departures; a total of 16,000 passengers coming and going, for a total of 1280 trips in each direction. Note the following numeric elements: two ships; 4,000 people per ship; one arrival and one departure per ship; 8,000 passengers arriving and 8,000 departing, with 25 persons per shuttle bus. . (That is  $16,000/25=640$ .)

ii. A significant quantity of Cruise Ship passengers will chose private transport to the Outer Harbor, resulting in significant increase in on-road vehicle emissions, not included in the Port's calculation.

iii. Where the DEIR reports fewer bus trips, there will be 10 to 15 additional vehicles for these same passengers for every bus not employed, with an attendant increase in pollution. This results from passengers being dropped off individually or in pairs by shuttle, cab or personal vehicle.

4. With regard to Cultural Resources and Aesthetics:

a. The Port area has several sites of California historical significance and are considered significant for CEQA compliance, and the entire area is considered 'archaeologically sensitive' but only one archaeological site - Mexican Hollywood or El Barrio - which is located under berths 90 and 91, is within the proposed project boundaries and remains intact (though buried). There

are several buildings or sites considered by CEQA as significant because of their status or eligibility for NHRP, including the Municipal Wholesale Fish Market, San Pedro Boat Works (Berth 44), Westway/Pan American Oil Company Pump House (Berth 70), Duffy's Ferry Landing (5th Street, Berths 84&85).

b. According to the DEIR analysis there are no significant impacts for any of the proposed project alternatives on any of the identified sites – but this remains an important issue: when construction begins, any site or building may be impacted.

c. The DEIR fails to identify as significant the aesthetic impacts of the cruise ship berthing on the Outer Harbor on views from Cabrillo Beach.

5. With regard to Transportation and Circulation (Ground) Impacts, and Recreation Impacts:

a. The two CEQA issues identified as being “unable to be mitigated” are the load impacts to key Harbor Blvd. intersections (incl. Interstate 110 ramps) and residential West 17th Street segment between Center and Palos Verdes Blvd. These impacts are directly related to expected increase in surface traffic because of the Outer Harbor Berths. The DEIR identifies “a significant operational impact” with regard to these streets.

b. The proposed project scope does not include any plan for providing mass transit improvements and assumes only visitor traffic by automobile.

c. The DEIR inadequately describes the traffic load from the bussing of passengers from the long-term parking lots to the terminal in the Outer Harbor. Traffic to and from the terminals will create a virtual wall of busses, as well as a constant blur of cars and support vehicles. There will be as many as 1280 bus trips daily

through San Pedro to serve a terminal at Kaiser Point. This will sharply impede the public access to Ports of Call and the waterfront, and intimidate the public through the volume of traffic that is more like a freeway than a commercial street.

As there is a disagreement about the size of the busses to be deployed (the Port suggests motor coaches, others suggest smaller vehicles), for this example we will use the Port-suggested 50-passenger busses, rather than what we believe are more likely, 25-passenger busses as described in the Air Quality discussion. We will assume that about 40 people and their luggage are loaded on each larger bus.

Assuming loading and unloading takes place primarily over 2 hours, there will be more than three busses per minute passing a single point on Sampson Way (one every 18 seconds). If we use the fully loaded 25-passenger vehicle from the Air Quality section, there would be over five busses a minute (one every 11 seconds).

These results are based on the following calculations: A terminal at Kaiser Point will require 200 bus trips of 40 passengers per trip to carry passengers from two 4000-passenger ships to their cars parked at the north end of town. That is 200 trips with loaded busses traveling in one direction, or 400 one-way bus trips. These 400 trips would be repeated twice daily, once in the morning for arriving passengers and once in the afternoon for departing ones, for a total of 800 trips daily. Where the DEIR reports fewer bus trips, there will be 20 to 30 additional vehicles for these same passengers for every bus not employed. This results from passengers being dropped off individually or in pairs by shuttle, cab or personal vehicle.

d. The proposed project will sharply interfere with recreational boating and access to and from the West



Channel. Numerous boat owners and at least one yacht club have objected to the berthing at Kaiser Point because the required 100-meter security zone around each cruise ship will make navigation in and out of the West Channel very difficult.

In addition, transit times of cruise ships during weekends will occur when recreational boat traffic from the West Channel is at its highest, on afternoons leading to and during weekend afternoons. This will require closing the area to recreational boating during those times. Unlike the Main Channel berthing near downtown, the navigational path to the proposed berths at Kaiser Point would conflict directly with the navigational path used by almost all recreational boaters in the harbor. The problem is further exacerbated because the Port is executing a major expansion of the marinas in that use the West Channel. This expansion will further heighten the navigation complexities and traffic jam

This problem will occur even with the proposed mitigation of floating security barriers to narrow the security zone around cruise ships. Furthermore, the US Coast Guard has not approved the floating barrier, and has stated that it will not fully review it until the project is in place. Therefore it is impossible for the Port to state with any certainty that the mitigation will be possible. Even if the mitigation is deemed acceptable by the Coast Guard, the mitigation will not eliminate the need to shut the area to small craft during cruise ship transit.

e. Security zones at any Kaiser Point terminal will sharply limit access to the waterfront there. Currently, non-passengers are barred from the cruise terminal area and parking lots when the ships are not at berth. Similar restrictions, including added restrictions on non-passengers when the ships are at berth, are anticipated to ensure cruise port security.

6. With regard to D3.4.3 Model Options:

- a. The assumption that terminal equipment will not operate 3pm and 9am is unrealistic and must be changed. In the event the LAHD cannot generate a realistic assumption, the worst-case scenario of 24 hours per day, 7 days per week must be assumed.
- b. The assumption that no construction will ever occur between 3pm and 7am is unrealistic and must be changed. In the event the LAHD can not generate a realistic assumption, the worst-case scenario of 24 hours per day, 7 days per week must be assumed.
- c. The assumption that no ships will be present between 7pm and 5am is unrealistic and must be changed. In the event the LAHD can not generate a realistic assumption, the worst-case scenario of 24 hours per day, 7 days per week must be assumed.
- d. The assumption that ships are in transit only between 5am and 6am and 6pm and 7pm is unrealistic and must be changed. In the event the LAHD can not generate a realistic assumption, the worst-case scenario of 24 hours per day, 7 days per week must be assumed.

7. 7. With Regard to the Health Risk Assessment:

a. D3.6 Significance Criteria for Proposed Project Health Risks

We are pleased that LAHD has adopted the threshold of less than 10 in a million as being an acceptable cancer risk level for receptors and Hazard indexes above 1.0 represent the potential for an unacceptable or significant noncancer health risk.

b. D3.7 Predicted Health Impacts and D3.7.1

## Unmitigated Proposed Project Health Impacts

All health impacts associated with the proposed Project without mitigation exceed the significance threshold.

### c. D3.9.2.1 Mitigation Measures for Proposed Project Construction Quantified in the HRA

The following exception is made in the EIR for MM AQ-1, MM AQ-3 AND MM AQ-4:

*This measure shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:  
A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement;  
A contractor has applied for necessary incentive funds to put controls on a*

*piece of uncontrolled equipment planned for use on the proposed Project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or*

*A contractor has ordered a control device for a piece of equipment planned for use on the proposed Project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption*

*to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed Project has the controlled equipment available for lease.*

i. For purposes of calculating Project health impacts, estimate the probability of these circumstances, calculate the additional potential emissions, calculate the additional risk and present the findings.

ii. Add discussion of the effort made by LAHD to explore additional mitigation measures.

iii. Add discussion the probability of mitigation measures that exist but were not included in the EIR.

iv. Add discussion the possibility of adding mitigation measures in the future as they become available and an estimate of LAHD's commitment to add such mitigation measures.

d. Table D3.7-4. Maximum Health Impacts Associated with the Proposed Project with Mitigation

The mitigated Project's maximum predicted health impact exceeds significance criteria adopted by LAHD.

e. Table D3.7-5. Source Contribution at the Residential and Occupational MEIs for the Mitigated Project

The mitigated Project's maximum predicted health impact exceeds significance criteria adopted by LAHD.

f. Table D3.7-6. TAC Contributions at the Residential and Occupational MEIs for the Mitigated Project

The mitigated Project's maximum predicted health impact exceeds significance criteria adopted by LAHD.

g. D3.7.3 Alternative 6 (No Project) Health Impacts

Provide a comprehensive discussion of the assumptions used for this scenario. Include a complete rationale for the technical options selected for the AERMOD model, and a detailed calculation of the health risk values.

h. Table D3.7-9. Maximum Health Impacts Associated With Alternative 1 With Mitigation, 2009–2078

The maximum predicted health impact of Alternative 1 with mitigation exceeds significance criteria adopted by LAHD.

i. Table D3.7-11. Maximum Health Impacts Associated with Alternative 2 with Mitigation, 2009–2078

The maximum predicted health impact of Alternative 2 with mitigation exceeds significance criteria adopted by LAHD.

j. Table D3.7-13. Maximum Health Impacts Associated with Alternative 3 with Mitigation, 2009–2078

The maximum predicted health impact of Alternative 3 with mitigation exceeds significance criteria adopted by

LAHD.

k. Table D3.7-15. Maximum Health Impacts Associated with Alternative 4 with Mitigation, 2009–2078

The maximum predicted health impact of Alternative 4 with mitigation exceeds significance criteria adopted by LAHD.

l. Table D3.7-17. Maximum Health Impacts Associated with Alternative 5 with Mitigation, 2009–2078

The maximum predicted health impact of Alternative 5 with mitigation exceeds significance criteria adopted by LAHD.

m. E3.8 Risk Uncertainty

Provide a quantitative uncertainty analysis of the HRA.

## Motion on Waterfront DEIR, as approved by the Coastal San Pedro Neighborhood Council in October 2008

*Whereas,* Coastal San Pedro Neighborhood Council (CSPNC) has long opposed a cruise ship terminal or permanent berthing of cruise ships in the outer harbor or at Kaiser Point,

*Whereas,* existing and future San Pedro business and job development will benefit by expanding the three cruise ship berths near downtown and modernizing the cruise terminal there,

*Whereas,* Ports of Call should also be expanded and modernized but not on a scale that would threaten existing downtown business and future development

near and in downtown,

*Whereas,* the outer harbor berthing in the Portstaff proposal will result in production of significantly more greenhouse gases than a downtown alternative,

*Whereas,* the outer berthing options will result in as many as 600 bus trips, and hundreds of car and truck trips a day through San Pedro to Kaiser Point,

*Resolved,* the Coastal San Pedro Neighborhood Council supports the Sustainable Waterfront Plan, which provides for an enhanced cruise ship industry near downtown, and opposes any permanent berthing of cruise ships in the outer harbor.

Sincerely,

signature on file with POLA

Peter M. Warren, chair of the Port & Environment Committee of the Coastal San Pedro Neighborhood Council, and Valen Watson, Roz Esposito, Dean Pentcheff, James Campeau, Amin Damji, Richard Havenick, members, Port & Environment Committee, Coastal San Pedro Neighborhood Council

Copies to: Dr. Geraldine Knatz, Port of Los Angeles Executive Director; Mr. Henry Hogo, Deputy Executive Officer, South Coast Air Quality Management District; Todd Sterling, California Air Resources Board; Jayme Wilson, Chair, Port Community Advisory Committee; Air Quality Subcommittee Members; Port Community Advisory Committee Members

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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

Subject: Comments Submittal for the Draft Supplemental EIR/EIS for the San Pedro Waterfront Project

Dear Dr. Appy and Dr. MacNeil,

CSPNC3-2 | We appreciate the opportunity to submit comments regarding the Subject Project Environmental impacts and hereby state our request that the Proposed Project be revised to implement the elements and changes defined in the Sustainable Waterfront Plan (SWP) and as described in the General Comments, Process Failure, General Recommendations on SWP, Specific Comments on SWP, Specific Comments on the DEIR, and the Coastal San Pedro Neighborhood Council Motion listed below (a map of the SWP is attached).

CSPNC3-3 | While this letter is addressed to the appropriate lead administrative parties for a comment letter, we ask that the Board of Harbor Commissioners (BHC) pay particular attention to the sections on Process Failure and the description of the Sustainable Waterfront Plan under General Recommendations and Specific Comments. We draw their attention to these areas because Port Executive Director Geraldine Knatz has stated publicly and to the TraPac appellants that she fully expects the BHC to use the DEIR process, especially the comment letters and hearing comments, to become fully involved in evaluating the project, its possible alternatives and permutations, and to craft from these their own proposed project. This BHC project, and any possible alternatives, would then be recirculated to the public to complete the DEIR process.

CSPNC3-4 | We note that this comment letter comes from the Port & Environment Committee of the Coastal San Pedro Neighborhood Council (CSPNC). The committee is expanding on the motion passed by the full Board of the CSPNC. The need for this separate and particular letter results from the relatively short comment period, the once-a-month meeting schedule of the CSPNC and the inability of the CSPNC to meet under Brown Act rules to approve this more detailed comment letter prior to the December deadline. Accordingly, these expanded comments have not been formally endorsed by the CSPNC, but are unanimously endorsed by the CSPNC's Port & Environment Committee.

CSPNC3-5 | We note that the Coastal San Pedro Neighborhood Council (CSPNC) is the elected body representing stakeholders who live, work and own property and businesses in the area where much of the project is sited. CSPNC stakeholders will be greatly affected by the project for good and ill. The project benefits will be distributed throughout the city, region and state, but the majority of impacts will be felt and have their greatest effects here and among our neighbors in Central San Pedro. Therefore we believe that particular weight should be given to these comments. They come from the elected officials of the City of Los Angeles who are specifically

CSPNC3-5  
CONT.

charged with representing the stakeholders who are most strongly affected by this proposed project.

## General Comments

CSPNC3-6

The CSPNC has opposed expanding the cruise ship terminal and permanent berths in the Outer Harbor. Its stakeholders are those most directly affected by the project. The project benefits will be distributed throughout the city, region and state. But the vast majority of negative impacts will be felt and have their greatest effects here. CSPNC stakeholders, more than others, will breathe dirtier air, suffer more noise pollution, drive on more congested streets, operate boats in near collision with cruise ships, swim in less clean water, and see more negative impacts on their recreational space, health, night skies and to their well-being than any other people in the City of Los Angeles or the State of California.

CSPNC3-7

When earlier iterations of this project were publicized in previous years, we reviewed them and said we could not support the project without certain revisions, and chief among these was that the project cause no increase in air pollution on or offsite, and that NO cruise ship facilities be built nor ships permanently berthed in the Outer Harbor. Clearly, that stipulation has not been met.

CSPNC3-8

We conclude that we must oppose the Port proceeding with the Project under an action that states the air quality, water, recreation, biological resources, aesthetics, view, light, ground transportation, geology and other impacts are “considered significant, adverse, and unavoidable” after the proposed mitigation measures have been applied, but accepts them on the basis of “overriding concerns”. We remind the Port and the Corps of Engineers that the affected area remains a Federal non-attainment area for air quality and that the proposed Project as currently defined could only be implemented through consideration of “overriding importance” (reference Socioeconomic Impact) or through “Overriding Considerations (if necessary)” (reference Executive Summary and Introduction).

CSPNC3-9

We recommend that the Port require the mitigation efforts for the Project as defined in the Clean Air Action Plan. If projected emissions still create residual significant air quality impacts after full application of all feasible mitigation measures, further mitigation measures must be required for existing sources in closest proximity to the Project. The mitigations applicable to sources other than the Project provide the opportunity to reduce the residual emissions to below significant levels on a port-wide basis. We believe that the Port and the Corps of Engineers has the capability and the responsibility to require the application of currently available mitigations such that the impacts to air quality can be reduced to a level that will not require application of Overriding Considerations.

CSPNC3-10

Furthermore, we note that Executive Director Geraldine Knatz and other Port staff have stated that current and larger cruise ships can navigate the Main Channel. We observe that they do so regularly without the aid of tugboats. The desire to avoid backing down the channel is an issue of convenience rather than navigational safety. A larger and newer generation cruise ship will arrive at the current terminal in February and will back down the channel without the aid of tugs, several Port officials have confirmed. Surely, if there were navigational issues, tugs would be deployed.

CSPNC3-11

Finally, we question the economic assumptions and erroneous navigational explanations that are being used to underpin the cruise ship expansion and need for Outer Harbor cruise berths. These

CSPNC3-11  
CONT.

economic assumptions are built on trend lines analyzed and in existence two years ago. The Port acknowledges that its industry analysis is based on a consultant report done for it in 2006. The data pre-dates that analysis. It is highly unlikely that those economic assumptions, and trend lines showing booming cruise ship business, are still valid.

## Process Failure

CSPNC3-12

We regret that we are required to say that there were major and significant problems with the DEIR process, including failure to evaluate a known and widely supported alternative proposal; predetermination in favor of the proposed project, and piecemealing of the waterfront project. We believe these problems violate applicable environmental laws and regulations.

Early this spring, the LA Working group— a coalition of state, regional and local environmental advocates, community members, business people and elected members of neighborhood councils – informed the Port that the coalition had drafted a viable plan for waterfront development, the Sustainable Waterfront Plan (SWP). The coalition asked that the SWP be included in the DEIR and fully analyzed as an alternative. The Port Community Advisory Committee (PCAC) made a similar recommendation in the summer.

CSPNC3-13

The SWP was six months in the drafting and it drew on years of community input and expertise. It was an elaboration of a plan approved in 2005-06 by the previous Harbor Commissioners. The SWP was created because it became apparent to many advocates that the Port staff would press forward with its own ideas for the San Pedro waterfront, ignoring the consensus arrived at after years of work by previous administrations, commissioners, urban experts and various community interest groups. The Port plan, these people understood, would be unresponsive to community concerns. It would permanently berth cruise ships in the Outer Harbor and neglect downtown in favor of an unsustainably overdeveloped Ports of Call village. It would lack shared parking and significant transit and pedestrian links between the waterfront and San Pedro. (Details of this critique are contained under specific comments, below.)

The existence of the SWP was well known to top Port officials as early as June of 2008. In fact, details of the SWP were hand-delivered and explained in separate meetings in June and July between coalition members, Board president David Freeman, and Port Executive Director Geraldine Knatz.

Notwithstanding these efforts, the SWP was not analyzed or even discussed in the DEIR.

CSPNC3-14

However, during a September pre-release presentation to the Board of Harbor Commissioners (BHC) on the Waterfront Plan, Executive Director Knatz made several very clear statements with regard to the even-handed and open manner in which the DEIR process would be conducted. She presented the proposed plan and the alternatives. She also made mention of the SWP and some of its ideas. She told the commissioners the Port staff had done its best work and that now the DEIR process would proceed, with the public making its wishes known after evaluating the various alternatives. She asked the BHC to consider public input in addition to the alternatives enumerated in the DEIR and to craft its own solution. She suggested that the BHC could and should come up with its own best ideas from among the various alternatives. She explained that not all possible permutations could be included in the DEIR, but she made clear that she wanted an open process and that recirculation of the DEIR was a likely prospect once the public and BHC had refined the alternatives.

Unfortunately, the SWP had been handicapped from the start. It was left out of the DEIR and Port management refused a request to provide it an equal footing or funds to publicize the SWP. Accordingly, it has not received the widespread and multi-media publicity provided the proposed plan or the Port-created alternatives. Those have been published on the Port website, sent out on tens of thousands of CDs, presented around San Pedro in Powerpoints and included on mailings to tens of thousands. In addition, Port staff has made dozens of presentations in San Pedro, all without inclusion of the SWP.

This has been done despite requests from both the TraPac appellants and PCAC to provide equal publicity for the Port-created alternatives and the SWP. In fact, PCAC approved a motion in September asking that the SWP be published on the Port website and disseminated through Port email lists. Similar motions were approved by several Harbor area neighborhood councils. This was not done. Port staff did not even forward these requests to the BHC. The only step toward “equality” was to let SWP proponents make a presentation at the public hearing in October.

As a result , public comments on the issue are skewed to support either the proposed plan or one of the Port-created alternatives, while ignoring SWP about which stakeholders have very limited knowledge. Supporters of the SWP have been required to do their own publicity and spend their own funds. As set forth below, we understand that SWP would have gained much wider endorsement from among the public and other public bodies if it had been one of the included alternatives.

We believe it is a violation of CEQA and NEPA for the Port to have failed to evaluate and distribute as part of the DEIR this valid and widely supported alternative.

Notwithstanding these facts, the CSPNC has endorsed the SWP; and its basic structure and details have been backed by other organizations. For instance, both the San Pedro Chamber of Commerce and the Central San Pedro Chamber have endorsed “an enhanced version” of Alternative Four in the DEIR, which provides for NO cruise terminal or permanent cruise ship berthing in the Outer Harbor. The enhancements, which include links to downtown and shared parking, make their proposals almost identical to SWP. Both organizations made clear in their discussions that the SWP was not considered SOLELY because it was not included in the DEIR. These organizations feared that to endorse the SWP would mean endorsing something that was not on the table and therefore the BHC would ignore their input, or if heeded, the result would be to delay the project. We feel that the BHC must take this issue into account in trying to assess various alternatives and whether there would have been more and broader support for SWP. Furthermore, BHC should acknowledge that Executive Director Knatz has repeatedly told members of the public that she fully expects a recirculation because the DEIR was designed to draw out public opinion and narrow the alternatives.

Moving to another issue, we believe the exclusionary nature of the DEIR process as described above was skewed toward the proposed project and therefore resulted in a CEQA- and NEPA-prohibited act of predetermination on the part of the Port. Despite Executive Director Knatz’s clear statement that Port staff had concluded their work and it now was the community’s turn to speak, Port staff have tried to tilt the playing field during the DEIR review period. There have been numerous elaborate presentations by Port staff on the proposed alternative with little or nothing discussed about alternatives, and NO mention of the SWP. Worse still, Port staff have taken an active role in lobbying and recruiting support for the proposed plan during the DEIR

CSPNC3-18  
CONT.

period, reportedly lobbying at private meetings in restaurants, at lunches at the Port building and also presenting Port knickknacks and tokens to potential supporters.

## **General Recommendations on the Sustainable Waterfront Plan (SWP)**

1. The cruise ship industry should be concentrated in the North Harbor so that it will benefit San Pedro businesses and local tourism. Temporary and occasional berthing of visiting ships is permissible in the Outer Harbor but no terminal or permanent passenger or baggage facilities can be part of the plan.
2. Linkages between Ports of Call and downtown should be maximized, with transit and pedestrian pathways.
3. Harbor Boulevard must remain two-way between Sampson Way and 22nd Street, as in current configuration. New roads cannot be wider than four lanes and must include bicycle paths.
4. Elevated parking structures greater than two stories above ground must be placed in locations where waterfront views/vistas are preserved. Parking on the waterfront should be minimized. Offsite parking for cruise visitors should be developed on Gibson Blvd. and Terminal Island.
5. The Ports of Call complex should be redesigned and improved to continue in a total footprint of 150,000 square feet of commercial space, and maintain key existing businesses.
6. The Salinas de San Pedro should be expanded up to 10 acres and the boat launch ramp moved to Kaiser Point with adequate parking for boat trailers. The former Boy Scout Camp will not be razed.
7. The area south of 22nd Street should be reserved for recreational, research, educational, habitat preservation, people-friendly and compatible business uses.
8. The waterfront project should not unsustainably overdevelop Ports of Call or focus the waterfront on the cruise ship industry in a way that impinges on creating a recreation-, science-, and habitat-based attraction for all of Southern California south of 22nd Street.
9. The resulting Final Project Description should be designed such that declaration of “overriding considerations” to accept “significant and unavoidable environmental impacts” is not necessary.
10. The resulting Final Project Description must be consistent with widely sanctioned design concepts for urban waterfront projects as set forth in the Sustainable Waterfront Plan.

## **Specific Comments on the Sustainable Waterfront Plan**

1. All berths to be located at the inner harbor.
  - a. Set aside Cabrillo Beach/Outer Harbor area for recreational/educational uses that preclude cruise service.
  - b. Maintain all berths as shared berths, with no terminals dedicated to one vender.
  - c. Create some agreement that a limited temporary berth at existing Kaiser Point location may continue with restrictions.

CSPNC3-19

CSPNC3-20

CSPNC3-20  
CONT.

d. No new terminal or parking at Berth 46.

2. Provide linkages to downtown and community.

a. Create pedestrian-oriented design, from bridge to breakwater and to downtown.

b. Incorporate/enhance regional transportation, such as express and Amtrak buses to L.A., Long Beach, Wilmington and other regional destinations, in order to reduce car trips to waterfront, beaches and off-site parking areas.

c. Run the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to Dock One, to Kaiser Point, to the north harbor cruise ship terminal and through downtown.

d. Build land bridges between downtown and Ports of Call, including roof gardens and pedestrian walkways on the parking structures and east-west connecting walkways.

e. Create pedestrian links to downtown, both physical and economic, to provide access to the water and Ports of Call.

f. Maintain the scenic 2-way designation of Harbor Boulevard, preserving views and view corridors. Maintain four-lane access.

CSPNC3-21

3. Provide links to and protection of existing open space.

a. Enhance link to Bandini Canyon, Leland Park and Peck Park.

b. Incorporate links to Harbor View Trail.

c. Incorporate/complete California Coastal Trail through San Pedro Waterfront, including pedestrians, jogging, skating and bicyclists' lanes.

d. Enhance Coastal Trail links to Royal Palm Beach, White Point Nature Conservancy, Angels Gate and Point Fermin Park.

e. Create a promenade from the Bridge to the Breakwater along the waterfront.

f. Create a second pedestrian walkway on the landside of Ports of Call.

g. Create an Outer Harbor Park along the east edge of Kaiser Point.

CSPNC3-22

CSPNC3-23

4. Expand by 10 acres the tidal pool and salt marsh habitat at Salinas de San Pedro.

5. Plan/Develop Ports Of Call.

CSPNC3-24

a. Develop/enhance 150,000 square feet of commercial space, a conference center, open space and a promenade in Ports of Call.

b. Commit to extensive "commons" area between shops.

6. Create a diversity of parking options without obstructing the waterfront.

a. Encourage pedestrian activity downtown, discourage traffic/pollution.

b. Create shared parking facilities for downtown and the waterfront.

c. Minimize parking and roadways in tidelands, waterfront and beach areas.

d. Create off-site parking, not just in downtown, but possibly between San Pedro and Wilmington for full day and longer use.

CSPNC3-25

CSPNC3-25  
CONT.

- e. Move parking, especially long-term parking, away from the waterfront by undergrounding day-trip visitor parking along Harbor Boulevard, and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island.
- f. Create no parking structures on the waterfront that block view corridors.

7. Create a plan that reflects the Port's sustainability goals.

CSPNC3-26

- a. Require AMPing of all cruise ships.
- b. Plan the entire waterfront as an integrated whole, including Westways, Warehouse One, Fruit Terminal and Boy Scout Camp. The current project promotes piecemealing, which is a violation of CEQA/NEPA.
- c. Maintain Cabrillo Bay/Outer Harbor for recreational use. Relocate boat launch to Kaiser Point. Convert Boy Scout Camp to public use.
- d. Incorporate sustainable infrastructure and development such as green streets, bicycle streets, urban runoff treatment, constructed wetlands and LEED buildings.
- e. Create a waterfront business plan to describe the economic development goals, determine the mix of commercial, retail and educational/cultural uses development and enhance downtown businesses.
- f. Create a steering committee comprised of a variety of business, neighborhood and environmental stakeholders to meet with the Port and their designated planning consultant.
- g. Increase park space for the residents in the adjacent community who are currently so greatly underserved, rather than the decrease which would result from the Proposed Project.

### Specific comments on the DEIR

CSPNC3-27

1. Create a plan that requires less mitigation and that does not rely on impacts that cannot be mitigated and must be approved through overriding considerations. The following environmental impacts related to the Proposed Project with construction and operation of Cruise Terminal at South Harbor are significant and cannot be mitigated:

CSPNC3-28

- a. Aesthetics – The Project elements would eliminate water views and cover green space to such a great extent that the aesthetic appeal of the waterfront area would be severely reduced.

CSPNC3-29

- b. Public Services – The Project includes a great number of retail establishments that would require greatly increased public services and would degrade resources available to existing residents, organizations, and businesses.

CSPNC3-30

- c. Utilities/Service Systems– The Project elements' many retail structures would require greatly increased utilities/service systems and would degrade service to existing facilities.

CSPNC3-31

- d. Cultural Resources – The Project elements are distinct from the surrounding recreational uses and would eliminate the current community's long-standing capabilities for marine recreation.

- CSPNC3-32 | e. Recreation – The Project would eliminate precious waterfront space principally in the area where park and recreational space is most needed and where current park space greatly under-serves the surrounding community.
- CSPNC3-33 | f. Land Use/Planning – The Project includes elements contrary to existing uses and which would dilute plans for improvements/continued commercial use of the business district on 6th and 7th Streets and along Pacific Avenue.
- CSPNC3-34 | g. Transportation/Traffic – The Project would include elements requiring greatly increased traffic flow/capacity in the coastal area thereby resulting in very severely increased impact on surrounding communities.
- CSPNC3-35 | h. Air Quality – As the affected area currently suffers as a Federal non-attainment area for air quality, the following impacts are stated:
- CSPNC3-36 | i. The Project would result in significant and unavoidable impacts which cannot be mitigated, would increase air pollution in an area known to exceed federal standards of cancer risk by several magnitudes, and would increase the inhumane expose of thousands of residents to toxic air emissions known to cause cancer, multiple heart and respiratory illnesses, and death.
- CSPNC3-37 | ii. The Project would increase greenhouse gas emissions by several orders of magnitude beyond that for Alternative 4, which excludes the outer Harbor Cruise Terminal.
- CSPNC3-37 | iii. The EIR/EIS clearly demonstrates that significant impacts can largely be reduced, saving countless lives, through revision to exclude the Cruise Terminal at South Harbor.
2. The following mitigation measures applicable to Air Quality require revision as stated:
- CSPNC3-38 | a. The MM-AQ-9 should require 100% Alternative Maritime Power (AMP) for Cruise Vessels immediately on start of Project operations. Reference current phase-in stated as, “30% in 2009 and 80% in 2013;” and, “97% in 2013 and thereafter” at Outer Harbor.
- CSPNC3-39 | b. The MM AQ-3 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference current requirement stated as, “January 1, 2009 to December 31, 2011, shall comply with EPA 2004.”
- CSPNC3-40 | c. The MM AQ-15 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference MM AQ-15 currently stated as, “20% in 2009, 40% in 2012, and 80% in 2015 and thereafter.”
- CSPNC3-41 | d. All Project measures applicable to Low Sulfur Fuel (LSF) in Cruise Vessels require revision to ensure use of 0.2 percent maximum sulfur content fuel immediately on start of Project operations. Refer to MM AQ-10, “Inner Harbor – 30% in 2009 and 90% in 2013 and thereafter;” and, “Outer Harbor – 90% in 2013.”
- CSPNC3-42 | e. All uses planned for LNG-Powered Shuttle Busses require change to implement electric-powered busses. Reference MM QA-14, LNG-Powered Shuttle Busses.
- CSPNC3-43 | f. The MM AQ-18 requires the following revisions:
- CSPNC3-43 | i. Require full EPA Tier 2 compliance at start of Project operations until implementation of Tier 3. Currently stated phase-in of Tier 2 is 30% in 2010 and 100% in 2014.



CSPNC3-43  
CONT. | ii. Require full EPA Tier 3 compliance in year 2015. Currently stated phase-in of Tier 3 is 20% in 2015, 50% in 2018, and 100% in 2020.

CSPNC3-44 | g. The MM AQ-21 must require EPA Tier 2 compliance at 100% in 2010 rather than as currently stated, 30% in 2010 and 100% in 2014.

CSPNC3-45 | h. The MM AQ-22 should state the basis of periodic review such as once yearly and no less frequently than every five years. Currently stated measure includes no timing requirement for review.

CSPNC3-46 | i. The MM QA-23 should be revised to include no less than two additional review cycles between the years of 2022 and 2037.

3. The following impacts applicable to Air Quality require revision as stated:

CSPNC3-47 | a. Significant understatement in AQ-9 regarding cumulative impacts that would result from the Proposed Project requires correction and clarification. The statement under the section, Impact AQ-9, page 3.2-124, "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" demonstrates a fundamental misapplication in consideration of cumulative impacts. Reasonable minds would agree that pollution from Port operations exists within the environment of regional pollution and that the communities closest to the Port and to goods transport are affected most significantly. The Port has the responsibility to reduce impacts on project-specific basis without relief for application of the concept that pollution results on a global scale and as such, project-specific pollution is more acceptable.

b. Likely significant under estimation for on road vehicle emissions in AQ-3 results from the Port's mistaken calculation of pollution resulting from transport of people to and from the Outer Harbor Cruise terminal as follows:

CSPNC3-48 | i. The corrected total number of shuttle buses required in optimal circumstances (maximum participation in shuttle bus option) is a quantity of 640 loaded shuttle trips per day to unload and separately load a ship on the days of arrivals/departures; a total of 16,000 passengers coming and going, for a total of 1280 trips in each direction. Note the following numeric elements: two ships; 4,000 people per ship; one arrival and one departure per ship; 8,000 passengers arriving and 8,000 departing, with 25 persons per shuttle bus. . (That is  $16,000/25=640$ .)

CSPNC3-49 | ii. A significant quantity of Cruise Ship passengers will chose private transport to the Outer Harbor, resulting in significant increase in on-road vehicle emissions, not included in the Port's calculation.

CSPNC3-50 | iii. Where the DEIR reports fewer bus trips, there will be 10 to 15 additional vehicles for these same passengers for every bus not employed, with an attendant increase in pollution. This results from passengers being dropped off individually or in pairs by shuttle, cab or personal vehicle.

4. With regard to Cultural Resources and Aesthetics:

CSPNC3-51 | a. The Port area has several sites of California historical significance and are considered significant for CEQA compliance, and the entire area is considered 'archaeologically sensitive' but only one archaeological site - Mexican Hollywood or El Barrio - which is

CSPNC3-51  
CONT. | located under berths 90 and 91, is within the proposed project boundaries and remains intact (though buried). There are several buildings or sites considered by CEQA as significant because of their status or eligibility for NHRP, including the Municipal Wholesale Fish Market, San Pedro Boat Works (Berth 44), Westway/Pan American Oil Company Pump House (Berth 70), Duffy's Ferry Landing (5th Street, Berths 84&85).

CSPNC3-52 | b. According to the DEIR analysis there are no significant impacts for any of the proposed project alternatives on any of the identified sites – but this remains an important issue: when construction begins, any site or building may be impacted.

CSPNC3-53 | c. The DEIR fails to identify as significant the aesthetic impacts of the cruise ship berthing on the Outer Harbor on views from Cabrillo Beach.

5. With regard to Transportation and Circulation (Ground) Impacts, and Recreation Impacts:

CSPNC3-54 | a. The two CEQA issues identified as being “unable to be mitigated” are the load impacts to key Harbor Blvd. intersections (incl. Interstate 110 ramps) and residential West 17th Street segment between Center and Palos Verdes Blvd. These impacts are directly related to expected increase in surface traffic because of the Outer Harbor Berths. The DEIR identifies “a significant operational impact” with regard to these streets.

CSPNC3-55 | b. The proposed project scope does not include any plan for providing mass transit improvements and assumes only visitor traffic by automobile.

c. The DEIR inadequately describes the traffic load from the bussing of passengers from the long-term parking lots to the terminal in the Outer Harbor. Traffic to and from the terminals will create a virtual wall of busses, as well as a constant blur of cars and support vehicles. There will be as many as 1280 bus trips daily through San Pedro to serve a terminal at Kaiser Point. This will sharply impede the public access to Ports of Call and the waterfront, and intimidate the public through the volume of traffic that is more like a freeway than a commercial street.

CSPNC3-56 | As there is a disagreement about the size of the busses to be deployed (the Port suggests motor coaches, others suggest smaller vehicles), for this example we will use the Port-suggested 50-passenger busses, rather than what we believe are more likely, 25-passenger busses as described in the Air Quality discussion. We will assume that about 40 people and their luggage are loaded on each larger bus.

Assuming loading and unloading takes place primarily over 2 hours, there will be more than three busses per minute passing a single point on Sampson Way (one every 18 seconds). If we use the fully loaded 25-passenger vehicle from the Air Quality section, there would be over five busses a minute (one every 11 seconds).

These results are based on the following calculations: A terminal at Kaiser Point will require 200 bus trips of 40 passengers per trip to carry passengers from two 4000-passenger ships to their cars parked at the north end of town. That is 200 trips with loaded busses traveling in one direction, or 400 one-way bus trips. These 400 trips would be repeated twice daily, once in the morning for arriving passengers and once in the afternoon for departing ones, for a total of 800 trips daily. Where the DEIR reports fewer bus trips, there will be 20 to 30 additional vehicles for these same passengers for every bus not employed. This results from passengers being dropped off individually or in pairs by shuttle, cab or personal vehicle.

d. The proposed project will sharply interfere with recreational boating and access to and from the West Channel. Numerous boat owners and at least one yacht club have objected to the berthing at Kaiser Point because the required 100-meter security zone around each cruise ship will make navigation in and out of the West Channel very difficult.

CSPNC3-57

In addition, transit times of cruise ships during weekends will occur when recreational boat traffic from the West Channel is at its highest, on afternoons leading to and during weekend afternoons. This will require closing the area to recreational boating during those times. Unlike the Main Channel berthing near downtown, the navigational path to the proposed berths at Kaiser Point would conflict directly with the navigational path used by almost all recreational boaters in the harbor. The problem is further exacerbated because the Port is executing a major expansion of the marinas in that use the West Channel. This expansion will further heighten the navigation complexities and traffic jam

CSPNC3-58

This problem will occur even with the proposed mitigation of floating security barriers to narrow the security zone around cruise ships. Furthermore, the US Coast Guard has not approved the floating barrier, and has stated that it will not fully review it until the project is in place. Therefore it is impossible for the Port to state with any certainty that the mitigation will be possible. Even if the mitigation is deemed acceptable by the Coast Guard, the mitigation will not eliminate the need to shut the area to small craft during cruise ship transit.

CSPNC3-59

e. Security zones at any Kaiser Point terminal will sharply limit access to the waterfront there. Currently, non-passengers are barred from the cruise terminal area and parking lots when the ships are not at berth. Similar restrictions, including added restrictions on non-passengers when the ships are at berth, are anticipated to ensure cruise port security.

6. With regard to D3.4.3 Model Options:

CSPNC3-60

a. The assumption that terminal equipment will not operate 3pm and 9am is unrealistic and must be changed. In the event the LAHD cannot generate a realistic assumption, the worst-case scenario of 24 hours per day, 7 days per week must be assumed.

CSPNC3-61

b. The assumption that no construction will ever occur between 3pm and 7am is unrealistic and must be changed. In the event the LAHD can not generate a realistic assumption, the worst-case scenario of 24 hours per day, 7 days per week must be assumed.

CSPNC3-62

c. The assumption that no ships will be present between 7pm and 5am is unrealistic and must be changed. In the event the LAHD can not generate a realistic assumption, the worst-case scenario of 24 hours per day, 7 days per week must be assumed.

CSPNC3-63

d. The assumption that ships are in transit only between 5am and 6am and 6pm and 7pm is unrealistic and must be changed. In the event the LAHD can not generate a realistic assumption, the worst-case scenario of 24 hours per day, 7 days per week must be assumed.

7. 7. With Regard to the Health Risk Assessment:

CSPNC3-64

a. D3.6 Significance Criteria for Proposed Project Health Risks

We are pleased that LAHD has adopted the threshold of less than 10 in a million as being an acceptable cancer risk level for receptors and Hazard indexes above 1.0 represent the potential for an unacceptable or significant noncancer health risk.

- CSPNC3-65 | b. D3.7 Predicted Health Impacts and D3.7.1 Unmitigated Proposed Project Health Impacts  
All health impacts associated with the proposed Project without mitigation exceed the significance threshold.
- CSPNC3-66 | c. D3.9.2.1 Mitigation Measures for Proposed Project Construction Quantified in the HRA  
The following exception is made in the EIR for MM AQ-1, MM AQ-3 AND MM AQ-4:  
*This measure shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:  
A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement;  
A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the proposed Project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or  
A contractor has ordered a control device for a piece of equipment planned for use on the proposed Project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed Project has the controlled equipment available for lease.*
- CSPNC3-67 | i. For purposes of calculating Project health impacts, estimate the probability of these circumstances, calculate the additional potential emissions, calculate the additional risk and present the findings.
- CSPNC3-68 | ii. Add discussion of the effort made by LAHD to explore additional mitigation measures.
- CSPNC3-69 | iii. Add discussion the probability of mitigation measures that exist but were not included in the EIR.
- CSPNC3-70 | iv. Add discussion the possibility of adding mitigation measures in the future as they become available and an estimate of LAHD's commitment to add such mitigation measures.
- CSPNC3-70 | d. Table D3.7-4. Maximum Health Impacts Associated with the Proposed Project with Mitigation  
The mitigated Project's maximum predicted health impact exceeds significance criteria adopted by LAHD.
- CSPNC3-71 | e. Table D3.7-5. Source Contribution at the Residential and Occupational MEIs for the Mitigated Project  
The mitigated Project's maximum predicted health impact exceeds significance criteria adopted by LAHD.
- CSPNC3-72 | f. Table D3.7-6. TAC Contributions at the Residential and Occupational MEIs for the Mitigated Project  
The mitigated Project's maximum predicted health impact exceeds significance criteria adopted by LAHD.
- CSPNC3-73 | g. D3.7.3 Alternative 6 (No Project) Health Impacts

CSPNC3-73 CONT.	Provide a comprehensive discussion of the assumptions used for this scenario. Include a complete rationale for the technical options selected for the AERMOD model, and a detailed calculation of the health risk values.
CSPNC3-74	h. Table D3.7-9. Maximum Health Impacts Associated With Alternative 1 With Mitigation, 2009–2078 The maximum predicted health impact of Alternative 1 with mitigation exceeds significance criteria adopted by LAHD.
CSPNC3-75	i. Table D3.7-11. Maximum Health Impacts Associated with Alternative 2 with Mitigation, 2009–2078 The maximum predicted health impact of Alternative 2 with mitigation exceeds significance criteria adopted by LAHD.
CSPNC3-76	j. Table D3.7-13. Maximum Health Impacts Associated with Alternative 3 with Mitigation, 2009–2078 The maximum predicted health impact of Alternative 3 with mitigation exceeds significance criteria adopted by LAHD.
CSPNC3-77	k. Table D3.7-15. Maximum Health Impacts Associated with Alternative 4 with Mitigation, 2009–2078 The maximum predicted health impact of Alternative 4 with mitigation exceeds significance criteria adopted by LAHD.
CSPNC3-78	l. Table D3.7-17. Maximum Health Impacts Associated with Alternative 5 with Mitigation, 2009–2078 The maximum predicted health impact of Alternative 5 with mitigation exceeds significance criteria adopted by LAHD.
CSPNC3-79	m. E3.8 Risk Uncertainty Provide a quantitative uncertainty analysis of the HRA.

**Motion on Waterfront DEIR, as approved by the Coastal San Pedro Neighborhood Council in October 2008**

*Whereas*, Coastal San Pedro Neighborhood Council (CSPNC) has long opposed a cruise ship terminal or permanent berthing of cruise ships in the outer harbor or at Kaiser Point,

*Whereas*, existing and future San Pedro business and job development will benefit by expanding the three cruise ship berths near downtown and modernizing the cruise terminal there,

*Whereas*, Ports of Call should also be expanded and modernized but not on a scale that would threaten existing downtown business and future development near and in downtown,

*Whereas*, the outer harbor berthing in the Portstaff proposal will result in production of significantly more greenhouse gases than a downtown alternative,

*Whereas*, the outer berthing options will result in as many as 600 bus trips, and hundreds of car and truck trips a day through San Pedro to Kaiser Point,

CSPNC3-80

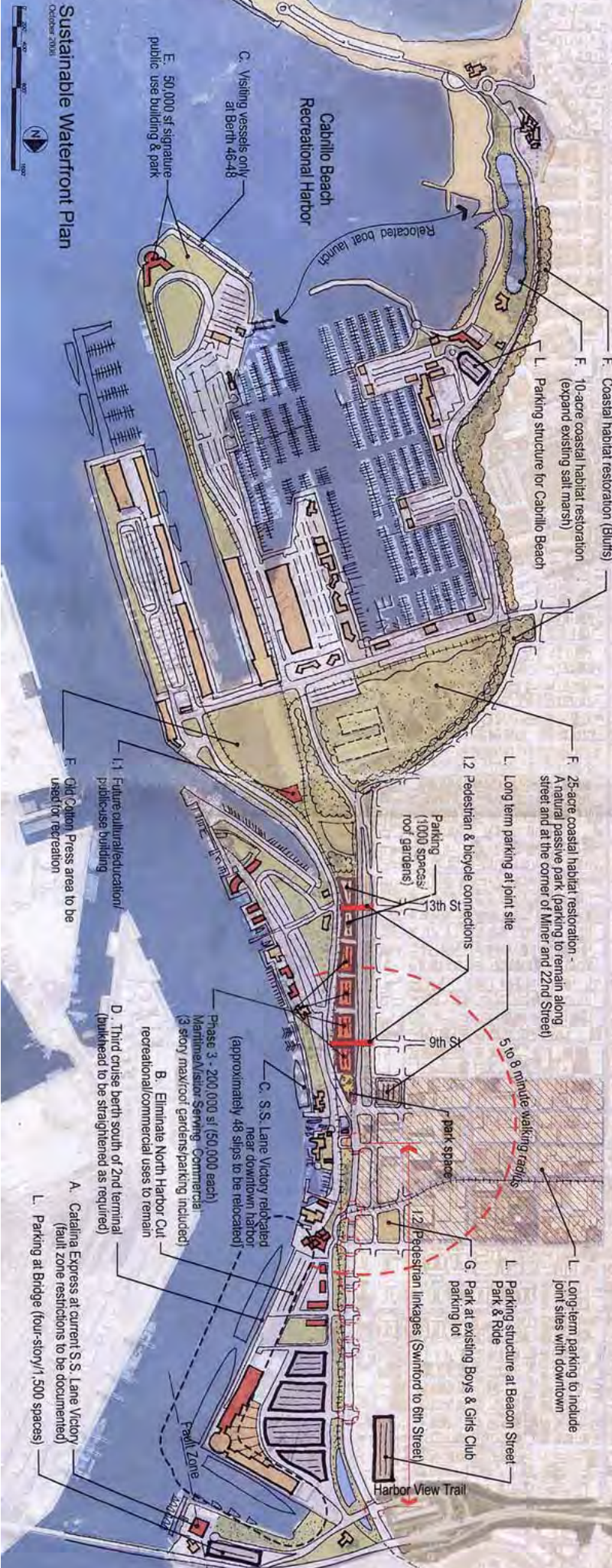
CSPNC3-80  
CONT.

*Resolved*, the Coastal San Pedro Neighborhood Council supports the Sustainable Waterfront Plan, which provides for an enhanced cruise ship industry near downtown, and opposes any permanent berthing of cruise ships in the outer harbor.

Sincerely,

Peter M. Warren, chair of the Port & Environment Committee of the Coastal San Pedro Neighborhood Council, and  
Valen Watson, Roz Esposito, Dean Pentcheff, James Campeau, Amin Damji, Richard Havenick, members, Port & Environment Committee, Coastal San Pedro Neighborhood Council

Copies to: Dr. Geraldine Knatz, Port of Los Angeles Executive Director; Mr. Henry Hogo, Deputy Executive Officer, South Coast Air Quality Management District; Todd Sterling, California Air Resources Board; Jayme Wilson, Chair, Port Community Advisory Committee; Air Quality Subcommittee Members; Port Community Advisory Committee Members



- GENERAL ITEMS:**
- F. 50 total acres "Coastal Habitat Restoration"
  - G. Relocate parking to joint-use facilities Downtown
  - L1. Total development at 1,911,585 sf (50% education / cultural)
  - J. Identify public art locations in accordance with Art Master Plan
  - K. Knoll Hill outside Bridge to Breakwater project area
  - L. Long-term parking to include joint sites with Downtown & other remote sites
  - M. All new buildings to be LEED™ Platinum, Green development utilizing renewable resources
  - N. Integrated transportation system including long-term parking off Port Lands & feasibility studies of rail links and public transit to Long Beach, Wilmington, LAX, Metro Blue Line, & Downtown Los Angeles.

**Sustainable Waterfront Plan**  
October 2006



## 1 **Coastal San Pedro Neighborhood Council (CSPNC3)**

### 2 **Response to Comment CSPNC3-1**

3 Thank you for your comment. The commenter repeated all comments in the attached  
4 letter to the email in the body of the email. Therefore, all comments in the body of  
5 the email are specifically responded to below in responses CSPNC3-2 to CSPNC3-80  
6 and all comments in the body of the email have been noted. The mailing address for  
7 the Port & Environment Committee of the CSPNC has been added to the Project  
8 distribution list.

### 9 **Response to Comment CSPNC3-2**

10 Thank you for your comment. Comments on the Sustainable Waterfront Plan will be  
11 forwarded to the Board of Harbor Commissioners for consideration during its  
12 deliberations on the proposed Project. Please refer to Master Response 1, which  
13 explains that most elements and goals of the referenced “Sustainable Waterfront  
14 Plan” are addressed in the existing project alternatives; the feasibility of other  
15 elements are also discussed. This issue is also discussed in Response to Comment  
16 JONWAR-1.

### 17 **Response to Comment CSPNC3-3**

18 Thank you for your comment. Please see Master Response 1. Comments on the  
19 Sustainable Waterfront Plan will be forwarded to the Board of Harbor  
20 Commissioners for consideration during its deliberations on the proposed Project.  
21 Please be advised that recirculation is only necessary under CEQA and NEPA when  
22 significant new information is added to the EIS/EIR after public notice is given of the  
23 availability of the draft EIS/EIR for public review under Section 15087 but before  
24 certification (CEQA Guidelines Section 15088.5; 40 CFR Section 1502.9(c) and 33  
25 CFR Section 230.13(b)). This comment does not provide any significant new  
26 information that would warrant recirculation. Please also see Master Response 7 on  
27 recirculation. This issue is also discussed in Response to Comment JONWAR-1.

### 28 **Response to Comment CSPNC3-4**

29 Thank you for your comment. The Notice of Availability of the draft EIS/EIR was  
30 distributed on September 22, 2008 for a 78-day review period, which exceeded the  
31 45-day requirements under CEQA Guidelines Section 15105 and NEPA requirements  
32 in 40 CFR Section 1506.10 and 33 CFR Section 230.19.



## 1 **Response to Comment CSPNC3-5**

2 Your comment regarding the impact the proposed Project would have on the coastal  
3 San Pedro community will be forwarded to the Board of Harbor Commissioners.

## 4 **Response to Comment CSPNC3-6**

5 The range of alternatives under consideration includes both presence of, and absence  
6 of, a cruise ship berth in the Outer Harbor. All impacts were evaluated accordingly  
7 in the draft EIS/EIR, as identified in Master Response 2. The draft EIS/EIR  
8 adequately analyzes and discloses the potential impacts to air quality (Section 3.2,  
9 “Air Quality and Meteorology”), noise (Section 3.9, “Noise”), traffic (Section 3.11,  
10 “Transportation and Circulation (Ground)”), maritime vessel transportation (Section  
11 3.12, “Transportation and Navigation (Marine)”), water quality (Section 3.14, “Water  
12 Quality, Sediments, and Oceanography”), recreation (Section 3.10, “Recreation”),  
13 health (Section 3.2, “Air Quality and Meteorology”), and aesthetics (Section 3.1,  
14 “Aesthetics”), and identifies mitigation to avoid or minimize impacts to the greatest  
15 extent feasible. Please note that before adopting a project that would have significant  
16 and unavoidable impacts, the Board of Harbor Commissioners must weigh those  
17 impacts against the project’s economic, legal, social, technological or other benefits  
18 and must adopt a Statement of Overriding Considerations as part of their  
19 deliberations on the project, weighing the impacts with the project benefits supported  
20 by substantial evidence in the record. (See CEQA Guidelines Section 15093.) Your  
21 comment in opposition to the Outer Harbor Terminals will be forwarded to the Board  
22 of Harbor Commissioners for their consideration. This issue is also discussed in  
23 Response to Comments JONWAR-3.

## 24 **Response to Comment CSPNC3-7**

25 Thank you for your comment. Your opposition to the Outer Harbor terminal will be  
26 forwarded to the Board of Harbor Commissioners. LAHD staff designed the  
27 proposed Project and addressed any viable alternatives according to CEQA and  
28 NEPA guidelines, as discussed in Master Responses 1 and 2. Multiple alternatives  
29 are under consideration, and Alternatives 4, 5, and 6 do not include the expansion of  
30 cruise facilities into the Outer Harbor. Approval of the proposed Project or any  
31 alternative has yet to be determined, and will be decided by the Board of Harbor  
32 Commissioners and the USACE. With respect to air quality, none of the alternatives  
33 would achieve no net increase in air emissions, including Alternative 6, the No  
34 Project Alternative. This has been adequately disclosed in Section 3.2, “Air Quality,  
35 and Meteorology.” This issue is also discussed in Response to Comments  
36 JONWAR-4.

## 1 **Response to Comment CSPNC3-8**

2 Thank you for your comment. Significant adverse and unavoidable impacts to air  
3 quality, water, recreation, biological resources, aesthetics, view, light, ground  
4 transportation, geology, and other resources have been adequately disclosed in the  
5 draft EIS/EIR. Should the Board of Harbor Commissioners decide to approve the  
6 proposed Project or any of the alternatives, a Statement of Overriding Considerations  
7 will be required pursuant to CEQA. Similarly, the USACE will balance the proposed  
8 Project's detriments against its benefits in its decision making. This issue is also  
9 discussed in Response to Comments JONWAR-5.

## 10 **Response to Comment CSPNC3-9**

11 The CAAP is a lasting emission-reduction plan for reduction of criteria pollutants.  
12 The mitigation measures contained in the draft EIS/EIR conform to CAAP measures,  
13 would be in effect over the life of the proposed Project, and would minimize  
14 emissions from construction and operation of the proposed Project. The CAAP, the  
15 construction mitigation, and the proposed Project-level mitigation included in the  
16 draft EIS/EIR, combined with federal, state, and regional regulations, would result in  
17 a substantial reduction of emissions at the Port and in the South Coast Air Basin.  
18 Table 3.2-25 provides a comparison between proposed project mitigation measures  
19 and CAAP measures. LAHD believes that appropriate and feasible mitigation  
20 measures have been analyzed for the proposed Project. Additional measures beyond  
21 CAAP are also applied to the operation of the proposed Project. However,  
22 significant air quality impacts remain despite the implementation of all feasible  
23 CAAP measures. There are currently no technologies that have been tested that can  
24 reduce all air quality impacts to below significance thresholds. This issue is also  
25 discussed in JONWAR-6.

## 26 **Response to Comment CSPNC3-10**

27 Cruise ships do not typically require the use of tugboats. While it is possible for  
28 larger cruise vessels to back down the Main Channel, it would not be as convenient,  
29 and cruise vessel captains as well as Port pilots have expressed concern over having  
30 to back down the Main Channel. The larger ships are not able to turn into Berth 93  
31 and are not able to cross under the Vincent Thomas Bridge due to the height of the  
32 bridge, requiring these vessels to back down the Main Channel. As discussed in the  
33 Master Response 2 regarding the proposed Cruise Terminals at the Outer Harbor,  
34 backing down the Main Channel is possible, however such maneuvering narrows the  
35 margin of safety and increases risk with passing vessels. This has become  
36 increasingly challenging because other vessels, such as container ships, that berth  
37 along the main channel have increased in size as well. Therefore, the Outer Harbor  
38 provides for the most viable location for expansion of the cruise berths at the Port of  
39 Los Angeles. This issue is also discussed in Response to Comment JONWAR-7.

## 1 Response to Comment CSPNC3-11

2 Thank you for your comment. Navigational reasons for the placement of cruise  
3 terminals at the Outer Harbor have been addressed in CSPNC3-10, as well as in  
4 Master Response 2 and are also discussed in JONWAR-7. With respect to the  
5 economic support for the proposed Outer Harbor cruise terminals, the projections  
6 made in the cruise ship study referenced in the draft EIS/EIR reflect long-term trends  
7 and are expected to continue to reflect a long-term need for additional cruise ship  
8 facilities.

9 As noted by the commenter this particular study was conducted in 2006, predating  
10 the current economic recession and therefore not taking into account weakened cruise  
11 passenger demand. For this reason the Port commissioned an update to the 2006  
12 study, the Port of Los Angeles Cruise Market Demand Evaluation Study, completed  
13 by Menlo Consulting Group in February 2009. This study determined that the most  
14 likely future growth scenario is one in which growth projections are more in line with  
15 the historical growth rates at the Port of Los Angeles, around 2.88% per year. This  
16 updated study projects a two to three year period of flat or no-growth in cruise  
17 activity, followed by a period of recovery which would bring cruise passenger growth  
18 rates to historical rates of growth in the long-term.

19 According to the updated study, even a conservative assumption of historic rates of  
20 cruise passenger growth show that demand would still outstrip capacity at the  
21 existing Cruise Center within the next 10 to 20 years. In addition, the existing  
22 landside infrastructure and available berths at the Cruise Center will not meet the  
23 growth in cruise passenger demand and the growth in the size of the ships that  
24 regularly call on the Port. In terms of environmental impacts, the analysis in the draft  
25 EIS/EIR assumed a much higher rate of cruise passenger growth and cruise ship calls  
26 at the Port than are likely to be realized when compared to the revised projections in  
27 the latest update to the cruise ship study. Specifically, LAHD staff recommend  
28 modifying the proposed Project to only construction berth in the Outer Harbor and  
29 condition the second berth on future market demand. Therefore, the impacts  
30 analyzed in the draft EIS/EIR are considered very conservative and would not be  
31 exceeded by the proposed San Pedro Waterfront Project.

32 Although one of the project objectives is to expand cruise ship facilities and related  
33 parking to capture a significant share of anticipated West Coast growth in the cruise  
34 demand and adequately service two of the larger vessels simultaneously, as described  
35 in Section 2.3.1, Alternatives 4, 5, and 6 evaluate the potential impacts resulting from  
36 the capability to service only one large ship at a time (Voyager or Freedom class),  
37 limiting the competitiveness of port cruise facilities to attract the larger vessels for  
38 popular weekend schedules.

## 39 Response to Comment CSPNC3-12

40 Thank you for your comment. Please see Master Response 1 for further discussion  
41 regarding the Sustainable Waterfront Plan and the range of alternatives selected.

1 LAHD addressed a reasonable range of alternatives according to CEQA and NEPA  
2 guidelines in the draft EIS/EIR. In response to previous scoping activities and  
3 discussions through the Port Community Advisory Committee (PCAC) Coordinated  
4 Plan Subcommittee, Alternative 4, which contains no Outer Harbor cruise facilities  
5 but does contain a six-acre Outer Harbor park, was added to the environmental  
6 review process. As demonstrated by the comments received on the draft EIS/EIR,  
7 approximately 35 individual comments out of 1,185 comments (less than 3%)  
8 referenced support for the Sustainable Waterfront Plan, which does not represent  
9 wide support for the alternative. LAHD considered the comments and determined  
10 that a new alternative would not be added to the process and that the goals of the  
11 Sustainable Waterfront Plan were largely met, where feasible, through the addition of  
12 Alternative 4. LAHD has no predetermination in favor of the proposed Project. Six  
13 development proposals in addition to the proposed Project are under consideration at  
14 a co-equal level of detail. The Board of Harbor Commissioners will independently  
15 evaluate the merits of each alternative and come to a decision on a preferred  
16 alternative. The waterfront project has not been piecemealed. Each of the previous  
17 improvement projects within the 400 acre project area is independent of one another  
18 and does not rely on past or future projects in order to be viable on their own.  
19 Therefore, this does not constitute piecemealing or project segmenting under CEQA  
20 or NEPA. This issue is also addressed in JONWAR-9 and CSPNC3-26.

## 21 **Response to Comment CSPNC3-13**

22 Thank you for your comment. Please see Master Response 1 for further discussion  
23 regarding the history of the San Pedro Waterfront Project and how public input has  
24 significantly altered the resulting LAHD staff recommended proposed Project  
25 compared to the original proposed project design included in the scoping notice of  
26 September 2005. In fact, in December 2006 when LAHD reinitiated the scoping  
27 process with a revised proposed project description, the scope was substantially  
28 based on the Reduced Development Alternative that had been developed over the  
29 previous year by a working group composed of members of the PCAC Coordinated  
30 Plan Subcommittee, Coastal San Pedro Neighborhood Council, Northwest San Pedro  
31 Neighborhood Council, Central San Pedro Neighborhood Council, representatives  
32 from Council District 15, and LAHD staff and discussed at the June 4, 2005  
33 workshop sponsored by the same groups. Approximately 100 community members  
34 attended the meeting. The Sustainable Waterfront Plan is just a variation of the older  
35 Reduced Development Alternative (further reduced development in fact) that has  
36 already strongly influenced the design of the proposed Project and is substantially  
37 addressed in the addition of Project Alternative 4 to the range of alternatives analyzed  
38 in the draft EIS/EIR. Approval of the proposed Project or any alternative has yet to  
39 be determined, and will be decided by the Board of Harbor Commissioners and the  
40 USACE. This issue is also discussed in Response to Comment JONWAR-10.

**1 Response to Comment CSPNC3-14**

2 Thank you for your comment. LAHD and the USACE have met and exceeded the  
3 CEQA and NEPA policies for public participation. Please also be advised that  
4 recirculation is only necessary under CEQA and NEPA when significant new  
5 information is added to the EIS/EIR after public notice is given of the availability of  
6 the raft EIR for public review under Section 15087 but before certification. (CEQA  
7 Guidelines Section 15088.5; 40 C.F.R. Section 1502.9(c) and 33 C.F.R.  
8 Section 230.13(b)) Please also see Master Response 7 on recirculation. Please see  
9 Responses to Comments CSPNC3-2, CSPNC3-12, as well as Master Response 1, for  
10 further discussion regarding the Sustainable Waterfront Plan and the range of  
11 alternatives selected for analysis. Additionally, this issue is also discussed in  
12 Response to Comment JONWAR-1 and JONWAR-9.

**13 Response to Comment CSPNC3-15**

14 Thank you for your comment. Your comments regarding the TraPac appellants,  
15 PCAC, and neighborhood councils are acknowledged. LAHD staff designed the  
16 proposed Project and addressed any viable alternatives according to CEQA and  
17 NEPA guidelines. Neither CEQA nor NEPA requires the lead agency to publicize  
18 material not analyzed in the draft EIS/EIR. What is required is that the EIS/EIR  
19 provides a reasonable range of alternatives. Please see Master Response 1 for  
20 discussion CEQA and NEPA Alternative requirements and for discussion of the  
21 Sustainable Waterfront Plan. However, please note that all comments, including  
22 those which contain material on the Sustainable Waterfront Plan, are included and  
23 distributed as part of the final EIS/EIR and will be forwarded to the Board of Harbor  
24 Commissioners. Furthermore, approval of the proposed Project or any alternative has  
25 yet to be determined and will be decided by the Board of Harbor Commissioners and  
26 the USACE. This issue is also discussed in JONWAR-12.

**27 Response to Comment CSPNC3-16**

28 Thank you for your comment. The draft EIS/EIR was prepared consistent with  
29 NEPA and CEQA requirements, as discussed in Master Response 1, including a  
30 reasonable range of alternatives. Please see CSPNC3-12 above for additional details.  
31 Additionally, this issue is also discussed in Response to Comment JONWAR 13.

**32 Response to Comment CSPNC3-17**

33 Thank you for your comment. Your comments regarding the CSPNC and the San  
34 Pedro Chamber of Commerce and Central San Pedro Chamber are acknowledged.  
35 Comments received from each of these organizations are addressed in separate  
36 responses in this chapter.

1 LAHD staff designed the proposed Project and addressed any viable alternatives  
2 according to CEQA and NEPA guidelines. Approval of the proposed Project or any  
3 alternative has yet to be determined, and will be decided by the Board of Harbor  
4 Commissioners and the USACE. Please also see Master Response 1 for discussion  
5 on CEQA and NEPA Alternative requirements and for discussion of the suggested  
6 Sustainable Waterfront Plan.

7 As discussed in the comment letter, the Sustainable Waterfront Plan is similar to  
8 Alternative 4 with some variations. CEQA and NEPA do not require an EIS/EIR to  
9 consider multiple variations on the alternatives analyzed in the draft EIS/EIR. “What  
10 is required is the production of information sufficient to permit a reasonable choice of  
11 alternatives so far as environmental aspects are concerned.” (*Village Laguna of*  
12 *Laguna Beach, Inc. v. Board of Supervisors of Orange County* (1982) 134  
13 Cal.App.3d 1022.)

14 Furthermore, this comment does not provide any significant new information that  
15 would warrant recirculation. Please also see Master Response 7 on recirculation.  
16 This issue is also discussed in Response to Comment JONWAR-14.

## 17 **Response to Comment CSPNC3-18**

18 Approval of the proposed Project or any alternative has yet to be determined, and will  
19 be decided by the Board of Harbor Commissioners and the USACE. Please see  
20 Master Response 1 for discussion of CEQA and NEPA Alternative requirements and  
21 for discussion of the Sustainable Waterfront Plan. As discussed in the Master  
22 Response, “there are literally thousands of “reasonable alternatives” to the proposed  
23 Project... But, no one would argue that the EIR is insufficient for failure to describe  
24 the alternative [suggested in the comment letters].” (*Village Laguna* (1982) 134  
25 Cal.App3d at 1028.) While the SWP was not analyzed, there is a reasonable range of  
26 alternatives presented in the draft EIS/EIR and the Sustainable Waterfront Plan is a  
27 variation on those alternatives. The fact that the draft EIS/EIR did not analyze the  
28 thousands of potentially feasible alternatives, or variations thereof does not constitute  
29 predetermination but is simply a result of the nature of the CEQA and NEPA process.  
30 Approval, approval with modifications, or disapproval of the proposed Project or any  
31 alternative has yet to be determined and will be decided by the Board of Harbor  
32 Commissioners and the USACE.

33 Regarding the comment that Port staff has taken an active role in supporting the  
34 proposed Project, as a project proponent, it is perfectly legitimate for the public  
35 affairs and development staff to try to generate excitement and garner support for the  
36 staff recommended project alternative. Regardless, as a Lead Agency under CEQA,  
37 LAHD has a duty and has met that duty to present a fair and impartial analysis of the  
38 environmental impacts of the proposed Project and a reasonable range of alternatives  
39 that respond to public input and have the potential to reduce significant  
40 environmental effects. Please refer to Master Response 1 for a history of the  
41 proposed Project that helped shape the six co-equally analyzed project alternatives  
42 for the 31 project elements over the last almost five years of preparation and

1 environmental review. Consideration of project approval among alternatives and the  
2 adequacy of the environmental review will receive fair and impartial treatment by the  
3 Board of Harbor Commissioners and the USACE.

4 This issue is also discussed in Response to Comment JONWAR-15.

## 5 **Response to Comment CSPNC3-19**

6 Thank you for your comment. As described in Master Response 1, the proposed  
7 Project and each of the alternatives would provide linkages to downtown and the  
8 community. As described on Pages 2-19 through 2-21 (Section 2.4.2.1.1), substantial  
9 waterfront access design considerations and linkages are provided for pedestrians,  
10 bicycles, and watercraft. One of the key features of the proposed Project is to  
11 provide enhanced public access to the waterfront (See Section 2.3, Project Purpose;  
12 Section 2.3.1, CEQA Objectives; and Section 2.3.2, NEPA Purposes and Need).  
13 Pedestrian and bicycle access to the San Pedro Waterfront is an important element  
14 that has been discussed in many forums in recent years. These nonvehicular access  
15 principles were incorporated to maximize the opportunity to access the waterfront in  
16 numerous locations by foot or bicycle. These principles are contained in the  
17 proposed Project and all alternatives (See Section 2.4.2.1.1).

18 The proposed Project and each of the project alternatives would create pedestrian-  
19 oriented design. A continuous promenade would be developed primarily along the  
20 water's edge except in areas where loading vessels or other maritime activity would  
21 make pedestrian access unsafe (See Section 2.4.2.1.2). Enticing and attractive  
22 connections would be created from downtown San Pedro and residential areas to  
23 provide pedestrian access over the bluff and downtown to the waterfront. Signage  
24 and hardscape treatment would be installed that clearly identifies pedestrian crossings  
25 and pedestrian access to the waterfront and downtown San Pedro. Physical barriers  
26 to the waterfront would be eliminated, such as fences required for freight rail activity  
27 (See Section 2.4.2.1.1).

28 In addition, in response to the suggestion in the comment to increase transit  
29 connections to downtown, please see Section 3.11.2.5 in the draft EIS/EIR regarding  
30 the discussion of existing public transit. Currently there are a number of public  
31 transit options which go to and from the proposed project area. The draft EIS/EIR  
32 incorporates coach buses, taxis, shuttle buses, and Waterfront Red Car line as part of  
33 the proposed Project in order to reduce car trips. LAHD is also working with Metro  
34 on connecting to regional transit opportunities. See Master Response 6 regarding  
35 coordination with CRA and LA City Planning regarding an extension of the Red Car  
36 Line into downtown San Pedro. Please see Master Response 4 regarding the  
37 proposed development of Ports O' Call. Please refer to Response to Comment  
38 CSPNC3-9 regarding the need for overriding considerations.

39 Please see Master Response 1 for a discussion of each of the other elements  
40 suggested in this comment as well as CEQA and NEPA Alternative requirements and  
41 for a discussion of the Sustainable Waterfront Plan. Comments on the Sustainable

1 Waterfront Plan will be forwarded to the Board of Harbor Commissioners for  
2 consideration during its deliberations on the proposed Project. This issue is also  
3 discussed in Response to Comment JONWAR-16.

#### 4 **Response to Comment CSPNC3-20**

5 Thank you for your comment. Please see Master Response 1 for a discussion of  
6 CEQA and NEPA Alternative requirements and for a discussion of the Sustainable  
7 Waterfront Plan. Please also note that the draft EIS/EIR analyzes several alternatives  
8 with no outer harbor cruise ship berths (see Alternatives 4, 5, and 6). In addition,  
9 Alternatives 4, 5, and 6 analyzed all berths and parking at the Inner Harbor. Your  
10 comment providing specific comments on the Sustainable Waterfront Plan will be  
11 forwarded to the Board of Harbor Commissioners for consideration during their  
12 deliberations on the proposed Project. This issue is also discussed in Response to  
13 Comment JONWAR-17.

#### 14 **Response to Comment CSPNC3-21**

15 Thank you for your comment. The proposed Project provides increased public access  
16 and connections between the waterfront area and the San Pedro Community.  
17 Furthermore, pedestrian and bicycle access is an important element of the proposed  
18 Project. These were incorporated to maximize the opportunity to access the  
19 waterfront in numerous locations by foot or bicycle. For example, the proposed San  
20 Pedro Waterfront Project contains new pathways for pedestrians (California Coastal  
21 Trail) and bicyclists as seen in Figure 2-6a along with several other pedestrian  
22 oriented features described in Section 2.4.2.1.1 of the draft EIS/EIR. Please refer to  
23 Master Response 6 for a discussion of transportation improvements included in the  
24 proposed Project (extending Red Car to Cabrillo Beach, Outer Harbor Park and  
25 cruise facilities, and Warehouse 1) and regarding extension of the Waterfront Red  
26 Car Line to downtown San Pedro.

27 As discussed in Master Response 1, the draft EIS/EIR analyzes a reasonable range of  
28 alternatives which permit the decision makers to make a reasoned choice regarding  
29 proposed Project/alternative approval, approval with modifications, or disapproval.  
30 Additional alternatives are therefore not needed to comply with CEQA and NEPA.  
31 Your comment providing specific comments on the Sustainable Waterfront Plan will  
32 be forwarded to the Board of Harbor Commissioners for consideration during their  
33 deliberations on the proposed Project. These issues are also discussed in Response to  
34 Comment JONWAR-18.

#### 35 **Response to Comment CSPNC3-22**

36 Thank you for your comment. Pedestrian linkages have been designed in the  
37 proposed Project and alternatives to connect to various recreational and open space



1 areas in the vicinity of the proposed project site. As discussed in Chapter 3.10,  
2 “Recreation,” the California Coastal Trail (CCT) currently exists throughout the  
3 proposed project site, and the proposed Project would enhance the CCT by creating a  
4 wide waterfront promenade providing pedestrians and bicyclists enhanced access to  
5 the waterfront. In addition, the proposed Project includes the Outer Harbor Park on  
6 Kaiser Point, which would incorporate landscaping, hardscape, lighting, signage, and  
7 outdoor furniture. The draft EIS/EIR considered a reasonable range of alternatives  
8 that best accomplish the proposed project objectives while minimizing the impacts to  
9 the environment. Unfortunately, it is not feasible to consider every possible  
10 permutation of each alternative and neither NEPA nor CEQA require this. (CEQ  
11 Forty Questions, No. 1b; CEQA Guidelines Section 15126.6(a), (f).) Please see  
12 Master Response 1 for further discussion regarding the Sustainable Waterfront Plan.  
13 Your suggestions are appreciated and will be forwarded to the Board of Harbor  
14 Commissioners for consideration during its deliberations on the proposed Project.  
15 This issue is also discussed in Response to Comment JONWAR-19.

## 16 **Response to Comment CSPNC3-23**

17 Thank you for your comment. The salt marsh would be restored and habitat would  
18 be expanded pursuant to Mitigation Measures MM BIO-4 and MM BIO-5 for  
19 impacts to the mudflat at Berth 78. The mitigation would result in the expansion of  
20 the mudflat areas to 0.56 acres. Please see Responses to Comments EPA-29 and  
21 JONWAR-20 or further discussion of this issue. The draft EIS/EIR considered a  
22 reasonable range of alternatives that best accomplish the proposed project objectives  
23 while minimizing the impacts to the environment. Unfortunately, it is not feasible to  
24 consider every possible permutation of each alternative and neither NEPA nor CEQA  
25 require this (CEQ Forty Questions, No. 1b; CEQA Guidelines Section 15126.6(a),  
26 (f)). Please see Master Response 1 for additional details regarding the Sustainable  
27 Waterfront Plan and range of alternatives. No further response is required because  
28 the comment does not address significant environmental issues regarding the content  
29 or adequacy of the draft EIS/EIR. Your comment providing specific comments on  
30 the Sustainable Waterfront Plan will be forwarded to the Board of Harbor  
31 Commissioners for consideration during their deliberations on the proposed Project.

## 32 **Response to Comment CSPNC3-24**

33 Thank you for your comment. Alternative 3 analyzes up to 187,500 square feet of  
34 commercial space at Ports O’Call with a promenade and public plaza areas. This  
35 would be accomplished by demolishing and rebuilding 40,000 square feet of the  
36 existing 150,00 square feet and adding 37,500 square feet of new development.  
37 Please refer to Master Response 4 regarding the approach to developing Ports O’  
38 Call, which depends on market demand and recommendations by a master developer  
39 chosen through a competitive design process. The proposed Project and all  
40 alternatives except Alternative 6 include Fishermen’s Park, a three acre open space  
41 area required in the final Ports O’ Call design.

1 The draft EIS/EIR analyzes a reasonable range of alternatives, which permit the  
2 decision makers to make a reasoned choice regarding proposed Project/alternative  
3 approval, approval with modifications, or disapproval. Please see Master Response 1  
4 for further discussion regarding the Sustainable Waterfront Plan. However your  
5 suggestions are appreciated and will be forwarded to the Board of Harbor  
6 Commissioners for consideration during its deliberations on the proposed Project.  
7 This issue is also discussed in Response to Comment JONWAR-21.

## 8 **Response to Comment CSPNC3-25**

9 Thank you for your comment. The decision to include parking space near the  
10 waterfront as part of the proposed Project was carefully balanced between enabling  
11 the greatest public access as well as making the best use of limited space for  
12 recreational and commercial land uses. The proposed Project includes surface  
13 parking lots only at the Outer Harbor, and thus would have a minimal profile near the  
14 waterfront. In addition, the proposed Bluff Site parking structures would eliminate  
15 the need for the current surface parking areas serving the Ports O'Call area and  
16 would thus open up areas for public open space by consolidating the Ports O'Call  
17 parking into a vertical structure (draft EIS/EIR, Page 3.1-31). The Bluff Site parking  
18 structure will not block any view corridors. Its aesthetic impact was found to be less  
19 than significant (draft EIS/EIR, Page 3.1-32). In addition, the draft EIS/EIR analyzed  
20 a reasonable range of alternatives, including several alternatives with reduced  
21 parking, as seen in Figures ES-4, Figure 2-17 (Alternative 1; changes to outer harbor  
22 parking), Figure 2-19 (Alternative 2; changes to outer harbor parking), Figure 2-21  
23 (Alternative 3; no parking at SP Railyard), Figure 2-22 (Alternative 4; reduced  
24 parking in the inner and outer harbors); Figure 2-23 (Alternative 5; reduced parking  
25 in the inner and outer harbors), Figure 2-24 (Alternative 6, no new parking).

26 Also, LAHD is limited to providing project elements within its boundaries.  
27 Downtown San Pedro is outside of LAHD's jurisdiction and therefore no downtown  
28 parking is included as part of the proposed Project or any of its alternatives.

29 Your comment providing specific comments on the Sustainable Waterfront Plan will  
30 be forwarded to the Board of Harbor Commissioners for consideration during their  
31 deliberations on the proposed Project.

32 These issues are also discussed in Response to Comment JONWAR-22.

## 33 **Response to Comment CSPNC3-26**

34 Thank you for your comment. Your comment providing specific comments on the  
35 Sustainable Waterfront Plan will be forwarded to the Board of Harbor  
36 Commissioners for consideration during their deliberations on the proposed Project.  
37 Many of the features identified are included in the proposed Project and/or  
38 alternatives. It is LAHD's goal to be the greenest port on the West Coast. The San  
39 Pedro Waterfront Project is intended to showcase LAHD's commitment to

1 sustainability, and the comment regarding LAHD lacking incentives for Marine  
2 Terminals to make changes that would be less harmful to the environment is  
3 inaccurate.

4 As presented on Page 2-41 of the draft EIS/EIR, the proposed Project includes a  
5 number of sustainable features that are consistent with LAHD's sustainability  
6 program and policies, including Leadership in Energy and Environmental Design  
7 (LEED) Certification (minimum Silver) for all new development over 7,500 square  
8 feet, including the cruise terminals. Additionally, as presented in Section 3.2, "Air  
9 Quality and Meteorology," the proposed Project would incorporate mitigation  
10 measures to reduce environmental impacts associated with the cruise ships and cruise  
11 terminals, including requirements for cruise vessels calling at the Port to use  
12 Alternative Maritime Power (AMP) while hoteling in the Port. Please see Response  
13 to Comments CSPNC3-38 and SCAQMD-9 for further details on Mitigation Measure  
14 AQ-9. This issue is also discussed in Response to Comment JONWAR-23.

15 Furthermore, there are three proposed parks within the proposed Project that will  
16 provide a total of approximately 27 acres of new park space. Fishermen's Park in  
17 Ports O' Call will be a 3 acre park designed to accommodate Ports O' Call visitors,  
18 encourage harbor viewing, allow for picnicking, and host special events. The 6 acre  
19 Outer Harbor Park will be designed to maximize harbor views and facilitate public  
20 access to the water's edge. San Pedro Park, at approximately 18 acres, will be  
21 designed to extend and complement the 16 acre park at 22<sup>nd</sup> Street currently under  
22 construction, providing space for an informal amphitheatre, children's play areas,  
23 public art, and botanical gardens. This issue is also discussed in Response to  
24 Comment VISION-24.

25 For discussion of piecemealing, please see Response to Comment CSPNC3-12. The  
26 Waterfront Project has not been piecemealed. Each of the previous improvement  
27 projects along the waterfront is independent of one another and does not rely on past  
28 or future projects in order to be viable on their own. Therefore, this does not  
29 constitute piecemealing or project segmenting under CEQA or NEPA. This issue is  
30 also discussed in JONWAR-9.

## 31 **Response to Comment CSPNC3-27**

32 Thank you for your comment. Your comment suggesting that a plan be created that  
33 requires less mitigation and does not rely on overriding considerations is  
34 acknowledged and will be forwarded to the Board of Harbor Commissioners for  
35 consideration during their deliberations on the proposed Project. Responses are  
36 required only for those comments that address the adequacy of the draft EIS/EIR.  
37 Responses to your comments on specific resource areas are provided below. This  
38 issue is also discussed in Response to Comment JONWAR-24.

## 1 Response to Comment CSPNC3-28

2 Thank you for your comment. The draft EIS/EIR adequately analyzes the aesthetic  
3 impacts of the proposed Project on the waterfront area in Section 3.1, “Aesthetics.”  
4 Please also see final EIS/EIR Chapter 3 Section E.4 for revisions to Section 3.1. As  
5 discussed in this section, the proposed Project would result in one significant and  
6 unavoidable aesthetic impact (AES-1), the remainder of the aesthetic impacts would  
7 be less than significant. The only significant impact to aesthetic resources would  
8 occur as a result of the Inner Harbor parking structures, which would block views of  
9 the Vincent Thomas Bridge from a small segment of Harbor Boulevard. However,  
10 the parking structures would be aligned to maintain water views from local streets  
11 that access the affected area of Harbor Boulevard. See Section 3.1.4.3.1, “Impacts  
12 and Mitigation,” of the draft EIS/EIR for further detail. These issues are also  
13 discussed in Response to Comment JONWAR-27.

14 The proposed Project was designed to increase public access to the waterfront  
15 through development of a waterfront promenade and continuous bike path through  
16 the proposed project area with connections to the California Coastal Trail. In the  
17 Outer Harbor, the proposed Project would convert a largely asphalt and concrete  
18 surface into a 6-acre public park and waterfront promenade, providing additional  
19 access to waterfront views. The proposed 18-acre San Pedro Park would be  
20 developed in conjunction with the 16-acre 22<sup>nd</sup> Street Landing Park currently under  
21 construction and would enhance the area with maintained open space. Additionally,  
22 the 3-acre Fishermen’s Park would be developed at Ports O’Call and access to the  
23 existing John S. Gibson Jr. Park would be enhanced through its development as an  
24 integral component of the Town Square Area. Linear footage of the water’s edge  
25 would be increased at the proposed Downtown Harbor, and this, combined with  
26 proposed adjacent plaza features that would link to downtown San Pedro, would  
27 enhance access opportunities to waterfront resources. Overall, the proposed Project  
28 would increase maintained open space, access, and public viewing opportunities to  
29 waterfront resources.

## 30 Response to Comment CSPNC3-29

31 Thank you for your comment. The comment provides no evidence to support the  
32 claim that proposed retail establishments would require greatly increased public  
33 services or would degrade existing resources. In fact, as analyzed in Section 3.13,  
34 “Utilities, and Public Services,” the proposed retail establishments would not require  
35 greatly increased public services and would not degrade resources available to  
36 existing residents, organizations, and businesses. Full analysis and disclosure of  
37 impact to utilities public services has been provided and analyzed in the draft  
38 EIS/EIR according to CEQA and NEPA policies and standards, and impacts were  
39 determined to be less than significant. Significant degradation of services available  
40 to residents, organizations, and businesses would not occur from the proposed  
41 Project. This issue is also addressed in Response to Comment JONWAR-26.

## 1 **Response to Comment CSPNC3-30**

2 Thank you for your comment. The comment provides no evidence to support the  
3 claim that proposed retail establishments would require greatly increased  
4 utilities/service systems or would degrade service to existing facilities. In fact, as  
5 analyzed in Section 3.13, “Utilities and Public Services,” with implementation of  
6 Mitigation Measures MM PS-2 through MM PS-6, construction and operation of the  
7 proposed retail establishments would not require greatly increased utilities or public  
8 services and would not degrade service to existing facilities. Full disclosure of  
9 impact to utilities has been provided and analyzed in the draft EIS/EIR according to  
10 CEQA and NEPA policies and standards and impacts were determined to be less than  
11 significant after mitigation. Significant degradation of services available to existing  
12 facilities would not occur from the proposed Project. This issue is also discussed in  
13 Response to Comment JONWAR-27.

## 14 **Response to Comment CSPNC3-31**

15 Thank you for your comment. The proposed Project would neither eliminate nor  
16 have a significant adverse impact on resources with respect to marine recreation  
17 (note: cultural resources typically refer to historic resources). Marine recreation  
18 impacts are fully analyzed in Section 3.10, “Recreation,” of the draft EIS/EIR and  
19 were determined to be less than significant as a result of the Outer Harbor Cruise  
20 Terminal.

21 As mentioned in Chapter 2, “Project Description,” preliminary discussions with the  
22 U.S. Coast Guard (USCG) suggest that a floating security barrier providing a 75-foot  
23 buffer would provide adequate security, would reduce the security radius around the  
24 cruise ship while at berth, and would keep at a minimum any interference with small  
25 recreational boating in the vicinity of the Outer Harbor berths. While this concept  
26 has not been finalized, the USCG has indicated a willingness to work with LAHD to  
27 ensure adequate access is maintained into and out of the West Channel. However,  
28 even if the floating security barrier were not approved by the USCG and a full 100-  
29 yard barrier were necessary while a cruise ship were docked at the Outer Harbor, this  
30 would not preclude access to the marinas in the West Channel, and would not require  
31 LAHD to deny access or close the marinas. In the worst-case scenario assuming a  
32 100-yard security barrier in place at the Outer Harbor, recreational boaters would  
33 have a channel approximately 80 yards in width to be able to navigate around the  
34 security zone while a cruise ship is docked in this location.

35 No further response is required for those comments that because the comment does  
36 not address the adequacy of the EIS/EIR. Your comment has been noted. This issue  
37 is also discussed in Response to Comment JONWAR-28.

## 1 **Response to Comment CSPNC3-32**

2 This comment is unsubstantiated. The proposed Project would create recreation  
3 opportunities that currently do not exist, expanding the recreational opportunities  
4 available to the community to access the waterfront. The proposed Project would  
5 add approximately 29 acres of parks and open space that do not currently exist in the  
6 proposed project area, including: the Town Square plaza and Downtown Civic  
7 Fountain at the downtown waterfront, Fisherman's Park, Outer Harbor Park, and San  
8 Pedro Park. This issue is also discussed in Response to Comment JONWAR-29.

## 9 **Response to Comment CSPNC3-33**

10 Thank you for your comment. Land use impacts are addressed in draft EIS/EIR  
11 Section 3.8. The proposed Project is not contrary to existing uses, nor would it dilute  
12 plans for improvements or continued commercial use of the business district on 6<sup>th</sup>  
13 and 7<sup>th</sup> Streets and along Pacific Avenue. As further discussed in Section 7.4.2.2.1 of  
14 the draft EIS/EIR, differences in character between the downtown commercial  
15 district and the waterfront commercial district would result in a low potential for  
16 competition between the two commercial districts and for downtown businesses to  
17 relocate to the waterfront. Please see Master Response 5 for further discussion  
18 regarding the proposed San Pedro Waterfront Project and potential impacts to San  
19 Pedro businesses. Responses are required only for those comments that address the  
20 adequacy of the EIS/EIR. Your comment has been noted. This issue is also  
21 discussed in Response to Comment JONWAR-30.

## 22 **Response to Comment CSPNC3-34**

23 Thank you for your comment. The proposed Project would include elements  
24 requiring increased traffic flow and capacity, thereby resulting in increased impacts  
25 to local roadways. A detailed traffic study was prepared for the proposed Project that  
26 adequately analyzes and discloses potential impacts to area roadways, the results of  
27 which are presented in Section 3.11, "Transportation and Circulation (Ground)." The  
28 entire study is presented in Appendix M-1. Pages 3.11-36 through 3.11-44 of the  
29 draft EIS/EIR describe the proposed mitigation measures developed to address traffic  
30 impacts associated with the proposed Project. Mitigation measures are identified to  
31 minimize impacts to the greatest degree possible; however, some impacts would  
32 remain significant and unavoidable, as acknowledged in Section 3.11. This issue is  
33 also discussed in JONWAR-31.

## 34 **Response to Comment CSPNC3-35**

35 Thank you for your comment. Currently, there are no federal standards for cancer  
36 risk. However, criteria pollutants do have air quality standards – National Ambient  
37 Air Quality Standards (NAAQS). Modeling results presented in Appendix D2 show

1 that criteria pollutants of most concern are NO<sub>2</sub>, CO, PM-10 and PM-2.5. Results  
2 presented in Appendix D2 show that for the mitigated proposed Project and  
3 alternatives that there are no exceedances of the federal air quality standards for CO.  
4 For NO<sub>2</sub> the mitigated proposed Project does show the potential for exceeding the  
5 federal air quality standard if the maximum project concentration occurred  
6 contemporaneously with the maximum observed background concentration.  
7 However, it should also be noted that even for the No Project Alternative (Alternative  
8 6) the maximum concentration is also shown to be potentially higher than the federal  
9 standard and even higher than the proposed Project.

10 Unlike CO and NO<sub>2</sub> the SCAB is in nonattainment for PM-10 and PM-2.5. This  
11 means the area already exceeds the NAAQS for PM-10 and PM-2.5. The proposed  
12 Project will add to the to the PM-10 and PM-2.5 nonattainment burden (see measured  
13 background concentrations as shown in Table 3.2-2 and 3.2-3). However, under the  
14 nonattainment status the SCAQMD defines an impact as significant if the project  
15 increases ambient concentrations by more than 2.5 ug/m<sup>3</sup> for PM-10 or PM-2.5, thus  
16 our comparison for significance is based on this comparison rather than the NAAQS.  
17 In regards to cancer risk the mitigated proposed Project's residential incremental  
18 cancer risk is below than the LAHD's acceptable threshold level of risk increase of  
19 ten in a million.

20 It should be noted that the mitigation measures provided in the draft EIS/EIR are  
21 consistent with the *San Pedro Bay Clean Air Action Plan (CAAP)*, which has  
22 undergone extensive public review and serves as the overall guide to minimizing  
23 Port-wide air quality impacts to local communities. This issue is also discussed in  
24 Response to Comment JONWAR-32.

## 25 **Response to Comment CSPNC3-36**

26 The proposed Project would not increase GHG emissions by several orders of  
27 magnitude over Alternative 4. As shown in Section 3.2.4.3 of the final EIS/EIR, the  
28 maximum increase in operational GHG emissions with the proposed Project over  
29 Alternative 4 occurs with the unmitigated proposed Project and Alternative 4  
30 mitigated, for 2037 and equals 27,649 MT/yr CO<sub>2</sub>e. This is a 13.2% increase over  
31 Alternative 4 Mitigated. This issue is also discussed in Response to Comment  
32 JONWAR-33 and PCACAQS-5.

## 33 **Response to Comment CSPNC3-37**

34 Thank you for your comment. Exclusion of the Outer Harbor Cruise Terminal would  
35 not allow existing cruise facilities to meet projected increase of passengers. The draft  
36 EIS/EIR analysis demonstrates that an increase in cruise calls in the Inner Harbor,  
37 necessary to meet projected demand, would increase health impacts in an area closest  
38 to sensitive receptors (Alternatives 4, 5 and 6) –The placement of a cruise terminal in  
39 the Outer Harbor takes advantage of the Outer Harbor's location, which is further  
40 removed from sensitive receptors. The placement of a cruise terminal in the Outer

1 Harbor also takes advantage of the meteorological conditions in that location that  
2 allows for greater dispersion and lower ground-level pollutant concentrations. Please  
3 see Master Response 2 for additional discussion regarding the Outer Harbor.  
4 Alternatives that do not include the construction of an Outer Harbor Terminal were  
5 analyzed in the draft EIS/EIR and will be considered by the Board of Harbor  
6 Commissioners and the USACE. This issue is also discussed in Response to  
7 Comment JONWAR-34.

## 8 **Response to Comment CSPNC3-38**

9 Thank you for your comment. The comment calls for consistency of alternative  
10 maritime power (AMP) requirements between the proposed Project and other Port  
11 projects and calls for 100% AMP of all calls immediately on start of operations and  
12 thereafter at both the inner and outer harbor terminals. As shown in draft EIS/EIR  
13 Table 2-5, the analysis assumes the cruise ship berths would not be completed until  
14 December 2012.

15 Please see the detailed Response to Comment SCAQMD-9, which addresses the  
16 compliance rate assumptions for Mitigation Measure MM AQ-9, "Alternative Marine  
17 Power (AMP) for Cruise Vessels." The AMP mitigation measure compliance rate at  
18 the outer harbor is 97% (to allow time for ships to tie up to AMP), and to  
19 accommodate occasional visiting vessels that do not regularly call upon the Port.  
20 The lower AMP compliance rate at the inner harbor terminal is driven by existing  
21 lease agreements and home-ported vessels.

22 Mitigation measures were developed based on industry standards, technology  
23 developments, cruise industry expertise, input from community advisory groups, and  
24 mitigation measures deemed feasible for other Port projects. However, it is  
25 important to note that each project, and thus mitigation measures appropriate to that  
26 project, carry individual technological feasibility, operational feasibility and lease  
27 agreement considerations. Although mitigation measures from other projects were  
28 considered in developing mitigation measures for the draft EIS/EIR, final mitigation  
29 measures are project-specific, are based on feasibility and existing lease agreements,  
30 and are not required to be consistent with other Port projects.

31 This issue is also discussed in Response to Comment JONWAR-35.

## 32 **Response to Comment CSPNC3-39**

33 Most of the on-road delivery trucks are owned and/or leased by individual vendors  
34 who are not LAHD tenants. The phased-in schedule for on-road trucks was  
35 established to allow time for LAHD tenants to inform and encourage their vendors to  
36 implement the use of EPA 2007 emission standard trucks during fleet turnover  
37 period. The suggestion could therefore not be accomplished within a reasonable  
38 period of time. This issue is also discussed in Response to Comment JONWAR-36  
39 and PACAQS-9 and 10.



## 1 Response to Comment CSPNC3-40

2 During the construction phases, Mitigation Measure MM AQ-3 applies to on-road  
3 trucks delivery construction materials. The mitigation measure requires trucks to  
4 meet the EPA 2004 emission standards for the years 2009 through 2011 and EPA  
5 2007 emissions standards for post-year 2011. During operation of the proposed  
6 Project, and not during construction, Mitigation Measure MM AQ-15 would apply to  
7 delivery trucks . This issue is also discussed in Response to Comment JONWAR-37  
8 and PCACAQS-9.

## 9 Response to Comment CSPNC3-41

10 Your comment regarding the use of low sulfur fuel is noted. Mitigation Measure  
11 MM AQ-10 states that 100% of ships calling at the Inner and Outer Harbor Cruise  
12 Terminals will use low-sulfur fuel (maximum sulfur content of 0.2%) in auxiliary  
13 engines, main engines, and boilers within 40 nautical miles of Point Fermin  
14 (including hoteling for non-alternative maritime power ships) beginning on day one  
15 of operation. Ships with mono-tank systems or having technical issues prohibiting  
16 use of low-sulfur fuel would be exempt from this requirement.

17 Although the mitigation measure stipulates 100% compliance upon commencement  
18 of the proposed Project, the following annual participation rates were conservatively  
19 assumed in the air quality analysis as at times there may be technical difficulties with  
20 fuel switching:

21 Inner Harbor:

- 22 ■ 30% of all calls in 2009, and
- 23 ■ 90% of all calls in 2013 and thereafter.

24 Outer Harbor:

- 25 ■ 90% of all calls in 2013.

26 The incremental mitigation benefits of accelerating the implementation of Mitigation  
27 Measure MM AQ-10 have not been quantified. Nevertheless, it is certain that  
28 accelerated implementation of Mitigation Measure MM AQ-10 would result in  
29 emissions lower than those identified in the draft EIS/EIR, although not sufficiently  
30 low that any significant and unavoidable impact identified in the draft EIS/EIR would  
31 be reduced to a less-than-significant level. Therefore, the findings in the draft  
32 EIS/EIR with regard to air quality impacts would remain the same.

33 To allow for some margin of error and product contamination in the distribution  
34 system, when a shipping line orders 0.2% sulfur fuel, the shipping line is actually  
35 receiving a fuel with a lower sulfur content of between 0.13 and 0.16% (POLA  
36 2007). Therefore, if the mitigation measure required 0.1% fuel, the supplier would

1 have to provide fuel at a content of lower than 0.1%, which might not be possible  
2 currently from area refineries (POLA 2007).

3 A recent CARB regulation requires 0.1% starting in 2012 (current regulations  
4 restrict fuel to 1.5% or 0.5% sulfur depending on source fuel). However this  
5 requirement to meet 0.1% is contingent on results of a feasibility study slated to start  
6 12-18 months prior to 2012. The 0.1% fuel represents a goal under the CARB rule  
7 and may be amended due to the results of the study. However, if 0.1% fuel was  
8 found to be feasible, all ships would be subject to the CARB regulation starting in  
9 2012. Mitigation Measure MM AQ-10 simply accelerates and ensures compliance  
10 pending legal or other regulatory delays with the statewide measure and provides a  
11 stopgap to 0.2% low sulfur fuel if the 0.1% fuel is found infeasible.

12 The mitigation measure also states that the tenant would notify LAHD of any such  
13 vessels that are unable to use 0.2% low sulfur fuel due to technical reasons prior to  
14 arrival and will make every effort to retrofit such ships within 1 year. It is infeasible  
15 to retrofit ships within 6 months since ships are only removed from the water for  
16 regular maintenance at a maximum of once a year.

17 This issue is also discussed in Response to Comment SCAQMD-10, PCACAQS-11  
18 and JONWAR-38.

## 19 **Response to Comment CSPNC3-42**

20 LAHD conducted a survey in early 2008 of shuttle buses and vehicle providers,  
21 including information on future vehicle orders. As a result of this survey, it was  
22 found that electric-powered buses would not be available in large quantities to fulfill  
23 the requirements of the proposed Project. However, LAHD will encourage use of the  
24 cleanest available shuttle buses. As indicated in the draft EIS/EIR, all shuttle buses  
25 will be LNG powered buses or LEV equivalent buses, which are low emission. This  
26 issue is also discussed in Response to Comment JONWAR-39 and PCACAQS-12.

## 27 **Response to Comment CSPNC3-43**

28 All tugboats will meet CARB's Harbor Craft rule, which sets a schedule for engine  
29 replacement/retrofit for harbor craft home-ported in the SCAQMD. Mitigation  
30 Measure MM AQ-18 accelerates CARB's tugboat engine replacement schedule by  
31 requiring 100% fleet turnover to Tier 2 (at minimum) in 2014 and 100% fleet  
32 turnover to Tier 3 (at minimum) in 2020.

33 The EIS/EIR analysis conservatively assumed Tier 2 standards for all tugboats by the  
34 end of 2014, even though some operators may replace ferry engines with Tier 3  
35 engines, as would be dictated by the CARB Harbor Craft rule in the year of retrofit.  
36 The analysis also conservatively assumed Tier 3 standards for all tugboats by the end  
37 of 2020, even though some operators may replace ferry engines with Tier 4 engines,  
38 as would be dictated by the CARB Harbor Craft rule in the year of retrofit.

1 The Mitigation Measure MM AQ-18 language will be altered to better reflect the  
2 intent of the accelerated replacement as follows:

3 **MM AQ-18. Engine Standards for Tugboats.** Tugboats calling at the North  
4 Harbor cut shall be repowered to meet the cleanest existing marine engine  
5 emission standards or EPA Tier 2, *whichever is more stringent at the time of*  
6 *engine replacement*, as follows (minimum percentages): 30% in 2010 and 100%  
7 in 2014.

8 Tugs calling at the North Harbor cut shall be repowered to meet the cleanest  
9 existing marine engine emission standards or EPA Tier 3, *whichever is more*  
10 *stringent at the time of engine replacement*, as follows (minimum percentages):  
11 20% in 2015, 50% in 2018, and 100% in 2020.

12 This issue is also discussed in Response to Comment SCAQMD-14, JONWAR-40  
13 and PCACAQS-13.

## 14 **Response to Comment CSPNC3-44**

15 Mitigation Measure MM AQ-21 applies only to the Catalina Express Ferries, and is  
16 based on specific operations at the Catalina Express terminal.

17 All ferries will at a minimum meet CARB's Harbor Craft rule, which sets a schedule  
18 for engine replacement/retrofit for ferries home-ported in the SCAQMD. Mitigation  
19 Measure MM AQ-21 accelerates CARB's ferry engine replacement schedule by  
20 requiring that in 2014 all engines be replaced with engines that meet marine engine  
21 standards at the time of replacement, which depending on the year of replacement  
22 and engine size would be either Tier 2 or Tier 3 engines. The draft EIS/EIR analysis  
23 conservatively assumed Tier 2 standards for all ferries by the end of 2014. However,  
24 it is likely that operators would replace ferry engines with some Tier 3 engines,  
25 depending on the year of retrofit.

26 The Mitigation Measure MM AQ-21 language will be altered to better reflect the  
27 intent of the accelerated replacement as follows:

28 **MM AQ-21. Catalina Express Ferry Engine Standards.** Ferries calling at the  
29 Catalina Express Terminal shall be repowered to meet the cleanest ~~existing~~  
30 marine engine emission standards in existence at the time of repowering ~~or EPA~~  
31 ~~Tier 2~~ as follows (minimum percentages): 30% in 2010 and 100% in 2014.

32 Table 3.2-141 Mitigation Monitoring for Air Quality and Meteorology erroneously  
33 identifies tugboat operators Crowley and Millenium as the responsible parties under  
34 this measure (Mitigation Measure MM AQ-21). The language in Table 3.2-141 has  
35 been changed to refer to the Catalina Express Ferries and LAHD. This issue is  
36 also discussed in PCACAQS-13, CSPNC3-44, and JONWAR-41.

1 Table 3.2-141 Mitigation Monitoring for Air Quality and Meteorology erroneously  
2 identifies tugboat operators Crawley and Millenium as the responsible parties under  
3 this measure (Mitigation Measure MM AQ-21). The language in Table 3.2-141  
4 should be changed to refer to the Catalina Express Ferries and LAHD

5 Please see Response to Comment SCAQMD-15, which addresses Mitigation  
6 Measure MM AQ-21, “Engine Standards for Catalina Express Ferries.” It is also  
7 discussed in JONWAR-41 and PCACAQS-14.

## 8 **Response to Comment CSPNC3-45**

9 Thank you for your comment. Mitigation Measure MM AQ-22 provides a process to  
10 consider new or alternative emission control technologies in the future and an  
11 implementation strategy to ensure compliance. Under Mitigation Measure MM AQ-  
12 22, the opportunity to add new measures to the lease would occur not less frequently  
13 than once every 7 years. The periodic review time frame required by Mitigation  
14 Measure MM AQ-22 is based on an historical average for tenants requesting terminal  
15 modifications, thereby allowing lease modifications.

16 Regarding the recent proposal by the International Maritime Organization (IMO),  
17 LAHD fully supports such efforts. The IMO regulation, however, sets emissions  
18 limits and does not dictate specific technology. The effectiveness of Mitigation  
19 Measure MM AQ-22 depends on the advancement of new technologies and the  
20 outcome of future feasibility or pilot studies. Until such time as advanced  
21 technologies become feasible and available, LAHD cannot require such technology.

22 Please see the detailed Response to Comment SCAQMD-13 JONWAR-42 and  
23 PCACAQS-15, which address Mitigation Measure MM AQ-22, periodic review time  
24 frame.

## 25 **Response to Comment CSPNC3-46**

26 The comment calls for a revision to Mitigation Measure MM AQ-23 to include more  
27 frequent review cycles between 2022 and 2037. The review cycles are tied to the  
28 years in which air emissions were quantified and air dispersion modeling was  
29 conducted, namely 2011, 2015, 2022, and 2037. These analysis years were chosen  
30 based on project milestones and regulatory actions. Adding review cycles that do not  
31 correspond to analysis years would not allow for valid comparison, since no analysis  
32 would have been done in that year.

33 Please also see Response to Comment JONWAR-43 and PCACAQS-16.

## 1 Response to Comment CSPNC3-47

2 The draft EIS/EIR identifies the proposed Project's contribution to cumulative  
3 impacts on air quality and greenhouse gases (GHG) as significant and unavoidable.  
4 The draft EIS/EIR identifies all feasible measures to reduce or avoid impacts of the  
5 proposed project contributions to cumulative effects.

6 Based on the current state of scientific knowledge of the degree of climate change  
7 occurring with current global emission rates, it is clear that the ability of any single  
8 project alone to change the climate is small. However, as discussed in the draft EIR,  
9 the proposed Project, and all Alternative, will result in increases in GHG which will  
10 contribute to global climate change.

11 Under CEQA, cumulative impacts from a proposed project are based on a project's  
12 ability to contribute to an existing significant cumulative impact to a "cumulatively  
13 considerable" degree. The context of global climate change is inherently global, and  
14 the sources and the impacts resulting from climate change, while experienced locally,  
15 are on a global scale. Therefore, the proposed Project's contribution of GHG to  
16 existing global GHG is the appropriate method of determining whether or not the  
17 project would result in a "cumulatively considerable contribution" of GHG that could  
18 affect climate change. By stating this fact, the draft EIS/EIR does not "demonstrate[]  
19 a fundamental misapplication in consideration of cumulative impacts," as stated in  
20 the comment. Furthermore, for the purposes of this EIS/EIR, LAHD has opted to  
21 address GHG emissions as a project-level impact as well as through a cumulative  
22 analysis as part of the larger cumulative analysis in Chapter 6. In actuality, an  
23 appreciable impact on global climate change would occur only when the proposed  
24 project GHG emissions combine with GHG emissions from other man-made  
25 activities on a global scale. Other emissions containing greenhouse gasses that result  
26 in acute impacts are analyzed accordingly. Therefore, the statement under AQ-9 in  
27 the draft EIS/EIR is appropriate.

28 Furthermore, the draft EIS/EIR uses the following conservative threshold to identify  
29 significant impacts of the proposed Project: "A project would result in a significant  
30 CEQA impact if CO<sub>2</sub>e emissions would exceed CEQA baseline emissions" (draft  
31 EIS/EIR Section 3.2.4.2.2). This threshold is thought to be the most conservative, as  
32 any increase over baseline is designated as significant.

33 Numerous mitigation measures are provided, as discussed under Impact AQ-9,  
34 including measures that reduce electricity consumption or fossil fuel usage from  
35 proposed project emission sources, such as Mitigation Measures MM AQ-25 through  
36 MM AQ-30, which would reduce proposed GHG emissions. Mitigation Measures  
37 MM AQ-9, MM AQ-11 through MM AQ-13, and MM AQ-16 through MM AQ-20,  
38 already developed for criteria pollutant operational emissions as part of Impact AQ-3,  
39 would also reduce GHG emissions. Despite these mitigation measures the proposed  
40 Project concludes there would be significant and unavoidable GHG impacts.

41 Please also see Response to Comment JONWAR-44 and WOO-12.

## 1 Response to Comment CSPNC3-48

2 The proposed project coach and shuttle bus trips were obtained from the trip  
3 generation data in the traffic report (Fehr & Peers 2008). The projected trip  
4 generation data for shuttle trips were based on the capacity of four cruise ship calls.  
5 The comment does not provide reasonable assumptions for shuttle bus operations.  
6 Shuttle busses would be used by people parking at the Inner Harbor. The Outer  
7 Harbor Cruise Terminal would accommodate drop off and pick-up activities at the  
8 terminal by charter bus, taxi, and other modes of transportation, which were all  
9 factored as part of the traffic study presented in Section 3.11, "Transportation and  
10 Circulation (Ground)," of the draft EIS/EIR. The mode assumptions used in the  
11 analysis were based on empirical data taken at the Inner Harbor Cruise Terminal and  
12 are reasonable assumptions for use in the analysis. This issue is also addressed in  
13 Response to Comment JONWAR-45.

## 14 Response to Comment CSPNC3-49

15 Thank you for your comment. The proposed project passenger vehicle routes are  
16 shown on Figure 3.2-4 (highlighted in green) in the draft EIS/EIR. All vehicle trips  
17 were modeled and are accounted for in the analysis (Appendix M.1). The mode split  
18 between arrival methods at the terminals accounts for private transport, based on  
19 empirical data collected at the Inner Harbor Cruise Terminal. Some passenger  
20 vehicles will enter the Outer Harbor Terminal for passenger pick-up and/or drop off.  
21 Since there will be no sufficient long-term parking available for the passenger  
22 vehicles to park at the Outer Harbor Cruise Terminal, passenger vehicles seeking  
23 parking spaces will need to park at the Inner Harbor Cruise Terminal parking  
24 structures. The LEV shuttle buses will be available to move passengers between the  
25 Inner Harbor parking structure and the Outer Harbor Cruise Terminal. Please also  
26 see Response to Comment CSPNC3-48. This issue is also addressed in Response to  
27 Comment JONWAR-46.

## 28 Response to Comment CSPNC3-50

29 Thank you for your comment. Please see the detailed Response to Comment  
30 CSPNC3-48. The mode split between arrival methods at the terminals accounts for  
31 private transport, based on empirical data collected at the Inner Harbor cruise  
32 terminal. This issue is also discussed in Response to Comment JONWAR-47.

## 33 Response to Comment CSPNC3-51

34 Thank you for your comment. The draft EIS/EIR lists all of the known cultural  
35 resources within the proposed project area and within a 1-mile radius of the proposed  
36 project area. The specific cultural resources listed in the comment are all included in  
37 Section 3.4, "Cultural Resources," and an impact analysis was appropriately

1 conducted and included therein. The analysis concludes that construction of the  
2 proposed Project would result in significant impacts that would potentially damage or  
3 destroy the archaeological site known as “Mexican Hollywood.” Implementation of  
4 Mitigation Measures MM CR-1 and MM CR-2a and MM CR-2b would reduce  
5 impacts to less-than-significant levels. None of the sensitive buildings or sites  
6 identified in the comment would be significantly impacted as a result of the proposed  
7 Project. Please note that with respect to Duffy’s Landing, the following text has been  
8 added to the final EIS/EIR to clarify this site: “Duffy’s Landing, at the foot of 5<sup>th</sup>  
9 Street, now the site of Berths 84 and 85, served as a landing site for the first ferry  
10 service connecting Terminal Island to the central San Pedro waterfront in 1892.  
11 Presently, there are no structures and no known archaeological remains associated  
12 with this ferry landing. However, a historic subsurface archaeological component  
13 may be present in this location.” This statement has been added to clarify that there  
14 are no structures or remains associated with this site, and the addition of this  
15 statement does not change the impact determination in the draft EIS/EIR. Any  
16 impacts to historic subsurface archaeological components would be fully mitigated  
17 through the implementation of Mitigation Measure MM CR-3. This issue is also  
18 discussed in Response to Comment JONWAR-48. No further response is necessary  
19 as this comment does not raise significant environmental issues related to the  
20 adequacy of this EIS/EIR.

## 21 **Response to Comment CSPNC3-52**

22 As discussed in Section 3.4.4.3 of the draft EIS/EIR all impacts to cultural resources  
23 under the significance criteria in Sections 3.4.4.2.1 and 3.4.4.2.2 would be less than  
24 significant or reduced to less than significant with mitigation. Please also see final  
25 EIS/EIR Chapter 3 Section E.7 for additional revisions. As discussed under Impact  
26 CR-3 there will be no demolition or major alteration that would cause an adverse  
27 change in historical significance to a historical resource, no significant effects would  
28 occur during construction or operation. Furthermore, no damage is anticipated  
29 during construction because standard construction safety precautions, barriers, and  
30 other protective measures would prevent damage to nearby historic buildings and  
31 structures. Impacts to unknown cultural resources are addressed under Impact CR-2.  
32 To ensure impacts to known and unknown archaeological resources would be less  
33 than significant several mitigation measures have been included in the draft EIS/EIR.  
34 Mitigation Measures MM CR-1 and CR-2a/2b address impacts to archaeological  
35 resources at Mexican Hollywood. Mitigation Measure MM CR-3 addresses impacts  
36 to unknown archaeological resources. If unknown archaeological resources are  
37 encountered during construction, standard mitigation measures for discovery of such  
38 resources would be followed according to federal and state laws and guidelines.  
39 Since there will be no demolition or major alteration that would cause an adverse  
40 change in historical significance to a historical resource, no significant effects would  
41 occur during construction. This issue is also discussed in Response to Comment  
42 JONWAR-49.

## Response to Comment CSPNC3-53

The draft EIS/EIR concludes that the proposed Project would not substantially degrade the existing visual character or quality of the site or its surroundings at Key Observation Point C (“KOP C”), Inner Cabrillo Beach and that the impact would be less than significant (draft EIS/EIS, Page 3.1-34). Experts presented with the same information may nevertheless reach different conclusions regarding the impact a project may have on the environment. However, the existence of differing opinions is not a basis for finding an EIR to be inadequate. (CEQA Guidelines Section 15151; *See Ass’n of Irrigated Residents v. county of Madera et al.* (2003) 107 Cal.App.4<sup>th</sup> 1383, 1398.) The Lead Agency can choose to accept one expert’s conclusion over another as long as the Agency has been presented with adequate information to ensure its decision is informed and balanced and its decision is supported by substantial evidence. (*Id.*) LAHD and the USACE relied on state of the art analysis for analyzing aesthetic impacts. The methods used for evaluating the proposed Project’s aesthetic impacts and the analysis upon which the conclusions are based, are detailed in Section 3.1 of the draft EIS/EIR and are briefly set forth below.

As discussed in the evaluation of the impacts of the Outer Harbor cruise ships on aesthetics (Section 3.1, Pages 3.1-33 through 3.1-35), the viewing experience is highly subjective. In order to evaluate an individual’s response to views and changes in the view, a number of strategies have been developed to help reduce this subjectivity. The analysis in the draft EIS/EIR was based, in part, upon a process developed by the Federal Highway Administration (FHWA) in which visual quality is evaluated according to the degree of vividness, intactness, and unity that exists within a landscape. Using this set of criteria, changes to the visual landscape resulting from the proposed Project were evaluated based upon the visual relationship between the proposed Project and surrounding landscape. Since all views of a project cannot be examined, key observation points were identified to provide representative views from the surrounding community to the proposed Project (Figures 3.1-17 through 3.1-23). Views were evaluated and, in areas that were considered most sensitive to changes in the view (because of proposed project elements and/or sensitive viewer groups such as residents, recreationists, or drivers), photographic simulations were developed representing the proposed Project in place. This provided comparative before and after photos in order to assess changes resulting from the proposed Project. These photographic simulations are provided as Figures 3.1-24 through 3.1-29 in the draft EIS/EIR. Please also note that these figures do not display some of the existing uses at Berths 45–50 discussed in the Project Description Section 2.2.3 (Page 2-5). As discussed in the draft EIS/EIR, Berths 45–50 were used by Pasha for break/bulk operations. Operations in this location ceased in November 2008. The existing Berths 45–47 are used on occasion by visiting cruise ships and other large wharf vessels, such as the visiting U.S. Navy vessels on Armed Forces Day.

To better understand the effects of the proposed cruise ships on visual quality from Cabrillo Beach, photographic simulations were developed that placed the proposed cruise ships into the existing setting at the Outer Harbor (see Figures 3.1-26a through 3.1-26e). Based upon this process, it was determined that the cruise ships at berth



1 would not be inconsistent with the visual elements of the working port, and would  
2 not have a substantial adverse effect on the highly textured, functionally dynamic,  
3 visual character of the Outer Harbor and its surroundings.

4 A widely accepted practice in visual impact assessment is to evaluate the relative  
5 importance of visual changes in the context of the viewer's sensitivity to those  
6 changes. As demonstrated by their choice of beach, there is an implied viewer  
7 preference among Cabrillo Beach users for views to Port-related activities. This  
8 indicates that viewers would not be highly sensitive to the type of visual changes that  
9 would occur when the cruise ships are at berth. Based on this preference, the  
10 berthing of cruise ships was determined not to have a significant adverse effect on  
11 visual resources for these visitors because of their enjoyment of and receptivity to the  
12 industrial, maritime, and recreational elements of the working port. (draft EIS/EIR,  
13 Pages 3.1-33 through 3.1-34.)

14 This issue is also discussed in Response to Comment JONWAR-50, WOO-20, and  
15 LIT-5.

## 16 **Response to Comment CSPNC3-54**

17 Thank you for your comment. The draft EIS/EIR included a detailed traffic impact  
18 study that assesses the ability of the surrounding street system to accommodate the  
19 projected increases in future traffic, both from the proposed Project and from other  
20 sources. The traffic study is produced in Appendix M-1 and is summarized in  
21 Section 3.11, Transportation and Circulation (Ground), of the draft EIS/EIR.  
22 Mitigation measures were proposed that would increase capacity and would fully or  
23 partially mitigate the identified proposed project impacts at most of the significantly  
24 impacted locations. The proposed Mitigation Measures MM TC-6 through MM TC-  
25 13 are capacity enhancements on Harbor Boulevard, which would improve its ability  
26 to accommodate the projected traffic flows, including trips related to the Outer  
27 Harbor Cruise Terminal. These mitigation measures propose improvements such as  
28 signalization and the conversion of parking to roadway lanes, as identified in the San  
29 Pedro Community Plan.

30 Full analysis and disclosure of all environmental impacts resulting from the proposed  
31 Project has been presented in the draft EIS/EIR. In addition, Alternatives 4 and 5  
32 analyze keeping all berths at the existing location in the Inner Harbor. This analysis  
33 will be presented to the Board of Harbor Commissioners for consideration during  
34 their deliberations on the proposed Project. Where impacts would be significant and  
35 unavoidable, the Board of Harbor Commissioners will have to consider whether or  
36 not to adopt a Statement of Overriding Considerations as part of their deliberations  
37 on the proposed Project, weighing the impacts with the proposed project benefits.  
38 Similarly, the USACE will balance the proposed Project's detriments against its  
39 benefits in its decision making.

1                   These issues are also discussed in Response to Comments JONWAR-51. No further  
2                   response is necessary as this comment does not raise significant environmental issues  
3                   related to the adequacy of this EIS/EIR.

#### 4                   **Response to Comment CSPNC3-55**

5                   The comment expresses concern that the transportation impact analysis (Section 3.11,  
6                   “Transportation and Circulation (Ground),” of the draft EIS/EIR) does not offer a  
7                   plan to increase or improve public transit service as part of the proposed Project. The  
8                   proposed Project, as described on Pages 2-40 through 2-41 of the draft EIS/EIR,  
9                   includes the extension of the Waterfront Red Car from its current terminus near  
10                  Harbor Boulevard and 22<sup>nd</sup>/Miner Street to the Outer Harbor along Miner Street, and  
11                  to Cabrillo Beach along Shoshonean Road. Additionally, proposed Project-related  
12                  impacts to the regional transit system were analyzed and determined to be less than  
13                  significant. This information is provided on Page 3.11-48 of the draft EIS/EIR and  
14                  on Pages 84–85 of Appendix M of the draft EIS/EIR. LAHD is only required to  
15                  mitigate significant impacts. Further, a plan for providing mass transit improvement  
16                  is outside LAHD’s jurisdiction. Please also note that the analysis of traffic impacts  
17                  assumed that the majority of visitors would travel to the site by automobile to be  
18                  conservative in estimating impacts. A discussion of trip generation estimates is  
19                  included in Section 3.11.4.1.2 of the draft EIS/EIR. This issue is also discussed in  
20                  JONWAR-52.

#### 21                  **Response to Comment CSPNC3-56**

22                  The comment incorrectly assumes that all passengers embarking and disembarking at  
23                  the Outer Harbor Cruise Terminal would arrive/depart via buses. While the math in  
24                  the commenter’s calculation is correct (8,000 passengers / 40 passengers per bus =  
25                  200 buses; 400 one-way bus trips / 2 hours = 3.33 buses per minute), the assumptions  
26                  that all passengers will use the shuttle and that all of these trips would be  
27                  concentrated in a two-hour period are not. Thus, the conclusion drawn by the  
28                  commenter is incorrect. Furthermore, it is not clear how the commenter calculated  
29                  that there would be “1,280 bus trips daily through San Pedro to serve a terminal at  
30                  Kaiser Point.” Neither calculation is consistent with the information presented in the  
31                  draft EIS/EIR.

32                  The passenger capacity of cruise ships calling at the Outer Harbor and percentage of  
33                  passengers arriving/leaving via parked passenger vehicle were obtained from a 2006  
34                  *Port of Los Angeles Cruise Study* (Bermello, Ajamil & Partners 2006). Peak hour  
35                  and daily trip generation rates for private buses/coaches were based on turning count  
36                  movement by vehicle type data collected at the Port on Friday, January 11, 2008.  
37                  The number of daily bus trips under the proposed Project in 2015 and 2037 was  
38                  based on this information, which can be found in Appendix M of the draft EIS/EIR.  
39                  As described in footnote 15, 16 and 17 of Tables 7 and 8 in Appendix M of the draft  
40                  EIS/EIR, estimating that 30% of cruise passengers will ride the shuttle buses and that  
41                  each has an average occupancy of 85% and applying a PCE factor of 2.0, the draft

1 EIS/EIR number of PCE shuttle trips (twice the number of actual shuttle bus trips) is  
2 calculated at 302 per day in 2015 and 454 per day in 2037. Adding to this the  
3 estimated number of full size coaches that would travel to and from the outer harbor  
4 terminal yields the number of buses projected in the draft EIS/EIR (748 and 1,148  
5 passenger car equivalent (PCE) bus trips per day) to travel along Harbor Boulevard  
6 on a typical two-ship day in 2015 and 2037, respectively. In the AM peak hour, 75  
7 inbound and 45 outbound PCE bus trips will occur along Harbor Boulevard in 2015,  
8 and 113 inbound and 67 outbound PCE bus trips will occur along Harbor Boulevard  
9 in 2037. Because these trips are multiplied by a PCE factor of 2.0, the actual number  
10 of buses traveling on Harbor Boulevard reaches approximately one per minute  
11 (southbound) during the AM peak hour.

12 The draft EIS/EIR included a detailed traffic impact study (Appendix M, summarized  
13 in Section 3.11) that assesses the ability of the surrounding street system to  
14 accommodate the projected increases in future traffic, both from the proposed  
15 Project, which includes the bus trips to/from the Outer Harbor, and from other  
16 sources. That analysis showed that impacts to traffic at numerous intersections  
17 would be significant and unavoidable. Among them are one intersection on Harbor  
18 Boulevard in the year 2015 (weekend midday peak hour) and 5 intersections in the  
19 year 2037 (four intersections in the AM peak hour and four intersections in the  
20 weekend midday peak hour). Furthermore, a subsequent cruise study conducted by  
21 Menlo Consulting Group (February 2009) has revised the projected cruise passenger  
22 demand downwards compared to the 2006 cruise study, thus the passenger demand  
23 and associated traffic impacts analyzed in the draft EIS/EIR is a conservative  
24 estimate of the potential impacts that would occur with implementation of the  
25 proposed San Pedro Waterfront Project. Should the Board of Harbor Commissioners  
26 choose to approve the proposed San Pedro Waterfront Project with these significant  
27 impacts, a statement of overriding considerations would be required

28 This issue is also discussed in Response to PCACAQS-18, Comments SER-2 and  
29 JONWAR-52.

## 30 **Response to Comment CSPNC3-57**

31 Thank you for your comment. Detailed analyses of potential impacts to recreational  
32 boating have been provided in Section 3.7, "Hazards and Hazardous Materials," and  
33 Section 3.10, "Recreation." Please also see final EIS/EIR Chapter 3 Section E.13.  
34 The analysis concludes that the operation of the Outer Harbor cruise terminal and  
35 berths would not restrict or reduce the ability of recreational vessels to utilize the  
36 marinas, the Outer Harbor, or the ocean. Therefore, impacts on recreational vessels  
37 would be less than significant. (draft EIS/EIR, Page 3.10-46.)

38 The 100-meter security zone will not interfere with recreational boating access. As  
39 mentioned in Chapter 2, "Project Description," preliminary discussions with the U.S.  
40 Coast Guard (USCG) suggest that a floating security barrier providing a 75-foot  
41 buffer would provide adequate security, would reduce the security radius around the  
42 cruise ship while at berth, and would keep at a minimum any interference with small

1 recreational boating in the vicinity of the Outer Harbor berths. While this concept  
2 has not been finalized, the USCG has indicated a willingness to work with LAHD to  
3 ensure adequate access is maintained into and out of the West Channel. However,  
4 even if the floating security barrier were not approved by the USCG and a full 100-  
5 yard barrier were necessary while a cruise ship were docked at the Outer Harbor, this  
6 would not preclude access to the marinas in the West Channel, and would not require  
7 LAHD to deny access or close the marinas. In the worst-case scenario assuming a  
8 100-yard security barrier in place at the Outer Harbor, recreational boaters would  
9 have a channel approximately 80 yards in width to be able to navigate around the  
10 security zone while a cruise ship is docked in this location.

11 The West Channel would not be closed to recreational boaters during weekend  
12 afternoons. Cruise traffic to the Port is seasonal and peaks between October and  
13 April with a marked decrease in the summer months. This is opposite of the peak  
14 season for recreational vessels, which normally peak during the summer months with  
15 an off season from October to May. (See draft EIS/EIR Section 3.10, Impact REC-  
16 1b.) Neither the duration nor the frequency of the delays to recreational boaters  
17 caused by cruise or cargo ship security zones will increase above existing conditions.  
18 (draft EIS/EIR, Pages 3.10-44 through 3.10-46.)

19 The navigational path used by recreational boaters in the West Channel would not be  
20 substantially reduced. It would remain wide enough for recreational vessels to safely  
21 maneuver in and out of the marina while a cruise ship is docking or departing. (draft  
22 EIS/EIR, Pages 3.10-45 through 3.10-46.)

23 The concern noted by the commenter that the expansion of the marinas using the  
24 West Channel in conjunction with construction and operation of the proposed Project  
25 would heighten navigational complexities in this area resulting in a “traffic jam” is  
26 unfounded by substantial evidence. As noted by the commenter, an expansion of the  
27 Cabrillo Way Marina Phase II project is scheduled for construction through  
28 approximately June 2011. As discussed in Section 2.4.4, construction of the Outer  
29 Harbor Cruise Berths and Terminal would begin in December 2010 and take  
30 approximately 2 years to complete. Operation of cruise ships out of the Outer Harbor  
31 facilities would not occur until after construction is complete in 2013, at which time  
32 construction of the Cabrillo Way Marina Phase II project would also be complete.  
33 As a result, there would be no potential for navigational hazards relating to  
34 construction at the Cabrillo Way Marina Phase II and concurrent cruise ship activity  
35 at the Outer Harbor. As discussed in Section 3.12, “Transportation and Navigation  
36 (Marine),” construction and operation of the proposed San Pedro Waterfront Project  
37 would not interfere with the operation of designated vessel traffic lanes or impair the  
38 level of safety for vessels navigating the Main Channel, West Basin area, or  
39 precautionary areas. Furthermore, as discussed in the cumulative analysis in Section  
40 4.2.12, the proposed San Pedro Waterfront Project would have less than cumulatively  
41 considerable marine navigation and safety impacts in relation to construction and  
42 operation of nearby projects, including the Cabrillo Way Marina Phase II project.

43 Overall, operation of the proposed Project would enhance recreational opportunities  
44 of the open waters of the harbor by providing increased total open water space as a

1 result of the North Harbor, Downtown Harbor, and 7<sup>th</sup> Street Harbor water cuts,  
2 which will be replaced by the Cabrillo Way Marina Project. Please see Section 3.10  
3 of the draft EIS/EIR for a complete analysis of the proposed Project's impacts on  
4 marine recreation. Your comment will be forwarded to the Board of Harbor  
5 Commissioners.

6 These issues are also discussed in Response to Comment JONWAR-54, LIT-2, and  
7 MEL-2.

## 8 **Response to Comment CSPNC3-58**

9 Thank you for your comment. The significance conclusion for the recreational  
10 impact analysis under REC-1b assumes the use of the larger 100-yard barrier (see  
11 draft EIS/EIR, Page 3.10-45). As discussed in Response to Comment CSPNC3-57,  
12 implementation of the cruise terminals and security barriers at the Outer Harbor  
13 Cruise Terminals would not require LAHD to deny or close access to the marinas  
14 while a cruise ship is docked in this location. In addition, the floating security barrier  
15 concept is a project design feature, and not a mitigation measure, as stated in the  
16 comment. Additionally, recreational boaters and windsurfers would have adequate  
17 space to navigate around the security zone while a cruise ship is in transit or while it  
18 is docked. These issues are also discussed in Response to Comment JONWAR-55.

## 19 **Response to Comment CSPNC3-59**

20 Thank you for your comment. As mentioned in Chapter 2, "Project Description,"  
21 security zones would restrict non-passenger movement around the cruise terminals  
22 consistent with the security plan required to operate the Outer Harbor Cruise  
23 Terminals. However, the proposed Project would include construction of the 6-acre  
24 Outer Harbor Park, which would be designed to maximize harbor views, facilitate  
25 public access to the water's edge, encourage special events, and segregate park  
26 visitors from the secure areas of the proposed Outer Harbor Terminals. The Outer  
27 Harbor Park would incorporate landscaping, hardscape, lighting, signage, and  
28 outdoor furniture. The Outer Harbor Park and waterfront promenade are envisioned  
29 to be open to the public during cruise activity at the Outer Harbor Cruise Terminal.  
30 No additional security restrictions are reasonably foreseeable that would limit public  
31 access to the waterfront in this area. This issue is also discussed in Response to  
32 Comment JONWAR-56.

## 33 **Response to Comment CSPNC3-60**

34 Commenter appears to refer to Appendix D3 Section D.3.4.3. The terminal  
35 equipment operational activities were estimated based on the cruise ships arrival and  
36 departure schedules. For the purpose of estimating the operational activity, it was  
37 assumed that the terminal equipment would operate during the period of time when

1 the cruise ships were preparing for departure. Therefore, terminal equipment activity  
2 was limited to the period between 9 a.m. and 3 p.m. when most preparation takes  
3 place for departure. The information provided here is a reasonable assumption and is  
4 consistent with CEQA (see Public Resource Code Section 21080(e.)) and NEPA.  
5 Furthermore, the draft EIS/EIR is not required to assume a worst case analysis (see  
6 *Robertson v. Methow Valley Citizens Council* (1989) 490 U.S. 332; see also CEQA  
7 Guidelines Sections 15064 and 15358).

## 8 **Response to Comment CSPNC3-61**

9 For the purposes of analysis, proposed Project construction activity is assumed to  
10 take place over an 8-hour period on weekdays. For the HRA and air quality analysis  
11 construction activities were assumed to typically take place between 7 am and 3 pm  
12 weekdays. The HRA analysis is only weakly dependent upon the time of day of  
13 construction emissions. For example, if construction activity occurred between 10  
14 am and 6 pm (8 hours) the HRA would most likely show slightly lower cancer risk  
15 and hazard index as the atmospheric mixing and wind speed is generally higher  
16 (leading to lower concentrations) during the late morning through the late afternoon  
17 period.. Therefore, these assumptions provide for a conservative analysis. LAHD  
18 would impose restrictions on construction activity through the Environmental  
19 Compliance Plan for construction projects and would incorporate all mitigation  
20 measures identified in the draft and final EIS/EIR to reduce air quality impacts during  
21 construction.

## 22 **Response to Comment CSPNC3-62**

23 Ship presence at Port is based on the cruise ships arrival and departure schedules.  
24 The most recent activity schedules in 2007 and 2008 show that the vast majority of  
25 cruise ships depart before 6 p.m., and nearly all depart by 7 p.m. Most ships arrive  
26 around 7 a.m., although they may arrive as early as 5 a.m. or as late as 8 a.m. For the  
27 purpose of estimating typical activity, it was conservatively assumed that ships would  
28 arrive between 5 a.m. and 6 a.m., hotel for 12 hours from 6 a.m. to 6 p.m., and then  
29 transit out of the harbor between 6 p.m. and 7 p.m. This is a conservative estimate  
30 because cruise ships are typically at port between 9 and 10 hours. Please also see  
31 Response to Comment CSPNC3-60.

## 32 **Response to Comment CSPNC3-63**

33 The draft EIS/EIR analysis assumed that for each cruise ship it would take 1 hour of  
34 travel time for both arrival and departure of a cruise ship to maneuver, travel in the  
35 Inner Harbor, travel in the Outer Harbor, and for most of its time to travel in the  
36 precautionary zone. An additional travel time period is modeled for the ships during  
37 transit in the fairway and open sea up to the South Coast Air Basin boundary.  
38 Emissions for transit were split equally between ship arrival and departure. Based on

1 historical records and reasonably foreseeable operations these arrival and departure  
2 periods are typically between 5am and 6am and 6pm and 7pm, respectively. Please  
3 also see Response to Comment CSPNC3-60.

#### 4 **Response to Comment CSPNC3-64**

5 Thank you for your comment regarding the threshold of less than 10 in a million as  
6 being an acceptable cancer risk level for receptors. No additional response is  
7 required since the comment does not address the adequacy of the draft EIS/EIR  
8 and/or address a physical environmental effect. Your comment has been noted.

#### 9 **Response to Comment CSPNC3-65**

10 Thank you for your comment. The commenter's statement that "All health impacts  
11 associated with the proposed Project without mitigation exceed the significance  
12 threshold" is true for cancer risk and acute hazard index, but not the chronic hazard  
13 index which is less than significant for the proposed Project. Additionally, only the  
14 residential, occupational, and recreational chronic hazard index exceeds the  
15 significance threshold. Figure D3.7-6 shows the spatial distribution for the  
16 residential cancer risk for the proposed Project unmitigated minus the CEQA baseline  
17 as though all receptors were residential. The only areas showing increased risk above  
18 significance thresholds are those located in the Outer Harbor Park, Outer Harbor  
19 parking, Outer Harbor Terminals, water areas over the East and Main Channels, the  
20 Hurricane Gulch Yacht Club and the outer peninsula area extending about 1 km west  
21 of Cabrillo Beach area. While there are liveaboards in Cabrillo Marina, the  
22 Hurricane Gulch area is being redeveloped as part of the Cabrillo Phase II project and  
23 liveaboards will not be allowed in the redeveloped area. In the Inner Harbor, cancer  
24 risks are reduced at almost all locations and are reduced the greatest in the vicinity of  
25 Berths 87-90 and Berths 91-92. The maximum reduced risk is -1,032 per one  
26 million located at Berth 91 if this were a residential receptor. A reduced risk of over  
27 -100 per one million extends as far west as the Harbor Freeway and Harbor  
28 Boulevard.

29 Figure D3.7-7 shows the spatial distribution for the residential cancer risk for the  
30 proposed Project unmitigated minus the NEPA baseline as though all receptors were  
31 residential. Almost the entire area shows significant increased risk if unmitigated.  
32 Only areas to the north of Pacific Coast Highway have less than significant increased  
33 risk. The maximum increase in risk is 584 per one in a million located at Berths 91-  
34 93. Similar levels of increased risk are seen in the Outer Harbor. Note that these  
35 increased risks are higher than actual because these are occupational receptor  
36 locations.

37 To further address concerns with potential impacts we provide additional discussion  
38 below about the proposed project impact and project alternatives with mitigation  
39 measures adopted. The discussion focuses on the spatial distribution of the cancer  
40 risk associated with the mitigated proposed Project, Alternative 1, Alternative 4, and

1 Alternative 6. Alternative 2 and Alternative 3 are not discussed here because  
2 Alternative 2 HRA results are similar to the proposed Project but has some minor  
3 differences associated with some additional outer harbor parking which generates  
4 only a small increase in emissions and is somewhat offset by the shuttle emissions.  
5 Similarly, Alternative 3 HRA is similar to Alternative 1 except for some reduction in  
6 parking availability and redevelopment activity under Alternative 3, which has  
7 limited impact on emissions.

8 Results below are first presented relative to the CEQA baseline followed by a  
9 discussion on the NEPA baseline.

## 10 Spatial Distribution Impacts Relative to the CEQA Baseline

11 **Proposed Project.** Figure D3.7-9 shows the spatial distribution for the residential  
12 cancer risk mitigated minus the CEQA baseline as though all receptors were  
13 residential. The only areas showing an increased risk are those located in the Outer  
14 Harbor Park, Outer Harbor parking, Outer Harbor Terminals, and water areas over  
15 the East and Main Channels. The increased risks shown are not new impacts and  
16 they were previously disclosed in the draft EIS/EIR. The land-based receptors are  
17 occupational or recreational and the risk values for these types of receptors are  
18 actually lower than those shown in the figure. In the Inner Harbor, cancer risks are  
19 reduced at all locations and are reduced the greatest in the vicinity of Berths 87–90  
20 and Berths 91–92. While there are liveaboards in Cabrillo Marina, the Hurricane  
21 Gulch area is being redeveloped as part of the Cabrillo Phase II Project and  
22 liveaboards will not be allowed in the redeveloped area. The maximum reduced risk  
23 is -1,566 per one million located at Berth 91. A reduced risk of over -100 per one  
24 million extends as far west as the Interstate-110 and Route 47 interchange.

25 **Alternative 1.** Figure D3.7-11 shows the spatial distribution for the mitigated  
26 residential cancer risk minus the CEQA baseline. Similar to the proposed Project, the  
27 only areas showing an increased risk are those located in the Outer Harbor Park,  
28 Outer Harbor parking, Outer Harbor Terminal, and water areas over the East and  
29 Main Channels. However, the areal extent of increased risk is slightly larger than  
30 that of the proposed Project because the Outer Harbor ship emissions in the proposed  
31 Project are split equally between Berths 45–47 and Berths 49–50, while in  
32 Alternative 1 all of the emissions associated with the Outer Harbor area are related to  
33 once cruise ship located at Berths 45–47. Like the proposed Project, however, there  
34 are no residential receptors in the areas of increased residential risk and therefore,  
35 residential health risk is not increased in the Outer Harbor area. In the Inner Harbor,  
36 all risks are reduced relative to the CEQA baseline and the maximum reduced risk is  
37 -1,542 per one million located at Berths 91–92. This risk reduction is only slightly  
38 less than that of the proposed Project due to the greater fraction of ship emissions  
39 located in the Inner Harbor, but is offset with lower emissions from a smaller Inner  
40 Harbor parking structure and a reduced number of ship calls under Alternative 1.

41 **Alternative 4.** Figure D3.7-12 shows the spatial distribution for the residential  
42 cancer risk mitigated minus the CEQA baseline as though all receptors were



1 residential. No areas show an increase in cancer risk. However, the areal extent of  
2 the risk reduction is less than for the proposed Project and the maximum risk  
3 reduction is -1,400 per one million in the Inner Harbor. For example, under the  
4 proposed Project, the -500 per one million risk decrease contour extends out to the  
5 Vincent Thomas Bridge, while for Alternative 4 this contour is 150 meters south of  
6 the bridge. These results are consistent with the higher emissions found in the Inner  
7 Harbor under this alternative. Thus relative to the proposed Project, Alternative 4  
8 exposes the surrounding population to a slightly higher risk over a broader area  
9 surrounding the proposed Project.

10 **Alternative 6.** Figure D3.7-16 (formerly Figure D3.7-12) shows the spatial  
11 distribution for the mitigated residential cancer risk minus the CEQA baseline.  
12 Alternative 6 shows little change in cancer risk between the CEQA baseline and  
13 Alternative 6 except in proximity to Berths 87–90, 91–92, and 93. This decrease is  
14 associated with the persistent use of Type 1 ships (smaller cruise ships representative  
15 of the 2006 fleet) in the CEQA baseline while under Alternative 6 these are Type 2  
16 and Type 3 ships (larger ships based on the Vision Legend of the Seas and Voyager  
17 Adventure of the Seas similar or similar cruise ship) with slightly higher stacks and  
18 exit velocity leading to lower risk in the near field and higher risk in the far field.  
19 Also, under Alternative 6 increased activity occurs in the total number of passenger  
20 vehicles and buses arriving and departing from the Inner Harbor Terminal.

## 21 Spatial Distribution Impacts Relative to the NEPA Baseline

22 **Proposed Project.** Figure D3.7-10 shows the spatial distribution for the mitigated  
23 residential cancer risk minus the NEPA baseline. A broad area of increased risk  
24 associated with the two berths operating in the Outer Harbor is seen throughout the  
25 outer peninsula area extending beyond the Cabrillo Beach area. However, the only  
26 land area in which the risk increase is greater than 10 in one million is confined to the  
27 Outer Harbor Park, Outer Harbor parking area, and Outer Harbor Terminals along  
28 with a small southern portion of the Hurricane Gulch Yacht Club. Except for  
29 possible liveaboards in the Hurricane Gulch Yacht Club, which will not be allowed in  
30 the future project redevelopment, there are no residential receptors in these areas of  
31 increased risk and therefore, residential health risk is not increased as a result of the  
32 proposed Project in the Outer Harbor area. In the Inner Harbor, the risks are relatively  
33 modest with cancer risks reduced the most in the vicinity of the Inner Harbor berths.  
34 The maximum reduced risk is -165 per one million located at Berths 91–92. A  
35 reduced risk of more than -10 in one million extends as far west as the Interstate 110  
36 and Route 47 interchange.

37 **Alternative 1.** Figure D3.7-13 shows the spatial distribution for the residential  
38 cancer risk mitigated minus the NEPA baseline as though all receptors were  
39 residential. A broad area of increased risk associated with the two berths operating in  
40 the Outer Harbor is seen throughout the outer peninsula area extending well beyond  
41 the Cabrillo Beach area. However, the only land area in which the risk increase is  
42 greater than 10 in one million is confined to the Outer Harbor Park, Outer Harbor  
43 parking area, and Outer Harbor Terminal along with a small southern portion of the

1 Hurricane Gulch Yacht Club. This areal extent of increased risk is slightly larger  
2 than that of the proposed Project because the Outer Harbor ship emissions in the  
3 proposed Project are split equally between Berths 45–47 and Berths 49–50, while in  
4 Alternative 1 all of the Outer Harbor ship emissions are located at Berths 45–47. In  
5 the Inner Harbor, the risks are relatively modest with cancer risks reduced the most in  
6 the vicinity of the Inner Harbor berths. The maximum reduced risk is -140 in one  
7 million located at Berths 91–92. A reduced risk of more than -10 in one million  
8 extends westward to about 400 meters east of the Interstate 110 and Route 47  
9 interchange. This risk reduction is only slightly less than that of the proposed Project  
10 due to the greater fraction of ship emissions located in the Inner Harbor, but is offset  
11 with lower emissions from a smaller Inner Harbor parking structure and a reduced  
12 number of ship calls under Alternative 1.

13 **Alternative 4.** Figure D3.7-14 shows the spatial distribution for the residential  
14 cancer risk mitigated minus the NEPA baseline as though all receptors were  
15 residential. No areas show a decrease in cancer risk. However, the increase in risk is  
16 small with a value of just under 4 in one million increased risk. Alternative 4 differs  
17 from the NEPA baseline because Alternative 4 would include development of the  
18 waterfront promenade, the Downtown Harbor, 7<sup>th</sup> Street Harbor, 7<sup>th</sup> Street Pier, and  
19 the relocation of the S.S. Lane Victory to the Ports O’Call. Activity associated with  
20 the development of these sites is responsible for the increased risk.

21 This issue is also discussed in Comment USEPA-5.

## 22 **Response to Comment CSPNC3-66**

23 The calculations for these measures are included in the health risk assessment: the  
24 quantification of mitigation measures for harbor craft engine standards (Mitigation  
25 Measure MM AQ-1); on-road trucks modernization (Mitigation Measure MM AQ-3);  
26 and construction equipment fleet modernization (Mitigation Measure MM AQ-4).  
27 The results, which include mitigation measures, are presented in both the air  
28 dispersion modeling (Appendix D.2) and the health risk assessment (Appendix D.3).

## 29 **Response to Comment CSPNC3-67**

30 The LAHD has complied with NEPA’s and CEQA’s requirement to avoid or  
31 minimize environmental effects of the San Pedro Waterfront Project to the greatest  
32 extent possible pursuant to 40 CFR Section 1502.14(f), Pub. Res. Code Section  
33 21002 and Guidelines Section 15021. It has done this by identifying all feasible  
34 mitigation measures and alternatives that will avoid or reduce environmental effects  
35 (Pub Res. Code Sections 21100(b)(3), (4); 21003(c)). An EIR does not have to  
36 consider mitigation measures and alternatives if they are not feasible. (Guidelines  
37 Sections 15002(f),(h), 15126.6). “Feasible” means capable of being accomplished in  
38 a successful manner within a reasonable period of time, taking into account  
39 economic, environmental and technological factors. (Pub. Res. Code 21061.1) Legal  
40 factors may also be taken into account (Guidelines Section 15364) In addition, the

1 discussion of mitigation measures is subject to the “rule of reason and does not  
2 require consideration of every imaginable mitigation measures. *Concerned Citizens*  
3 *of South Central L.A. v. Los Angeles Unified School District* (1994) 24 Cal. App.4th  
4 826, 841.)

5 In the draft EIS/EIR, all PCAC and CAAP measures determined by the Port to be  
6 feasible for the proposed Project are prescribed as mitigation. Other measures were  
7 deemed not to be feasible on a project-specific level because they either are not  
8 applicable to the proposed Project (or alternatives) or they can be implemented only  
9 on a Port-wide basis. Because the PCAC and CAAP measures were developed  
10 specifically for Port-specific sources after much research and discussion, they  
11 represent a comprehensive set of measures from which to select for the proposed  
12 Project. Table 3.2-25 in the draft EIS/EIR details how the mitigation measures for  
13 proposed Project operations compare to those identified in the CAAP. As  
14 demonstrated in the table, the mitigation measures are consistent with, or, in the case  
15 of Mitigation Measure MM AQ-15 (Truck Emission Standards), exceed the CAAP  
16 measures. Responses to Comments SCAQMD-3, SCAQMD-9, SCAQMD-10, and  
17 SCAQMD-11 provide examples of some of the Port’s constraints on the schedule or  
18 degree of implementation of various mitigation measures.

## 19 **Response to Comment CSPNC3-68**

20 Thank you for your comment. Please see the detailed Response to Comment  
21 CSPNC3-67.

## 22 **Response to Comment CSPNC3-69**

23 Thank you for your comment. All feasible mitigation measures have been identified  
24 for each environmental resource topic addressed in the draft EIS/EIR, including those  
25 measures that reduce human health risk impacts.

26 The development and implementation of emission technologies are best handled on a  
27 Port-wide basis. The San Pedro Bay Clean Air Action Plan Technology  
28 Advancement Program (TAP) is a process to achieve this objective. The mission  
29 statement of TAP is to “accelerate the verification or commercial availability of new,  
30 clean technologies through evaluation and demonstration to move towards an  
31 emissions free port.” TAP thus serves to identify, evaluate, and demonstrate new and  
32 emerging emissions reductions technologies applicable to the port industry and these  
33 technologies are incorporated into futures updates to the CAAP.

34 The mitigation measures prescribed for the proposed Project or alternative would  
35 become part of the applicant’s lease and would no longer be tied to implementation  
36 of the *San Pedro Bay Clean Air Action Plan (CAAP)* or the *LAHD Sustainable*  
37 *Construction Guidelines*. Any changes to the *CAAP* or the *Sustainable Construction*  
38 *Guidelines* would not affect the proposed construction and operational mitigation  
39 measures. Therefore, the mitigation measures would not automatically change if the

1 CAAP or *Sustainable Construction Guidelines* change. However, should the CAAP  
2 or *Sustainable Construction Guidelines* be strengthened in the future, Mitigation  
3 Measure MM AQ-22 provides a means for these additional measures to be  
4 incorporated into the applicant's lease if determined to be feasible for the proposed  
5 Project (or selected alternative). Under Mitigation Measure MM AQ-22, the  
6 opportunity to add new measures to the lease would occur once every 7 years. While  
7 the draft and final EIS/EIR disclose and discuss various construction and operational  
8 impacts and mitigation measures for the proposed Project and alternatives, the record  
9 of decision (ROD) would recognize that most of the mitigation measures identified in  
10 the draft and final EIS/EIR, particularly those focused on upland operations, would  
11 be implemented, maintained, and monitored by LAHD, as the local agency with  
12 continuing program control and responsibility, pursuant to the Mitigation Monitoring  
13 and Reporting Program (MMRP) required by the certified EIR and through its tenant  
14 leases.

15 No additional response is required since the comment does not address the adequacy  
16 of the draft EIS/EIR and/or address a physical environmental effect. This issue is  
17 also discussed in Response to Comment USEPA-14 and NWSPNC-15.

## 18 **Response to Comment CSPNC3-70**

19 Thank you for your comment. Under the proposed Project two outer harbor berths  
20 are proposed. This scenario has the largest impact in the peninsula area. Figure  
21 D3.7-9 shows that with mitigation the increased cancer risk from the proposed  
22 Project relative to the CEQA baseline decreases for all residential areas including the  
23 mooring areas of the yacht club. An increase in cancer risk are projected in the outer  
24 harbor park area as well as the cruise terminal parking area, but these are non-  
25 residential areas so the actual risk would be less than shown in the figure. Figure 3.7-  
26 10 shows that with mitigation the increase cancer risk from the proposed Project  
27 relative to the NEPA baseline does increase over a broader area of the peninsula but  
28 for most locations this increase is less than 10 in a million. However the NEPA  
29 baseline includes emission reductions that don't occur under CEQA in future years so  
30 this does not reflect current levels of emissions.

31 This issue is also discussed in Response to Comment VISION-23. No additional  
32 response is required since the comment does not address the adequacy of the draft  
33 EIS/EIR and/or address a physical environmental effect.

## 34 **Response to Comment CSPNC3-71**

35 Thank you for your comment. Please see the detailed Response to Comment  
36 CSPNC3-70. This issue is also discussed in Response to Comment VISION-23. No  
37 additional response is required since the comment does not address the adequacy of  
38 the draft EIS/EIR and/or address a physical environmental effect.

## 1 **Response to Comment CSPNC3-72**

2 Thank you for your comment. Please see the detailed Response to Comment  
3 CSPNC3-70. This issue is also discussed in Response to Comment VISION-23. No  
4 additional response is required since the comment does not address the adequacy of  
5 the draft EIS/EIR and/or address a physical environmental effect.

## 6 **Response to Comment CSPNC3-73**

7 Details of the activities and emissions under the No-Action Alternative are provided  
8 in Section 3.2, “Air Quality and Meteorology,” starting on Page 3.2-324, and include  
9 the following:

- 10 ■ the cruise ship facilities would continue to operate three berths in the Inner  
11 Harbor;
- 12 ■ the facilities would be brought under San Pedro Bay Clean Air Action Plan  
13 (CAAP) compliance as leases renew;
- 14 ■ the Catalina Express would relocate to Berth 95 as a result of the approved  
15 China Shipping Project, which would displace Catalina Express from Berth  
16 96; and
- 17 ■ annual ship calls in the Inner Harbor would increase from 258 calls in 2006  
18 to 269 calls in 2011 and 275 calls thereafter.

19 No additional response is required since the comment does not address the adequacy  
20 of the draft EIS/EIR and/or address a physical environmental effect.

## 21 **Response to Comment CSPNC3-74**

22 Thank you for your comment. Please see the detailed Response to Comment  
23 CSPNC3-65 and CSPNC3-70. This issue is also discussed in Response to Comment  
24 VISION-23. No additional response is required since the comment does not address  
25 the adequacy of the draft EIS/EIR and/or address a physical environmental effect.

## 26 **Response to Comment CSPNC3-75**

27 The HRA, as presented in Section 3.2 and Appendix D, examined the cancer risks  
28 and the acute and chronic noncancer health risks associated with the proposed Project  
29 and all proposed project alternatives on the local communities. Health risks are  
30 analyzed for five different receptor types: residential, sensitive (elderly and immuno-  
31 compromised), student, recreational, and occupational. Health risks are reported over  
32 geographical areas (for example, the HRA includes cancer risk isopleths to illustrate  
33 risk patterns in the communities). The HRA is based on procedures developed by  
34 public health agencies, most notably the California Office of Environmental Health

1 Hazards Assessment (OEHHA). As stated in the draft EIS/EIR, the cancer risk  
2 increment would exceed the threshold at residential, occupational, sensitive, and  
3 residential receptors. The maximum residential receptor is located in the marina  
4 (liveaboards). These exceedances are considered significant impacts. Mitigation  
5 Measures MM AQ-9 through MM AQ-24 would be implemented. Please also see  
6 Response to Comments CSPNC3-65. No additional response is required since the  
7 comment does not address the adequacy of the draft EIS/EIR and/or address a  
8 physical environmental effect.

### 9 **Response to Comment CSPNC3-76**

10 Thank you for your comment. Please see the detailed Response to Comment  
11 CSPNC3-65 and CSPNC3-70. This issue is also discussed in Response to Comment  
12 VISION-23. No additional response is required since the comment does not address  
13 the adequacy of the draft EIS/EIR and/or address a physical environmental effect.

### 14 **Response to Comment CSPNC3-77**

15 Thank you for your comment. Please see the detailed Response to Comment  
16 CSPNC3-64, CSPNC3-65, and CSPNC3-70. This issue is also discussed in  
17 Response to Comment VISION-23. No additional response is required since the  
18 comment does not address the adequacy of the draft EIS/EIR and/or address a  
19 physical environmental effect.

### 20 **Response to Comment CSPNC3-78**

21 Thank you for your comment. With mitigation incorporated, the only air quality  
22 exceedances of the significance criteria are with respect to CEQA. The No Federal  
23 Action Alternative (Alternative 5), by definition, would have no health risk impacts  
24 under NEPA. This issue is also discussed in Response to Comment VISION-23. No  
25 additional response is required since the comment does not address the adequacy of  
26 the draft EIS/EIR and/or address a physical environmental effect.

### 27 **Response to Comment CSPNC3-79**

28 The health risk assessment (HRA) was completed pursuant to the guidelines  
29 recommended by the OEHHA. The discussion of risk uncertainty is found in Section  
30 E3.8, of Appendix D-3. While a quantitative uncertainty analysis of the HRA would  
31 provide some additional information on the relative precision of the analysis, the  
32 level of effort would be large. One of the main purposes of the HRA is to  
33 differentiate the relative risks among alternatives. Each analysis has, in general, the  
34 same level of uncertainty allowing a meaningful comparison among alternatives.  
35 Thus, the effort to conduct a quantitative uncertainty analysis would provide little

1 additional information in deciding the relative impacts among alternatives. Little  
2 additional information would be gained, and information gained would not be  
3 valuable to decision-making. The EIS/EIR has been prepared with a sufficient  
4 degree of analysis to provide decision makers with information which enables them  
5 to make a decision which intelligently takes account of environmental consequences  
6 consistent with CEQA Guidelines Section 15151.

7 **Response to Comment CSPNC3-80**

8 Support for the Sustainable Waterfront Project (SWP) is noted. Please see Master  
9 Response 1 for discussion CEQA and NEPA Alternative requirements and for  
10 discussion of the SWP. The draft EIS/EIR addresses economic impacts in Section 7,  
11 greenhouse gases impacts in Section 3.2, and transportation impacts in Sections 3.11  
12 and 3.12. Comments on the Sustainable Waterfront Plan will be forwarded to the  
13 Board of Harbor Commissioners for consideration during its deliberations on the  
14 proposed Project.

December 8, 2008

Dr. Spencer D. MacNeil  
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Ventura, California 93001

Dr. Ralph Appy  
Port of Los Angeles  
425 S. Palos Verdes Street  
San Pedro, California 90733

**Subject: Comments to Draft Environmental Impact Statement/Environmental Impact Report for San Pedro Waterfront Project Dated September 2008**

Dr. MacNeil and Dr. Appy:

The Northwest San Pedro Neighborhood Council (NWSPNC) has consistently supported the redevelopment and improvement of the San Pedro Waterfront area from the bridge to the breakwater. We have provided comments to the Corp of Engineers and Port of Los Angeles on the Bridge to Breakwater project during the Notice of Preparation comment period for this project. Our members have participated in the development of the various project plans through attendance at scoping, PCAC, and the NOP public meetings. We have consistently provided comments about the development of the San Pedro Waterfront that have incorporated the following themes:

NWSPNC-1

1. Waterfront development should enhance pedestrian and transportation linkages to downtown San Pedro.
2. Public access via walkways to and along the waterfront should be improved and extended to create a continuous promenade from the Vincent Thomas Bridge to the Federal Breakwater.
3. The scale and character of the development should be balanced between open space and commercial development in a manner that does not significantly alter the existing small town community fabric of San Pedro, and threaten redevelopment opportunities in downtown San Pedro.
4. The Port of Los Angeles No Net Increase policy should be applied to all project elements and construction.

It is in this context that the NWSPNC provides the following comments to the San Pedro Waterfront DEIR/DEIS dated September 2008.

NWSPNC-2

1. The proposed project includes two new cruise ship berths at Kaiser Point (Outer Harbor), with a two story parking structure with an open space area on the roof and a multi-purpose building design that allows for community use when not needed for cruise operations. Its design should be world class. The primary need for the proposed cruise terminal is to support the next generation of larger cruise ships. According to the Port one of these newer larger cruise ships is scheduled to be home based at the Port of Los Angeles. These newer ships are too large to use the turning basin so they need to be backed into position at the current cruise terminal. Largely for traffic impact reasons, impact on adjacent water recreational uses, the desire to maintain substantial community access to the site, to draw passengers through the waterfront and near the downtown business area,



- |                   |   |
|-------------------|---|
| NWSPNC-2<br>CONT. | to help support the development of other parts of the project, we are recommending the development and related infrastructure to support a single cruise berth only.  |
| NWSPNC-3          | 2. The creation of an Outer Harbor Park with limited commercial amenities in the proposed new terminal at Kaiser should be evaluated for multiple uses by the general public.   |
| NWSPNC-4          | 3. The cruise terminal infrastructure at Kaiser Point area should be constructed and leased as joint use facility open for public use when not used for cruise operation. No exclusive use should be granted to a Cruise Line for the proposed cruise terminal.   |
| NWSPNC-5          | 4. The proposed parking structure located at Kaiser Point should be scaled to serve one cruise ship terminal. The parking structure should include a park on the roof for improved view lines and passive recreation.   |
| NWSPNC-6          | 5. The DEIR/DEIS discusses methods and procedures to ensure that recreational boaters in the West Channel area have access to the outer harbor when a cruise ship is berthed. We are concerned that future regulations will restrict or even close access to the West Channel while a cruise ship is berthed. Agreements with cruise lines calling on the Kaiser Point Berth should include provision to provide addition security and mitigations as need at Kaiser Point. |
| NWSPNC-7          | 6. The proposed project does not change the location of the boat launch at Cabrillo Beach. The current boat launch is safe and used by many recreational boaters. The Port does not recommend relocation of the boat launch for safety reasons such as launching small boats from vehicle trailers into deep water and the winds at other locations proposed. We do not recommend relocation of the Cabrillo Beach Boat Launch.   |
| NWSPNC-8          | 7. The proposed project has multiple cruise terminals for passenger embarking and disembarking from the cruise ships. We recommend that a single check in and baggage screening are be evaluated at the Cruise Terminal located at Berths 90 to 93B.  |
| NWSPNC-9          | 8. The project includes a promenade along the shore through the youth camp. We suggest the Port explore expanded uses for the area to include outdoor activities such as an urban waterfront camping experience. We support the proposed linkages, Red Car and promenade, extension to Cabrillo Beach.  |
| NWSPNC-10         | 9. All cruise ships calling at the port should be required to utilize Alternative Marine Power (AMP). Should equivalents to AMP be considered, any difference between emission reductions from AMP and the proposed alternatives should be mitigated through emission reductions elsewhere in the Port.   |
| NWSPNC-11         | 10. There is no discussion of the future use of the closed Westways Terminal. We urge the Port to expedite the demolition; remediation and redevelopment of the Westways Terminal. We recommend that the redevelopment plan and CEQA/NEPA evaluation be done concurrently with site demolition and remediation to reduce the time for site redevelopment and inclusion in the San Pedro Waterfront Project.   |
| NWSPNC-12         | 11. The DEIR/DEIS should evaluate parking structures with roof tops near Sampson Way that are green (plants and grass) to provide activity space, viewing and access from Harbor Boulevard to the Ports of Call area.   |
| NWSPNC-13         | 12. The DEIR/DEIS should consider how to link cruise ship passengers and guests to other San Pedro amenities and downtown. For example, passengers and guests using the surface and structured parking areas could be given vouchers for local restaurants and attractions as part of the parking fee. The DEIR/DEIS should include a discussion of the Red Car elements as they relate to linking  |

NWSPNC-13 CONT.	cruise ship passengers and guests to downtown and Cabrillo Beach and the Cabrillo Marine Aquarium.
NWSPNC-14	13. The Port should work with the San Pedro Chamber of Commerce to establish a kiosk or greeting station at the cruise terminals to assist passengers with questions about San Pedro. This kiosk and greeting station should be incorporated into any lease agreement with a cruise ship in order to help passengers with shopping before boarding the cruise ship.
NWSPNC-15	14. As part of the project construction and operation the Port needs to include a post-project validation system that implements new technologies to reduce air quality impacts as soon as possible and take advantage of advances in air pollution control technologies. In addition, a formal review should be done every year to evaluate the state of the emissions control industry and how new technologies and devices could be applied to proposed projects.
NWSPNC-16	15. The project proposes significant changes to Harbor Boulevard in order to maintain and improve traffic flow. As part of the project operation the Port needs to include a post-project validation of the traffic projections. Should the actual traffic impacts be greater than expected and outlined in the DEIR/DEIS the Port should implement new traffic control measures to improve transportation within the projected area. A formal review of the traffic impacts should be done after each construction milestone has been completed.
NWSPNC-17	16. Ports O'Call is presently 150,000 square feet (sf), of retail space, with approximately 80,000 sf being used currently. The proposed project would double the retail space within Ports O'Call, and additional 150,000 sf of retail space and a 75,000 sf conference center. The plan calls for the demolition and removal of the current retail establishments at Ports O'Call to allow for development of the waterfront promenade and new retail sites. We believe that the size of the development at Port O'Call should be determined by the proposed retail and commercial use, size of the proposed retail build-outs, and location of parking. We are concerned that Ports O'Call cannot be built out to 300,000 sf without an expansion of the planned parking. We also believe additional square footage cannot be supported if cruise ship parking is directed to the planned bluff-side parking. We support the Port's plan to redevelop Ports O'Call and extend the promenade along the waterfront in this area. However, given these concerns, we look forward to working closely with the Port as development plans for the Ports O'Call area are brought forward for review by the community. We also believe that the Master Plan for the proposed development in Ports O'Call be pedestrian centric rather than auto-centric, that most parking be located along the adjacent bluff, and that the development be built around a plaza(s), and landscaped open space consistent with a pedestrian-centric design.
NWSPNC-18	17. An evaluation as to the collection of storm water for later usage for irrigation at Bloch Field and other open space within the San Pedro Waterfront Plan should be evaluated as part DEIR/DEIS.
NWSPNC-19	18. The Port proposes modifying the Sixth and Harbor intersection to provide a smooth transition from Harbor Boulevard onto Sampson Way for access to Ports of Call and the proposed parking in the area. This traffic modification would change Harbor Blvd into a southbound one-way street southbound at Sixth Street. We support the realigned intersection to improve access to the waterfront in Port's O'Call and the parking area's proposed for the bluff area, while increasing the exposure of the waterfront and downtown business district to visitors. At the same time, in order to reduce the speedway effect of on Harbor Boulevard south of Sixth Street, we recommend traffic calming measures such as a landscaped median for the realigned Sampson Way.

December 15, 2008

- |           |  |
|-----------|--|
| NWSPNC-20 | 19. As part of the EIR/EIS we request that the Port evaluate connecting the Bloch Field restrooms to the sanitary sewer.   |
| NWSPNC-21 | 20. As part of the EIR/EIS study we request that the Port evaluate remediation of soil and groundwater at Crescent and 22 <sup>nd</sup> to allow for possible commercial/retail usage. |
| NWSPNC-22 | 21. The Port of Los Angeles should move forward with extending the Red Car through downtown San Pedro as soon as possible.   |

Your consideration of these comments is appreciated.

Sincerely,

Approved December 8, 2008 by the Northwest San Pedro Neighborhood Council

Dan Dixon, President  
Northwest San Pedro Neighborhood Council

Approved December 8, 2008 by the Northwest San Pedro Neighborhood Council

## 1 Northwest San Pedro Neighborhood Council (NWSPNC)

### 2 Response to Comment NWSPNC-1

3 Thank you for your comment. Please refer to Section 2.4.2.11 in the draft EIS/EIR  
4 for a discussion of proposed project linkages and pedestrian connections. Please  
5 refer to Master Response 4 and 5 for a discussion of the proposed redevelopment of  
6 Ports O' Call and the consideration of San Pedro businesses.

7 Regarding the No Net Increase Policy, the mitigation measures provided in the draft  
8 EIS/EIR are consistent with the *San Pedro Bay Clean Air Action Plan* (CAAP),  
9 which has undergone extensive public review and serves as the current overall guide  
10 to minimizing Port-wide air quality impacts to local communities. The CAAP is a  
11 lasting emission-reduction plan for reduction of criteria pollutants. The mitigation  
12 measures contained in the draft EIS/EIR conform to CAAP measures, would be in  
13 effect over the life of the proposed Project, and would minimize emissions from  
14 construction and operation of the proposed Project. The CAAP, the construction  
15 mitigation, and the proposed project-level mitigation included in the draft EIS/EIR,  
16 combined with federal, state, and regional regulations, would result in a substantial  
17 reduction of emissions at the Port and in the South Coast Air Basin. Table 3.2-25  
18 provides a comparison between proposed project mitigation measures and CAAP  
19 measures. LAHD believes that appropriate and feasible mitigation measures have  
20 been analyzed for the proposed Project. Additional measures beyond CAAP are also  
21 applied to the operation of the proposed Project. However, significant air quality  
22 impacts remain despite the implementation of all feasible CAAP measures. There are  
23 currently no technologies that have been tested that can reduce all air quality impacts  
24 to below significance thresholds. This issue is also discussed in Response to  
25 Comment JONWAR-32..

### 26 Response to Comment NWSPNC-2

27 Thank you for your comment. Please see Master Response 2 for additional  
28 discussion regarding the Outer Harbor cruise facilities. Your support for a single  
29 cruise berth at the Outer Harbor will be forwarded to the Board of Harbor  
30 Commissioners for consideration during its deliberations on the proposed Project and  
31 Alternatives. While the proposed Project includes two cruise berths and terminals in  
32 the Outer Harbor, LAHD staff is recommending that the second cruise berth only  
33 being constructed based on market demand. A single cruise berth in the Outer  
34 Harbor has been evaluated under Alternatives 1 and 3. Please note that the proposed  
35 Project does not include a two-story parking structure at the Outer Harbor; this is  
36 only proposed as part of Alternative 2. All cruise passenger parking is concentrated  
37 in the Inner Harbor for all alternatives except Alternative 2.

## 1 Response to Comment NWSPNC-3

2 The creation of the Outer Harbor Park in conjunction with the proposed cruise  
3 terminal(s) is part of the proposed Project and Alternatives 1, 2, and 3. No plans for  
4 commercial amenities are part of the proposed Project in this location. As a related  
5 project, 90,000 square feet of commercial development has already been entitled in  
6 this general area as part of the Cabrillo Marina Phase 2 Project.

7 The design of the terminal will consider potential shared use with the public, such as  
8 meeting facilities. Details on operations for the cruise terminals in terms of joint use  
9 would need to be considered in accordance with security measures and schedules.  
10 The park design will support both active and passive recreational uses.

## 11 Response to Comment NWSPNC-4

12 Thank you for your comment. Please refer to Response to Comment NWSPNC-3  
13 regarding the potential for shared use of the proposed new cruise terminal with the  
14 public. Your comment regarding non-exclusive use of the proposed terminals is  
15 noted; the leasing arrangements with the cruise lines regarding the proposed Outer  
16 Harbor terminals have not been determined.

## 17 Response to Comment NWSPNC-5

18 Thank you for your comment. Structured parking for the proposed Project to serve  
19 cruise passengers is located in the Inner Harbor. Alternative 2 provides for an  
20 elevated park on top of the terminal and parking areas in the Outer Harbor. The  
21 LAHD staff recommendation is that if the proposed Project is approved, construction  
22 of a second Outer Harbor cruise berth and terminal should depend on market  
23 demand. A single cruise berth at the Outer Harbor has been evaluated under  
24 Alternatives 1 and 3, but without parking in the Outer Harbor. However, a park has  
25 been included at the Outer Harbor under all alternatives except Alternative 6 (No  
26 Project). The draft EIS/EIR considers a range of reasonable alternatives that best  
27 accomplish the proposed project objectives while minimizing the impacts to the  
28 environment. Unfortunately, it is not feasible to consider every possible permutation  
29 of each alternative, and neither CEQA nor NEPA require this. (CEQ Forty  
30 Questions, No. 1b; CEQA Guidelines Section 15126.6(a), (f).)

## 31 Response to Comment NWSPNC-6

32 If approved, the LAHD will design and operate Outer Harbor cruise facilities that  
33 comply with security requirements while still accommodating recreational needs. As  
34 noted by the comment, Sections 3.7, "Hazards," and 3.10, "Recreation," of the draft  
35 EIS/EIR provide detailed analyses of potential impacts on vessel access in the West  
36 Channel. As concluded in the draft EIS/EIR, access would be maintained even with

1 the full 300-foot (100 yard) security buffer required around the cruise ships while at  
2 berth or in transit. Recreational boaters would have a channel approximately 80  
3 yards (240 feet) wide to be able to navigate around the security zone while a cruise  
4 ship is docked in this location. Should a floating barrier be approved, the access  
5 would be increased. Preliminary discussions with the U.S. Coast Guard suggest that  
6 the floating security barrier would keep at a minimum any interference with small  
7 recreational boating in the vicinity of the Outer Harbor berths. Regardless, the Outer  
8 Harbor berths would not preclude access to the marinas in the West Channel and  
9 would not require the Port to deny access to or close the marinas. The USCG is  
10 committed to working with LAHD regarding Outer Harbor security and maintaining  
11 access to the West Channel marinas, and LAHD will require compliance by the  
12 cruise lines with future security requirements as needed. Please also see Master  
13 Response 2, Number 6: Security Measures/Marina Access/Recreation for further  
14 discussion.

## 15 **Response to Comment NWSPNC-7**

16 Thank you for your comment. As stated in the comment, the proposed Project does  
17 not include relocation of the boat launch ramp at Cabrillo Beach. Your support for  
18 the current location of the boat launch ramp is noted.

## 19 **Response to Comment NWSPNC-8**

20 A single check-in and baggage screening facility located in the Inner Harbor to serve  
21 all cruise berths is not currently considered under the proposed Project Remote  
22 check-in and baggage screening for passengers going to the Outer Harbor terminal(s)  
23 could be discussed with the future cruise terminal operator, once one is selected  
24 through an RFP process. However, this would not remove the need for a terminal in  
25 the Outer Harbor to service passengers and support customs and security operations  
26 during embarkation and debarkation. The draft EIS/EIR considers a range of  
27 reasonable alternatives that best accomplish the proposed project objectives while  
28 minimizing the impacts to the environment. Unfortunately, it is not feasible to  
29 consider every possible permutation of each alternative, and neither CEQA nor  
30 NEPA require this. (CEQ Forty Questions, No. 1b; CEQA Guidelines Section  
31 15126.6(a), (f).)

## 32 **Response to Comment NWSPNC-9**

33 Thank you for your comment. There are no plans to change or expand the use at the  
34 Cabrillo Beach Youth Camp at this time. Your support for the proposed Waterfront  
35 Red Car Line and promenade extensions to Cabrillo Beach will be forwarded to the  
36 Board of Harbor Commissioners. The draft EIS/EIR considers a range of reasonable  
37 alternatives that best accomplish the proposed project objectives while minimizing  
38 the impacts to the environment. Unfortunately, it is not feasible to consider every

1 possible permutation of each alternative, and neither CEQA nor NEPA require this.  
2 (CEQ Forty Questions, No. 1b; CEQA Guidelines Section 15126.6(a), (f).)

### 3 **Response to Comment NWSPNC-10**

4 Cruise vessels would be required to utilize alternative maritime power (AMP).  
5 Mitigation Measure MM AQ-9 requires cruise vessels calling at both the Inner  
6 Harbor and Outer Harbor Cruise Terminals to use AMP at various percentages while  
7 hoteling in the harbor. The compliance rate will be phased in over time to allow  
8 LAHD to install the landside infrastructure and for vessels to retrofit. The  
9 compliance rate of 80% in 2013 and after of cruise ship calls in the Inner Harbor was  
10 assumed to account for existing leases and to accommodate occasional visiting  
11 vessels that do not regularly call upon the Port. A compliance rate of 97% of cruise  
12 ship calls in the Outer Harbor was assumed to accommodate an occasional visiting  
13 vessel or two a year that does not regularly call upon the Port. Please also see  
14 Response to Comments CSPNC3-38 and JONWAR-35. Additionally, General  
15 Mitigation Measure MM AQ-24 provides for the replacement of any identified  
16 mitigation measure with another CARB certified technology if it is shown to be good  
17 or better in terms of emissions performance than the existing measure, pending  
18 approval by LAHD.

### 19 **Response to Comment NWSPNC-11**

20 As described in the proposed Project, Westway Terminal has vacated the proposed  
21 project area in 2009 under an existing agreement. As part of the proposed Project,  
22 LAHD would demolish the remaining site infrastructure (tanks, walls, utilities, etc.).  
23 Subsequent remediation work under the oversight of the Regional Water Quality  
24 Control Board (RWQCB) would follow. As discussed in Section 2.4.2.2.6 of  
25 Chapter 2 the Project Description, redevelopment for “institutional use” has been  
26 assessed on a programmatic level. While no detailed plans are currently available,  
27 LAHD has publicly identified City Dock No. 1 for a potential site to house marine  
28 research activities, which may include marine research laboratories, government  
29 laboratories and support activities for at-sea programs, and research and development  
30 park and business incubator for emerging marine environmental companies and  
31 educational support facilities for students engaged in marine science studies. These  
32 potential uses are consistent with the programmatic analysis made in the draft  
33 EIS/EIR.

### 34 **Response to Comment NWSPNC-12**

35 Thank you for your comment. Please see final EIS/EIR Section 1.5.2.2.2. As  
36 discussed therein, under the proposed Project approximately 1,652 spaces in four 3-  
37 level structures would be constructed at the bluff site located at the existing SP  
38 Railyard to serve Ports O’ Call and waterfront visitors. The height of the structures

1 would be at or near the top of the bluffs so they would not block views from Harbor  
2 Boulevard, and the rooftops of the parking structures along Sampson Way would be  
3 developed with green rooftops and solar panels to minimize visual disruption toward  
4 the waterfront. The structures will also facilitate pedestrian access and provide  
5 walkways to entice pedestrians to venture down staircases to the waterfront and Ports  
6 O'Call. The proposed Project would include a new pedestrian bridge at 13<sup>th</sup> Street  
7 spanning Harbor Boulevard and Sampson Way. The pedestrian bridge would include  
8 an overlook and be constructed over the proposed Waterfront Red Car Maintenance  
9 Facility at the bluff to provide access to Ports O'Call. A signalized pedestrian  
10 crossing or pedestrian bridge would also be provided at 9<sup>th</sup> Street across Harbor  
11 Boulevard that would provide access from the surrounding community to Ports  
12 O'Call. These linkages would connect to Plaza Park (which is scheduled to be  
13 redesigned under a China Shipping Mitigation Project) and would be constructed to  
14 enhance access from the park to the waterfront (See Section 2.4.2.1.1).

## 15 **Response to Comment NWSPNC-13**

16 Thank you for your comment. The LAHD will work through the San Pedro Property  
17 Owners Business Improvement District (PBID) to coordinate marketing downtown  
18 San Pedro at the cruise terminals and parking facilities.

19 Regarding the Waterfront Red Car Line, an extension to downtown may be  
20 considered as a separate project, but it is not a part of the proposed Project analyzed  
21 in the draft EIS/EIR. The extension of the Waterfront Red Car Line into downtown  
22 San Pedro has been studied in the *Waterfront Red Car Line Expansion Feasibility*  
23 *Study Draft Final Report*, prepared by Wilson & Company. The study indicates the  
24 existing red car configuration with high platforms and long handicap ramps to  
25 elevated stations could not be developed in downtown without significant impact to  
26 businesses, parking, and sidewalks. Therefore, the study recommends that the  
27 existing red car system be modified to a step-on/step-off type of electric trolley prior  
28 to expansion. The Port is currently seeking transportation funding for these  
29 modifications, which would need to occur before a downtown loop becomes feasible.

30 LAHD acknowledges that a downtown San Pedro extension would require additional  
31 planning studies to identify and refine the various alignment alternatives, operating  
32 options and station requirements.

33 The Downtown extension would not be on POLA property; therefore, LAHD does  
34 not have jurisdiction over proposed project elements outside of its boundaries.  
35 Furthermore, a greater level of interagency and stakeholder coordination, including  
36 discussions regarding operating and maintenance costs, would be required. LAHD  
37 will continue to explore funding opportunities and partnerships with other city  
38 agencies to develop a Downtown extension. Any future extension to downtown San  
39 Pedro would require the City of Los Angeles Department of City Planning or  
40 Community Redevelopment Agency to develop and implement such proposals within  
41 their jurisdiction. However, LAHD is open to collaborating with LADCP, CRA/LA,  
42 and LADOT on future development of the Waterfront Red Car line.



## 1 **Response to Comment NWSPNC-14**

2 Thank you for your comment. As stated in Response to Comment NWSPNC-13,  
3 LAHD will work with the San Pedro Property Owners Business Improvement  
4 District (PBID) to coordinate marketing downtown San Pedro at the cruise terminals  
5 and parking facilities. Your recommendation will be forwarded to the Board of  
6 Harbor Commissioners for their consideration.

## 7 **Response to Comment NWSPNC-15**

8 The development and implementation of new emission technologies are best handled  
9 on a Port-wide basis. The San Pedro Bay Clean Air Action Plan Technology  
10 Advancement Program (TAP) is a process to achieve this objective. The mission  
11 statement of TAP is to “accelerate the verification or commercial availability of new,  
12 clean technologies through evaluation and demonstration to move towards an  
13 emissions free port.” TAP thus serves to identify, evaluate, and demonstrate new and  
14 emerging emissions reductions technologies applicable to the port industry and these  
15 technologies are incorporated into futures updates to the CAAP. Should the CAAP  
16 be strengthened in the future, Mitigation Measure MM AQ-22 Periodic Review of  
17 New Technology and Regulations provides a means for these additional measures to  
18 be incorporated into the applicant’s lease if determined to be feasible for the  
19 proposed Project (or selected alternative). Under Mitigation Measure MM AQ-22,  
20 the opportunity to add new measures to the lease would occur not less frequently than  
21 once every 7 years. It is not legally, economically, and technically feasible to update  
22 this information on a yearly basis. While the draft and final EIS/EIR disclose and  
23 discuss various construction and operational impacts and mitigation measures for the  
24 proposed Project and alternatives, the record of decision (ROD) would recognize that  
25 most of the mitigation measures identified in the draft and final EIS/EIR, particularly  
26 those focused on upland operations, would be implemented, maintained, and  
27 monitored by LAHD, as the local agency with continuing program control and  
28 responsibility, pursuant to the Mitigation Monitoring and Reporting Program  
29 (MMRP) required by the certified EIR and through its tenant leases.

30 Therefore, the Port is regularly conducting a formal review and evaluation of the  
31 state of the emissions control industry and how new technologies and devices will be  
32 applied, per the commenter’s suggestion. This issue is also discussed in Response to  
33 Comment USEPA-14 and CSPNC3 -69.

## 34 **Response to Comment NWSPNC-16**

35 Thank you for your comment. Please see Master Response 6 which discusses  
36 proposed project transportation improvements, such as the modified Sampson  
37 Way/Harbor Boulevard and 7<sup>th</sup> Street intersection. The detailed traffic impact study  
38 prepared as part of the draft EIS/EIR was prepared in accordance with the traffic  
39 impact study guidelines adopted by the City of Los Angeles Department of

1 Transportation, which do not require post-project validation of traffic projections.  
2 The draft EIS/EIR analyzes the reasonably foreseeable impacts of the proposed  
3 Project consistent with CEQA and NEPA. (See *Robertson v. Methow Valley Citizens*  
4 *Council* (1989) 490 U.S. 332; see also CEQA Guidelines Section 15064 and Section  
5 15358). The implementation of all feasible mitigation measures would be  
6 implemented and tracked via the mitigation monitoring and reporting plan (MMRP)  
7 required under CEQA. Please also see PCCAC1-15 and CSPNC3-56 for discussion  
8 of the conservative nature of the Ground Transportation Circulation analysis.

9 However, Mitigation Measure AQ-23, Throughput Tracking, does provide for  
10 tracking project throughput assumptions in terms of cruise passengers anticipated  
11 through years 2011, 2015, 2022, and 2037. If assumptions/projections in the  
12 environmental analysis are exceeded, LAHD staff shall evaluate the effects of this on  
13 the emission sources relative to the EIS/EIR. If it is determined that these sources  
14 exceed EIS/EIR assumptions, staff shall evaluate actual air emissions for comparison  
15 with the EIS/EIR and if the criteria pollutants exceed those in the EIS/EIR, then new  
16 or additional mitigations would be applied.

## 17 **Response to Comment NWSPNC-17**

18 The detailed design for Ports O'Call will be subject to a competitive process through  
19 the selection of a master developer. The final plans for Ports O' Call will include a  
20 three acre Fishermen's Park that will be designed as an integral feature of the  
21 development, providing for waterfront views, and connecting to the network of  
22 plazas and promenades envisioned throughout the development. The draft EIS/EIR  
23 provides assumptions for maximum development, so the ultimate design could be  
24 less than the 300,000 square feet of commercial space and 75,000 square foot  
25 conference center. Cruise ship parking would be limited to the Inner Harbor parking  
26 structures and would not be directed to the bluff parking structures. Parking for Ports  
27 O'Call and waterfront visitors will be concentrated at the bluff parking structures.  
28 Please refer to Master Response 4 for further discussion of the redevelopment of  
29 Ports O' Call and Master Response 3 for a discussion of waterfront parking options.  
30 The proposed Project analyzes a reasonable range of alternatives including  
31 Alternatives 3 and 6 which vary the amount of development in the Ports O'Call  
32 component of the proposed Project. For example, Alternative 3 would only demolish  
33 and rebuild 40,000 square feet of the existing 150,000 square feet and add 37,500  
34 square feet of new development in Ports O'Call, for a total of only 187,000 square  
35 feet of commercial space. Under Alternative 6, no redevelopment or new  
36 development would occur. The impacts of the proposed Project and the alternatives  
37 with reduced Ports O'Call development are analyzed in each individual resource  
38 section of the draft EIS/EIR

## 1 **Response to Comment NWSPNC-18**

2 The proposed Project’s water quality impact and its contribution to a cumulative  
3 water quality impact was found to be less than significant and less than cumulatively  
4 considerable under NEPA and CEQA, respectively. Best management practices to  
5 prevent or minimize contaminant loadings to the LA/LB Harbor from stormwater  
6 runoff from past, present, and reasonably future projects, including the proposed  
7 Project are required by the Standard Urban Stormwater Mitigation Plan (SUSMP),  
8 which is incorporated into the Los Angeles County Urban Runoff and Stormwater  
9 NPDES Permit issued by the LARWQCB. Specifically, the SUSMP requires that  
10 each project incorporate BMPs specifically designed to minimize stormwater  
11 pollutant discharges. While adopted BMPs vary by project, all BMPs must meet  
12 specific design standards to mitigate stormwater runoff and control peak flow  
13 discharges. The SUSMP also requires implementation of a monitoring and reporting  
14 program to ensure compliance with the constituent limitations in the permit. Impacts  
15 associated with water supply are addressed in draft EIS/EIR Section 3.13 under  
16 significance thresholds PS-4, and were determined to be less than significant with  
17 implementation of Mitigation Measures MMPS-3, MM PS-4, and MM PS-5.  
18 Furthermore, the proposed Project would implement conservation measures and use  
19 recycled water that would reduce the overall potable water demand from 398 acre-  
20 feet per year to 165 acre-feet per year per the Water Supply Analysis performed by  
21 LADWP.

22 Therefore, since the proposed Project would result in less than significant impacts  
23 related to stormwater and incorporates the use of reclaimed water and conservation  
24 measures, none of the current alternatives developed at this time include a proposal to  
25 re-use stormwater for irrigation at specific facilities.

## 26 **Response to Comment NWSPNC-19**

27 Thank you for your comment. Please see Master Response 6 which provides  
28 additional details regarding transportation improvements and traffic impacts related  
29 to the proposed Project.. The speed limits on Harbor Boulevard would remain the  
30 same under the proposed Project or alternatives. Landscaping and hardscape  
31 improvements are proposed along Harbor Boulevard south of 7<sup>th</sup> Street, as well as in  
32 the median of Harbor Boulevard starting at the Swinford Street intersection, and  
33 would extend south to 22<sup>nd</sup> Street. A landscaped median is also currently part of the  
34 design for the realigned Sampson Way. The existing speed limit and the landscaped  
35 medians would provide traffic calming effects. Your support for the realigned  
36 intersection providing access into Ports O’ Call will be forwarded to the Board of  
37 Harbor Commissioners.

1 **Response to Comment NWSPNC-20**

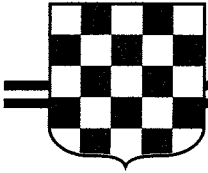
2 Thank you for your comment. Although the proposed San Pedro Park connects to  
3 Bloch Field, Bloch Field is not part of the proposed Project or the alternatives. The  
4 proposed Project or alternatives do not include any activity or action to change Bloch  
5 Field and Bloch Field would remain as it currently exists after the proposed Project,  
6 or one of the alternatives, is approved and built. Therefore, there is no impetus for  
7 connecting the existing Bloch Field restrooms to the sanitary sewer as Bloch Field is  
8 not part of the proposed Project or alternatives.

9 **Response to Comment NWSPNC-21**

10 Thank you for your comment. The proposed Project does not include plans for  
11 commercial/retail use at Crescent Avenue and 22<sup>nd</sup> Street. The draft EIS/EIR  
12 provides a reasonable range of alternatives as discussed in Master Response 1.

13 **Response to Comment NWSPNC-22**

14 Thank you for your comment. Please refer to Response to Comment NWSPNC-13  
15 for a discussion of the extension of the Waterfront Red Car Line to downtown San  
16 Pedro.



# Croatian American Club

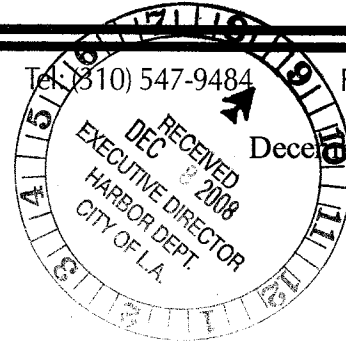
631 West Ninth Street

San Pedro, CA 90731

Tel: (310) 547-9484

Fax: (310) 547-3625

San Pedro Waterfront Project



December 1, 2008

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

Dear Dr. Appy:

CAC-1

Our Board of Directors has received and reviewed the EIR package in regards to the San Pedro Waterfront. We have evaluated the alternatives and have seen other proposed plans and overwhelming support the Port of LA's Proposed Project. The Proposed Project is the best option amongst all that we have examined.

Croatians began immigrating to Los Angeles in great numbers at the end of the 19<sup>th</sup> century. On San Pedro's bluffs, we found a landscape that resembled the sun-kissed islands and inlets of the Dalmatian Coast. And in the waters off the harbor, we fished as we had for generations in the crystal blue waves of the Adriatic Sea. Today there are reportedly over 40,000 people of Croatian ancestry who make the harbor area their home. The Croatian American club has been established for people of Croatian descent to gather and socialize. Our organization is very active in the San Pedro community and annually we hold a picnic in front of our clubhouse where we entertain over 10,000 visitors.

We are proud people, proud of our heritage and proud of our surroundings. Two most noted Croatian-Americans who made huge contributions to the harbor area are former California assemblyman Vincent Thomas who was instrumental in getting a bridge built in our port and Martin J. Bogdanovich who founded Star-Kist Tuna. Unfortunately, throughout the years the fishing industry has left us and with this many of our jobs have gone.

CAC-2

We strongly support the Port's proposed plan for countless reasons like the creation of new jobs and the revitalization of our depressed waterfront area. Ports O' Call used to be a destination but it is no longer. We support the idea of getting a developer to redevelop the whole Port O' Call area which in turn will bring new and exciting businesses.

CAC-3

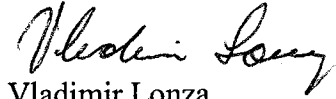
We also need a world class cruise ship terminal in the outer harbor that can accommodate the larger ships. We would love to see an operator like Disney at this new facility. We believe that many people would drive on Harbor Boulevard to the outer harbor and see what San Pedro has to offer. We are concerned that the existing facility would not accommodate the newer ships and we could lose what's left of our cruise ship industry. We need these jobs!

We support the continuous promenade to Cabrillo beach, the new harbors, the downtown square, the red car extension and everything else that has been proposed.

CAC-4

Our board members have seen many presentations throughout the years in regards to redeveloping the San Pedro Waterfront. Many board members including myself have attended public meetings and have made comments. All for not! Many of us attended the fountain ground breaking ceremony where well over 5,000 people attended. We are tired of talking – the Port has a great plan and must start building it now while many of us are still alive to enjoy it.

Sincerely,



Vladimir Lonza  
President

CC Los Angeles City Mayor Antonio Villaraigosa  
CC Dr. Geraldine Knatz  
CC S. David Freeman  
CC Joe Radisich

1 **Croatian American Club (CAC)**

2 **Response to Comment CAC-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners. No additional response is  
5 required since the comment does not address the adequacy of the draft EIS/EIR  
6 and/or address a physical environmental effect.

7 **Response to Comment CAC-2**

8 Thank you for your comment. Your support for the Ports O’Call redevelopment will  
9 be forwarded to the Board of Harbor Commissioners. No additional response is  
10 required since the comment does not address the adequacy of the draft EIS/EIR  
11 and/or address a physical environmental effect.

12 **Response to Comment CAC-3**

13 Thank you for your comment. Your support for the Outer Harbor development will  
14 be forwarded to the Board of Harbor Commissioners. No additional response is  
15 required since the comment does not address the adequacy of the draft EIS/EIR  
16 and/or address a physical environmental effect.

17 **Response to Comment CAC-4**

18 Thank you for your comment. Your support for the proposed Project will be  
19 forwarded to the Board of Harbor Commissioners. No additional response is  
20 required since the comment does not address the adequacy of the draft EIS/EIR  
21 and/or address a physical environmental effect.

**PACIFIC CORRIDOR COMMUNITY ADVISORY COMMITTEE**  
**San Pedro Municipal Building, 638 South Beacon Street Suite 551**  
**San Pedro, California**  
**December 4, 2008**



**CHAIRMAN**  
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**CHAIRPERSON**  
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**Andrew Silber**  
**Phillip Trigas**  
**Laureen Vivian**

Dr. Ralph G. Appy  
Director of Environmental Management  
Port of Los Angeles, Harbor Division  
425 South Palos Verdes Street  
San Pedro, California 90731

Dr. Spencer D. MacNeil  
U. S. Army Corps of Engineers,  
Los Angeles District  
Regulatory Division, Suite 110  
Ventura, California 93001

Dear Messrs: Appy and MacNeil:

This letter is to acknowledge that the Pacific Corridor Community Advisory Committee (CAC) supports the Central San Pedro Neighborhood Council's responses to POLA's San Pedro Waterfront Project.

PCCAC2-1

The members of the CAC have thoroughly reviewed and discusses the items outlined in the letter and agree with their recommendations.

Respectfully,

Mary Jo Walker, CAC Vice Chairperson





November 18, 2008

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

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

Subject: Response to POLA's San Pedro Waterfront Project

The Central San Pedro Neighborhood Council (CSPNC) was created by the City of Los Angeles to advocate for the interests of the stakeholders in downtown San Pedro. Since our inception in 2002, we have consistently supported the redevelopment of the waterfront to serve residents, local business interests, and all who have a stake in the Los Angeles waterfront. We see this redevelopment as being essential to improving the quality of life for residents, the local economy, and providing good stewardship of our precious waterfront resources.

Upon review of the San Pedro Waterfront Project DEIR released in September of 2008, we have come to the conclusion that the Port's Alternative 4 with certain modifications best meets the goals of our stakeholders. As decided by official action of CSPNC on November 18, 2008, we strongly support moving forward with Alternative 4, and provide the following additional comments to clarify the conditions of our support:

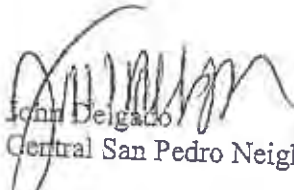
1. All passenger terminals serving the cruise industry should remain concentrated in the downtown area. The Port needs to make a significant investment in the downtown cruise terminal complex as this is situated at the visitor entrance to our waterfront and should be a significant architectural landmark. The existing Berth 93 terminal building is in great need of renovation, and the expansive parking lots fronting it are an eyesore. The renovation or reconstruction of the existing terminal buildings along with the construction of needed ancillary structures should occur in the near future to stimulate waterfront redevelopment and to generate interest among other potential investors. The development of pedestrian-level uses that take advantage of the plaza at the new Swinford water feature should also be a priority. Although the creation of a new North Harbor is appealing, this should not be allowed to take away from the acreage needed to establish an attractive and functional world-class cruise passenger terminal.

suggest that "tugboats, visiting historic and naval vessels, and the SS Lane Victory" be located in either the Downtown Harbor or along the Ports O'Call waterfront in order to keep these essential services and attractions prominently positioned along our waterfront.

6. With respect to the proposed conference center in Ports O'Call, we ask that the Port do all that is possible to place this needed facility at a waterfront location that is integrated into a visionary master plan for waterfront redevelopment. We note that these large facilities have the potential to create a zone of relative inactivity when sited within a regional tourist-serving attraction. A water-view location closer to downtown with integrated parking facilities is most desirable. We ask the Port to consider locating it atop the proposed bluff-fronting parking structures.
7. Finally, we have these concerns about three major elements that were NOT included in the DEIR:
  - a) The Port should meet its commitment to linking downtown to the waterfront by extending the Red Car line or providing some other attractive form of public transport that connects downtown to the 6th Street Red Car station.
  - b) The City of Los Angeles Community Redevelopment Agency has been advocating for linkages between downtown and the waterfront that include a partnership between their organization and POLA for the creation of a joint use parking structure on one of their downtown opportunity sites. Providing downtown parking options for cruise passengers would encourage these visitors to enjoy San Pedro before being shuttled off to the cruise terminal.
  - c) The much discussed Maritime and Marine Science Research Center should be included in the Port's master planning for the waterfront, as this single institution alone has a tremendous potential for positive impact on our economy and the long-term sustainability of the region.

We hope that the Port of Los Angeles will take these comments from the official City of Los Angeles-sanctioned representatives of the stakeholders of downtown San Pedro to heart, and incorporate them into their plans for a truly great waterfront for the City of Los Angeles.

Sincerely,

  
John Deigato

Central San Pedro Neighborhood Council President

cc. Dr. Geraldine Knatz, POLA Executive Director, P.O. Box 151, San Pedro, CA 90733-0151  
Mr. S. David Freeman, President, Los Angeles Harbor Commission;  
Mayor Antonio Villaraigosa, 200 North Spring Street, Room 303, Los Angeles, CA 90012  
Hon. Janice Hahn, 638 S. Beacon St., Suite 552, San Pedro, CA 90731  
Camellia Townsend, San Pedro Chamber of Commerce, 390 West 7th Street, San Pedro, CA 90731  
CSPNC Boardmembers

1 **Pacific Corridor Community Advisory Committee**  
2 **(PCCAC2)**

3 **Response to Comment PCCAC2-1**

4 Thank you for your comment. Your support for Coastal San Pedro Neighborhood  
5 Council's (CSPNC's) responses to the proposed Project is acknowledged and will be  
6 forwarded to the Board of Harbor Commissioners. For responses to these comments  
7 from CSPNC, please see Response to Comments CSPNC1-1 through CSPNC1-15.  
8 No additional response is required since the comment does not address the adequacy  
9 of the draft EIS/EIR and/or address a physical environmental effect.

**PACIFIC CORRIDOR COMMUNITY ADVISORY COMMITTEE**  
**San Pedro Municipal Building, 638 South Beacon Street Suite 551**  
**San Pedro, California**  
**December 4, 2008**



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**Laureen Vivian**

Dr. Ralph G. Appy  
Director of Environmental Management  
Port of Los Angeles, Harbor Division  
425 South Palos Verdes Street  
San Pedro, California 90731

Dr. Spencer D. MacNeil  
U. S. Army Corps of Engineers,  
Los Angeles District  
Regulatory Division, Suite 110  
Ventura, California 93001

Dear Messrs: Appy and MacNeil:

PCCAC3-1

This letter is to acknowledge that the Pacific Corridor Community Advisory Committee (CAC) supports the Letter of Support sent to you from the San Pedro Peninsula Chamber of Commerce, in responses to POLA's San Pedro Waterfront Project.

The members of the CAC have thoroughly reviewed and discusses the items outlined in the letter and agree with their recommendations.

Respectfully,

Mary Jo Walker, CAC Vice Chairperson

December 2, 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, California 93001

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

Dear Dr. MacNeil and Dr. Appy:

The San Pedro Chamber of Commerce has, for over ten years, been the leading advocate for redevelopment of the waterfront and expansion of the cruise industry. Ever since John Papadakis proposed the "Grand Promenade" from the bridge to the breakwater, it has been viewed as the backbone of a revitalized downtown San Pedro, when linked to the waterfront with ribs consisting of pedestrian and public transportation bridges.

The Chamber's mission is to make San Pedro an economically, environmentally, and socially sustainable community. That means we look for any new developments to:

1. Enhance our current economic assets, while adding new ones.
2. Create or attract new jobs with good wages and career growth opportunities.
3. Enhance our current environmental assets, mitigate past environmental problems, and add new assets.
4. Create new educational and recreational resources.

These principles have been applied to our evaluation of the 2008 Waterfront Project Draft EIS/ EIR. After review by the Chamber's Waterfront Subcommittee, Economic Policy Committee; and with input from significant community organizations; the Board of Directors recommends and strongly supports moving forward with **Alternative Development Scenario 4, with minor modifications.**

As preface to the comments that follow, we would like to emphasize that, a.) none of the following comments should be construed to indicate that we advocate or support re-circulating the Draft EIS/EIR, b.) as waterfront development proceeds, all Downtown elements should be included in the first phase, and c.) we have made it a priority to incorporate the comments of other significant community organizations.





**Elements supported as stated in Alternative 4:**

1. Waterfront promenade
2. Inner Harbor Cruise Berths
3. No Outer Harbor Cruise Passenger parking
4. New Harbors
  - a. Downtown Harbor with Los Angeles Maritime Institute Facilities
  - b. 7th St. Pier
5. Conference Center
6. Three New Waterfront Parks
7. SS Lane Victory
8. Red Car Maintenance Facility and Museum
9. Ralph J. Scott Fire Boat Museum
10. Catalina Express

**Elements supported with modifications:**

**1. Parking Structures:**

- a. The one new Inner Harbor Cruise Passenger Parking Structure should include ground floor restaurants and retail to enhance the pedestrian experience adjacent to the Gateway Fountain.
- b. Any additional parking structures should be located for shared use between the downtown and waterfront districts.

**2. Ports O' Call Development**

Redevelopment of Ports O' Call is a major element of the San Pedro Waterfront Project and the Chamber recommends:

- a. Emphasis be placed on connecting Ports O' Call to the downtown through a seamless connection, including extension of the Red Car into downtown (see below).
- b. As recommended by the Urban Land Institute and Councilwoman Janice Hahn, the historic landmark institutions that have been serving the community for almost fifty years - the San Pedro commercial fishing slips, Ports O' Call Restaurant and San Pedro Fish Market - should be retained.
- c. 50,000 square feet of new development be added to the current 150,000 square feet at Ports O' Call.

**3. Red Car Line Extension**

The line's **first** expansion should be routed through Downtown San Pedro. At a minimum it should be routed west on 5th Street to Centre Street, south on Centre Street to 7th Street and east on 7<sup>th</sup> Street to return to the main line. This was promised to the community and should be of the highest priority.





**4. Road Improvements**

The Chamber does not support realigning Harbor Boulevard, as disconnecting the 5<sup>th</sup> Street and 6<sup>th</sup> Street access to the Maritime Museum and Ports O' Call will create another barrier between Downtown and the Waterfront. The Chamber does support the Town Square and Fountain elements of the project. The only roadway improvement that the Chamber supports is the extension of 7th Street due east to Sampson Way at the foot of the proposed 7<sup>th</sup> Street Pier.

**Additions to Alternative 4**

Three major elements advocated by the Chamber and entered into the record at the EIR Scoping Hearing and not included in the DEIR should be studied.

**1. Marine Science Research Institute**

This should have been included in the DEIR, beginning with adaptive reuse of the warehouses at Berth 58-60.

**2. Clean-up of the Westways site**

This should be a high priority with the Port.

**3. Outer Harbor Cruise Berth**

The Port should continue to plan for the availability of an occasional-use berth at Kaiser Point while the inner harbor terminal remains the focus of passenger processing activities.

The Chamber appreciates the Port of Los Angeles' continued commitment to moving forward on the San Pedro Waterfront Project and looks forward to working with the Port to continue making progress on vital project. *Camilla Townsend* forward to working this exciting and

Sincerely,

John Ek  
Chairperson, Board of Directors

Camilla Townsend  
President/CEO



PCCAC3-1  
Continued

1 **Pacific Corridor Community Advisory Committee**  
2 **(PCCAC3)**

3 **Response to Comment PCCAC3-1**

4 Thank you for your comment. Your support of the letter sent by San Pedro Chamber  
5 of Commerce is acknowledged. For responses to these comments from the San  
6 Pedro Chamber of Commerce, please see Responses to Comments SPCoC-1 through  
7 SPCoC-13. No additional response is required since the comment does not address  
8 the adequacy of the draft EIS/EIR and/or address a physical environmental effect.





# South Coast Interfaith Council

759 Linden Avenue  
Long Beach, California 90813  
Phone: 562 - 983 - 1665  
Fax: 562 - 983 - 8812  
scic@charterinternet.com SCInterfaith.org

Milia Islam-Majeed, Executive Director  
milia.islammajeed@gmail.com



December 5, 2008

- Rev. Duane Moret, President,  
Holy Spirit Fellowship, LB
- Dr. Rini Ghosh, President-Elect,  
LA Vedanta Society (Hindu), RPV
- Carl Farrington, Vice Pres,  
St. Philomena Catholic, Carson
- Imam Tarek Mohamed, Vice Pres,  
Long Beach Islamic Center
- Khalil Morand, Vice Pres,  
Islamic Center of the South Bay
- Roni Love, Secretary,  
Temple Israel, Long Beach
- Conrad Housley, Treasurer,  
Unitarian Universalist, LB
- Gretchen Krutz, Past President,  
Baha'i of Long Beach
- Jane Affonso,  
Trinity Lutheran, Manhattan Beach
- Al Albergate,  
SGH-Buddhist, South Bay
- Dr. Ebrahim Amant, SCIC2-1  
Baha'i of Manhattan Beach
- Richard Brehove,  
St. Margaret Mary Catholic, Lomita
- Dr. Arinder Chadha,  
Sikh Center of Orange County
- Rev. Gary Commins,  
St. Luke's Episcopal, Long Beach
- Fr. William Connor,  
St. Joseph Catholic, Long Beach
- Cantor Ilan Davidson,  
Temple Beth El, San Pedro SCIC2-2
- Rev. Moira Foxe,  
Church of Religious Science, RB
- Chaplain Gila Katz,  
Klein Chaplaincy, Redondo Beach
- William Latto,  
Neighborhood Church UCC, PVE
- Rev. John Morehouse,  
Pacific Unitarian, RPV
- Rev. Sandra Olevine,  
The Neighborhood UMC, LB SCIC2-3
- Rev. Karyn Reddick,  
Pastoral Care, LB Memorial Hospital
- Elder Herbert Rice,  
Greater Open Door COGIC, LB
- Ahmed Saafir,  
Masjid Al-Shareef, Long Beach
- Rev. Gerald Schaar, SCIC2-4  
Gloria Dei Lutheran, LB
- Rev. Dr. Misi Tagalao,  
Second Samoan UCC, LB

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

**Re: San Pedro Waterfront Project**

**Dear Dr. Appy:**

The South Coast Interfaith Council, [www.scinterfaith.org](http://www.scinterfaith.org), is attentive to the well-being and quality of life of people within its constituency, roughly in the southern part of Los Angeles County. SCIC's Social Concerns Committee commends the port for its support of the Bridge to Breakwater Master Development Plan and its related projects. The San Pedro Waterfront Project is especially significant as an effort to enhance the lives of local residents and to draw visitors from throughout California and far beyond. San Pedro is a naturally scenic and rejuvenating area with a rich cultural heritage.

We urge that careful attention be given to alternative plans that have been put forth and that the final Environmental Impact Report/Statement go beyond merely giving written responses and actually incorporate the best and most thoughtful recommendations. This may require one or more special public workshops or study sessions. We are especially impressed with the professional quality and sensitivity to community and environmental concerns of the Sustainable Waterfront Plan.

We urge that every effort be made to ensure that the Waterfront Project add to the social cohesion of the San Pedro community, especially for its poorer residents. In this regard it is important to not mar the view from Cabrillo Beach by siting a cruise ship terminal at Kaiser Point and to not over-gentrify Ports O Call Village. Social cohesion and a spirit of community would also be enhanced by a pedestrian thoroughfare and land bridge from downtown to Ports O Call and by Red Car service from downtown to the waterfront.

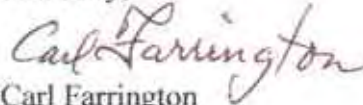
Climate change is a challenge to which attention must be given. Accordingly, it is vitally important that the Waterfront Project encourage walking and bicycling as modes of getting from place to place and as forms of recreation.

SCIC2-6 We endorse the Sustainable Waterfront Plan's recommendation to enhance links to existing open space, specifically Leland Park, Peck Park, Bandini Canyon, Royal Palm Beach, White Point, Point Fermin, Sunken city, Angels Gate Park, Cabrillo Beach and the Harbor View Trail. Greenhouse gas emissions can be reduced by locating all berths, particularly cruise ship berths, at the inner harbor, thus reducing distances large numbers of cars, buses, and trucks must travel and relieving congestion.

SCIC2-7 It is of course essential that the ports of Los Angeles and Long Beach follow through with their Clean Air Action Plan. We applaud you for your progressive Clean Trucks Program and hope that similarly inspired programs can be instituted to give special protection to school children and the elderly.

This letter is also being sent by e-mail with attachments related to the Sustainable Waterfront Plan.

Cordially,



Carl Farrington

Chair, Social Concerns Committee

## 1 **South Coast Interfaith Council (SCIC2)**

### 2 **Response to Comment SCIC2-1**

3 Thank you for your comment. Your support for the Bridge to Breakwater Master  
4 Plan and related projects will be forwarded to the Board of Harbor Commissioners.  
5 No additional response is required since the comment does not address the adequacy  
6 of the draft EIS/EIR and/or address a physical environmental effect.

### 7 **Response to Comment SCIC2-2**

8 Thank you for your comment. Please see Master Response 1 which discussed the  
9 Sustainable Waterfront Plan. Comments on the Sustainable Waterfront Plan will be  
10 forwarded to the Board of Harbor Commissioners for consideration during its  
11 deliberations on the proposed Project and alternatives. No additional response is  
12 required since the comment does not address the adequacy of the draft EIS/EIR  
13 and/or address a physical environmental effect.

### 14 **Response to Comment SCIC2-3**

15 Thank you for your comment. It is the goal of the proposed Project to connect the  
16 surrounding community to the waterfront and Ports O'Call and to enhance visitor-  
17 serving opportunities at Ports O'Call, taking into account visitor demographics.  
18 Aesthetic impacts on Cabrillo Beach, Key Observation Point C ("KOP C"), from the  
19 proposed Project would be kept to less-than-significant levels (draft EIS/EIR Section  
20 3.1, "Aesthetics," Impact AES-3). No additional response is required since the  
21 comment does not address the adequacy of the draft EIS/EIR and/or address a  
22 physical environmental effect.

### 23 **Response to Comment SCIC2-4**

24 Thank you for your comment. Neither a pedestrian thoroughfare / land bridge from  
25 downtown to Ports O'Call nor a Red Car extension to downtown are included as part  
26 of the proposed Project or any of the alternatives because LAHD does not have  
27 jurisdiction to propose project elements outside of its boundaries. Furthermore, the  
28 draft EIS/EIR analyzes a reasonable range of alternatives as discussed under Master  
29 Response 1.

## 1 Response to Comment SCIC2-5

2 Thank you for your comment. Please see Master Response 1 which discussed the  
3 Sustainable Waterfront Plan. Climate change is analyzed fully in Section 3.2, “Air  
4 Quality and Meteorology,” of the draft EIS/EIR. A number of pedestrian oriented  
5 features are provided under the proposed Project as discussed under draft EIS/EIR  
6 Section 2.4.2.1.1 and final EIS/EIR Chapter 1 Section 1.5.2.1.1. The proposed  
7 Project includes pedestrian links as well and bicycle paths throughout the waterfront  
8 and Ports O’Call.

## 9 Response to Comment SCIC2-6

10 Thank you for your comment. Pedestrian links would be provided to parks and open  
11 space. The proposed Project includes plans for pedestrian trail connections to the  
12 current California Coastal Trail. However, the Sustainable Waterfront Plan is not  
13 analyzed in the draft EIS/EIR. Please see Master Response 1 for further discussion  
14 of the Sustainable Waterfront Plan.

## 15 Response to Comment SCIC2-7

16 Alternatives 4 and 5 locate the cruise ship berths only in the Inner Harbor. As  
17 described in Section 2.4.2.2 of the draft EIS/EIR, with the proposed Project cruise  
18 ship passengers would be transported to the Outer Harbor berths by natural gas fueled  
19 shuttle buses to minimize vehicle emissions. Although vehicle emissions would be  
20 reduced slightly by locating the cruise ship berths in the Inner Harbor, cruise ship  
21 emissions, including greenhouse gases, would increase due to the increased sailing  
22 distance to the berth. For additional details on green house gas emissions associated  
23 Alternatives 4 and 5, please see draft EIS/EIR Section 3.2 Impact AQ-9, and final  
24 EIS/EIR Chapter 3 Section E.5. This issue is also discussed in Response to  
25 Comment SCIC1-6.

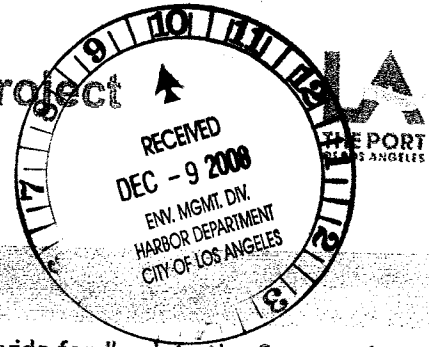
## 26 Response to Comment SCIC2-8

27 Thank you for your comment. The proposed Project would meet, and in some areas  
28 would exceed, the requirements of the *San Pedro Bay Clean Air Action Plan*  
29 (CAAP). No additional response is required since the comment does not address the  
30 adequacy of the draft EIS/EIR and/or address a physical environmental effect.



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.

Name MARY IACONO Telephone/Fax (310) 833-1271  
 Organization/Company Holy Trinity Better Half Senior Club  
 Address 2661 South Averill Avenue  
 City/State/Zip Code SAN Pedro, CA 90731  
 E-Mail MARYIACONO@YAHOO.COM

Dear Dr. Appy:

I am the president of the Holy Trinity Better Half Senior Club.  
 On November 5, 2008, our club had the pleasure of having Dr. Geraldine Knatz address our group. The occasion was our monthly luncheon meeting at Simon's Restaurant at the Port's O' Call. We have over 300 ladies in our club, representing most of the harbor area. At this meeting we had about 150 members in attendance.

Dr Knatz gave us a very complete and informative speech on the future San Pedro Waterfront Project. She also showed us slide pictures that went along with her very impressive presentation.

I must say that our members, who I may add are all lifetime residents of the harbor area, were very excited about the entire project. Some of their favorable comments were about the Red Car Line, the Waterfront Promenade, The revamping of Ports O' Call, but ESPECIALLY the Outer Harbor Cruise Terminal. They were very much in favor of your Project Alternative #2.

I want to express my thanks to you and all who are working so hard to make our harbor a wonderful and beautiful place to visit and enjoy.

*Mary Iacono*

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to 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

1 **Holy Trinity Better Half Senior Club (IAC)**

2 **Response to Comment IAC-1**

3 Thank you for your comment. Your support for Alternative 2 will be forwarded to  
4 the Board of Harbor Commissioners. No additional response is required since the  
5 comment does not address the adequacy of the draft EIS/EIR and/or address a  
6 physical environmental effect.

# 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!**

SKATE-1 | 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.**

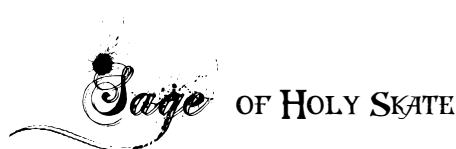
With direction or intuitive vision, any landscape architect can design such skateparks. Please go to this Internet web address to get some ideas for small skateplazas: [tinyurl.com/HSPlaza](http://tinyurl.com/HSPlaza) .

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,



1 **Holy Skate (SKATE)**

2 **Response to Comment SKATE-1**

3 Thank you for your comment. Recreational opportunities for the surrounding  
4 community have been provided by the proposed Project; skate parks may be included  
5 in future projects. Furthermore, the draft EIS/EIR analyzes a reasonable range of  
6 alternatives as discussed under Master Response 1. Your comment will be forwarded  
7 to the Board of Harbor Commissioners for their consideration. No additional  
8 response is required since the comment does not address the adequacy of the draft  
9 EIS/EIR and/or address a physical environmental effect.



**From:** [havenick@cox.net](mailto:havenick@cox.net)  
**To:** [Ceqacomments;](#)  
**cc:** [kathleen; John Miller; AirQavol; AirQhowekamp; CSPNC June; CSPNC Warren; PCACchuck; PCACjayme; PCACjody;](#)  
**Subject:** Re: SAN PEDRO WATERFRONT PROJECT EIS/EIR Comments Submittal  
**Date:** Tuesday, December 09, 2008 11:53:55 AM  
**Attachments:** [B2B EIR Comments.pdf](#)

---

All,

Please see attached comment letter document, revised only to correct Header to Air Quality Subcommittee with text same as previously submitted and as pasted below. Thank you.

--

Richard Havenick

---- havenick@cox.net wrote:

> (Submitted 12/08/08 through Air Quality Subcommittee of the Port Community Advisory Committee; Richard Havenick, 3707 Parker Street, San Pedro, CA 90731)

>

> Dear Dr. Appy and Dr. MacNeil,

>

> We hereby submit our comments regarding the Subject EIR/EIS and the respective Proposed Project with the GENERAL RECOMMENDATIONS and SPECIFIC COMMENTS listed below.

>

> GENERAL RECOMMENDATIONS

>

> The resulting Final Project Description should be designed such that declaration of Overriding Considerations for Significant and Unavoidable Environmental Impacts is not necessary and for Project impacts that remain significant, the Port shall implement emission reduction measures elsewhere such that port-wide emissions do not increase.

>

> SPECIFIC COMMENTS

>

> 1. As the EIR/EIS clearly demonstrates that significant impacts can largely be reduced, saving countless lives, through revision to exclude the Cruise Terminal at South Harbor, the Air Quality Subcommittee is opposed to construction and operation of the proposed Cruise Terminal in the Outer Harbor.

>

> 2. The Proposed Project would be constructed in the location already identified as a Federal non-attainment area for Air Quality, would result in

significant and unavoidable impacts which cannot be mitigated, and would increase the inhumane exposure of thousands of residents to toxic air emissions known to cause cancer, multiple heart and respiratory illnesses, and death.

>

> 3. The Proposed Project would increase greenhouse gas emissions by several orders of magnitude beyond that for Alternative 4, which excludes the outer Harbor Cruise Terminal.

>

> 4. All project descriptions require revision to include immediate implementation of Alternative Maritime Emission Control System (AMECS) either in combination with or in place of AMP.

>

> 5. The increased capability for reduction in ship emissions applicable to the ships planned for the outer harbor berths creates an Environmental Justice inequality wherein the community in close proximity to the inner harbor berths would suffer more greatly than persons in close proximity to the outer harbor berths. From a public health standpoint as well as an Environmental Justice standpoint, operations at the inner harbor berths should be held to the same emission reduction standards as the outer harbor berths. Moreover, splitting the ship emissions associated with expanded cruise operations between two separate locations that are in such close proximity creates a statistical outcome that understands the impacts caused by the resulting emissions.

>

> 6. The following mitigation measures applicable to the Proposed Project and Alternatives for both inner and outer harbor require revision as stated:

> a. The MM-AQ-9 should require 100% Alternative Maritime Power (AMP) for Cruise Vessels immediately on start of Project operations. Reference current phase-in stated as, "30% in 2009 and 80% in 2013;" and, "97% in 2013 and thereafter" at Outer Harbor.

> b. The MM AQ-3 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference current requirement stated as, "January 1, 2009 to December 31, 2011, shall comply with EPA 2004."

> c. The MM AQ-15 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference MM AQ-15 currently stated as, "20% in 2009, 40% in 2012, and 80% in 2015 and thereafter."

> d. All Project measures applicable to Low Sulfur Fuel (LSF) in Cruise Vessels require revision to require every possible effort to ensure use of 0.2 percent maximum sulfur content fuel immediately on start of Project operations without exemptions for technical difficulties (e.g., mono tank). Refer to MM AQ-10, "Inner Harbor – 30% in 2009 and 90% in 2013 and thereafter;" and, "Outer Harbor – 90% in 2013."

> e. All uses planned for LNG-Powered Shuttle Busses require change to

implement electric-powered busses. Reference MM QA-14, LNG-Powered Shuttle Busses.

> f. The MM AQ-18 requires the following revisions:

> i. Require full EPA Tier 2 compliance at start of Project operations until implementation of Tier 3. Currently stated phase-in of Tier 2 is 30% in 2010 and 100% in 2014.

> ii. Require full EPA Tier 3 compliance in year 2015. Currently stated phase-in of Tier 3 is 20% in 2015, 50% in 2018, and 100% in 2020.

> g. The MM AQ-21 must require EPA Tier 2 compliance at 100% in 2010 rather than as currently stated, 30% in 2010 and 100% in 2014.

> h. The MM AQ-22 should state the basis of periodic review such as once yearly and no less frequently than every five years. Currently stated measure includes no timing requirement for review.

> i. The MM QA-23 should be revised to include no less than two additional review cycles between the years of 2022 and 2037.

>

> 7. The following Impacts applicable to the Proposed Project require revision as stated:

> a. Significant understatement in AQ-9 regarding cumulative impacts that would result from the Proposed Project requires correction and clarification. The statement under the section, Impact AQ-9, page 3.2-124, "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" demonstrates a fundamental misapplication in consideration of cumulative impacts. Reasonable minds would agree that pollution from Port operations exists within the environment of regional pollution and that the communities closest to the Port and to goods transport are affected most significantly. The Port has the responsibility to reduce impacts on project-specific basis without relief for application of the concept that pollution results on a global scale and as such, project-specific pollution is more acceptable.

> b. Likely significant under estimation for on road vehicle emissions in AQ-3 results from the Port's mistaken calculation of pollution resulting from transport of people to and from the Outer Harbor Cruise terminal as follows:

> i. The corrected total number of shuttle buses required in optimal circumstances (maximum participation in shuttle bus option) is a quantity of 640 shuttle trips per day on the days of arrivals/departures. Note the following numeric elements: two ships; 4,000 people per ship; one arrival and one departure per ship; and, 25 persons per shuttle bus.

> ii. A significant quantity of Cruise Ship passengers will chose private transport (e.g., taxi, limousine, friend, etc.) to the Outer Harbor, resulting in significant increase in on-road vehicle emissions, not included in the Port's calculation.

>

> We look forward to release of the Final EIR/EIS with incorporation of our

recommendations as we seek mutually to benefit from improved air quality.

>

> Richard Havenick

> Chair, Air Quality Subcommittee

> Port Community Advisory Committee

> (for the Port of Los Angeles)

> Dear Dr. Appy and Dr. MacNeil,

> --

> Richard Havenick

PCACAQS-1  
Con'd

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



Subject: Comments Submittal for the Draft Supplemental EIR/EIS for the San Pedro Waterfront Project

Dear Dr. Appy and Dr. MacNeil,

We hereby submit our comments regarding the Subject EIR/EIS and the respective Proposed Project with the GENERAL RECOMMENDATIONS and SPECIFIC COMMENTS listed below.

GENERAL RECOMMENDATIONS

PCACAQS-2

The resulting Final Project Description should be designed such that declaration of Overriding Considerations for Significant and Unavoidable Environmental Impacts is not necessary and for Project impacts that remain significant, the Port shall implement emission reduction measures elsewhere such that port-wide emissions do not increase.

SPECIFIC COMMENTS

PCACAQS-3

1. As the EIR/EIS clearly demonstrates that significant impacts can largely be reduced, saving countless lives, through revision to exclude the Cruise Terminal at South Harbor, the Air Quality Subcommittee is opposed to construction and operation of the proposed Cruise Terminal in the Outer Harbor.

PCACAQS-4

2. The Proposed Project would be constructed in the location already identified as a Federal non-attainment area for Air Quality, would result in significant and unavoidable impacts which cannot be mitigated, and would increase the inhumane exposure of thousands of residents to toxic air emissions known to cause cancer, multiple heart and respiratory illnesses, and death.

PCACAQS-5

3. The Proposed Project would increase greenhouse gas emissions by several orders of magnitude beyond that for Alternative 4, which excludes the outer Harbor Cruise Terminal.

PCACAQS-6

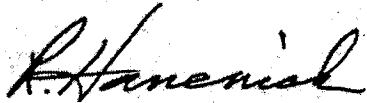
4. All project descriptions require revision to include immediate implementation of Alternative Maritime Emission Control System (AMECS) either in combination with or in place of AMP.

- PCACAQS-7 5. The increased capability for reduction in ship emissions applicable to the ships planned for the outer harbor berths creates an Environmental Justice inequality wherein the community in close proximity to the inner harbor berths would suffer more greatly than persons in close proximity to the outer harbor berths. From a public health standpoint as well as an Environmental Justice standpoint, operations at the inner harbor berths should be held to the same emission reduction standards as the outer harbor berths. Moreover, splitting the ship emissions associated with expanded cruise operations between two separate locations that are in such close proximity creates a statistical outcome that understands the impacts caused by the resulting emissions.
- PCACAQS-8 6. The following mitigation measures applicable to the Proposed Project and Alternatives for both inner and outer harbor require revision as stated:
- PCACAQS-9 a. The MM AQ-9 should require 100% Alternative Maritime Power (AMP) for Cruise Vessels immediately on start of Project operations. Reference current phase-in stated as, "30% in 2009 and 80% in 2013;" and, "97% in 2013 and thereafter" at Outer Harbor.
- PCACAQS-10 b. The MM AQ-3 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference current requirement stated as, "January 1, 2009 to December 31, 2011, shall comply with EPA 2004."
- PCACAQS-11 c. The MM AQ-15 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference MM AQ-15 currently stated as, "20% in 2009, 40% in 2012, and 80% in 2015 and thereafter."
- PCACAQS-12 d. All Project measures applicable to Low Sulfur Fuel (LSF) in Cruise Vessels require revision to require every possible effort to ensure use of 0.2 percent maximum sulfur content fuel immediately on start of Project operations without exemptions for technical difficulties (e.g., mono tank). Refer to MM AQ-10, "Inner Harbor – 30% in 2009 and 90% in 2013 and thereafter;" and, "Outer Harbor – 90% in 2013."
- PCACAQS-13 e. All uses planned for LNG-Powered Shuttle Busses require change to implement electric-powered busses. Reference MM QA-14, LNG-Powered Shuttle Busses.
- PCACAQS-14 f. The MM AQ-18 requires the following revisions:
- PCACAQS-15 i. Require full EPA Tier 2 compliance at start of Project operations until implementation of Tier 3. Currently stated phase-in of Tier 2 is 30% in 2010 and 100% in 2014.
- PCACAQS-16 ii. Require full EPA Tier 3 compliance in year 2015. Currently stated phase-in of Tier 3 is 20% in 2015, 50% in 2018, and 100% in 2020.
- PCACAQS-17 g. The MM AQ-21 must require EPA Tier 2 compliance at 100% in 2010 rather than as currently stated, 30% in 2010 and 100% in 2014.
- PCACAQS-18 h. The MM AQ-22 should state the basis of periodic review such as once yearly and no less frequently than every five years. Currently stated measure includes no timing requirement for review.
- PCACAQS-19 i. The MM QA-23 should be revised to include no less than two additional review cycles between the years of 2022 and 2037.
- PCACAQS-20 7. The following Impacts applicable to the Proposed Project require revision as stated:
- PCACAQS-21 a. Significant understatement in AQ-9 regarding cumulative impacts that would result from the Proposed Project requires correction and clarification. The statement under the section, Impact AQ-9, page 3.2-124, "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" demonstrates a fundamental misapplication in consideration of cumulative impacts. Reasonable minds would agree that pollution from Port operations exists within the environment of regional pollution and that the communities closest to the Port and to goods transport are affected most significantly. The Port has the responsibility to reduce impacts on project-specific basis without relief for application of the concept that pollution results on a global scale and as such, project-specific pollution is more acceptable.

PCACAQS-18

- b. Likely significant under estimation for on road vehicle emissions in AQ-3 results from the Port's mistaken calculation of pollution resulting from transport of people to and from the Outer Harbor Cruise terminal as follows:
  - i. The corrected total number of shuttle buses required in optimal circumstances (maximum participation in shuttle bus option) is a quantity of 640 shuttle trips per day on the days of arrivals/departures. Note the following numeric elements: two ships; 4,000 people per ship; one arrival and one departure per ship; and, 25 persons per shuttle bus.
  - ii. A significant quantity of Cruise Ship passengers will chose private transport (e.g., taxi, limousine, friend, etc.) to the Outer Harbor, resulting in significant increase in on-road vehicle emissions, not included in the Port's calculation.

We look forward to release of the Final EIR/EIS with incorporation of our recommendations as we seek mutually to benefit from improved air quality.



Richard Havenick  
Chair, Air Quality Subcommittee  
Port Community Advisory Committee  
(for the Port of Los Angeles)

Copies to: Dr. Geraldine Knatz, Port of Los Angeles Executive Director; Mr. Henry Hogo, Deputy Executive Officer, South Coast Air Quality Management District; Todd Sterling, California Air Resources Board; Jayme Wilson, Chair, Port Community Advisory Committee; Air Quality Subcommittee Members; Port Community Advisory Committee Members

## 1 **Port of Los Angeles Community Advisory Committee, Air** 2 **Quality Subcommittee (PCACAQS)**

### 3 **Response to Comment PCACAQS-1**

4 The commenter repeated all comments in the attached letter to their email in the body  
5 of the email. Therefore, all comments in the body of the email are specifically  
6 responded to below in responses PCACAQS-2 to PCACAQS-18 and all comments in  
7 the body of the email have been noted.

### 8 **Response to Comment PCACAQS-2**

9 Thank you for your comment. The draft EIS/EIR adequately discloses environmental  
10 impacts from the proposed Project and alternatives that have been determined to be  
11 significant and unavoidable, even with extensive mitigation. LAHD and the USACE  
12 have developed the emission reduction measures to the greatest degree feasible  
13 consistent with CEQA Guidelines Section 15126.4 and CEQ Forty Questions, No.  
14 19a. Should the Board of Harbor Commissioners decide to approve the proposed  
15 Project or one of the alternatives, a Statement of Overriding Considerations would be  
16 required.

### 17 **Response to Comment PCACAQS-3**

18 Your opposition to the Outer Harbor Cruise Ship Terminals will be forwarded to the  
19 Board of Harbor Commissioners.

20 The comment does not accurately describe the effects from the Outer Harbor  
21 Terminals. The Outer Harbor Terminals would not result in significant health risks  
22 to residential receptors as described in Section 3.2.4.3.2. In fact, the proposed Project  
23 would reduce health risks to residents surrounding the Inner Harbor. Alternative 4,  
24 which concentrates the cruise ships at the Inner Harbor, would result in greater health  
25 risks to residential receptors than the proposed Project, although still below the  
26 thresholds. The commenters' opposition to the Outer Harbor Terminals is  
27 acknowledged. This issue is also discussed in Response to Comment EPA-5.

### 28 **Response to Comment PCACAQS-4**

29 Thank you for your comment. The USACE and LAHD are committed to mitigating  
30 health impacts from air pollutants to the extent feasible. LAHD's primary means of  
31 mitigating the effects of air quality impacts is to address the source of the impact  
32 through a variety of Port-wide clean air initiatives, including the *San Pedro Bay*  
33 *Clean Air Action Plan (CAAP)*, the *Sustainable Construction Guidelines*, and the  
34 proposed CAAP San Pedro Bay (Health) Standards. As part of the San Pedro Bay



1 Standards, LAHD will complete a Port-wide Health Risk Assessment (HRA)  
2 covering both the Port of Los Angeles and the Port of Long Beach that will include a  
3 quantitative estimate of health risk impacts from diesel particulate matter (DPM)  
4 emissions of the Port's overall existing and planned operations. Current and future  
5 proposed projects' approval will be dependent on meeting the San Pedro Bay  
6 Standards.

7 The primary purpose of the proposed San Pedro Bay Standards is to provide a  
8 valuable tool for long-term air quality planning, aiding the ports and the agencies  
9 with evaluating and substantially reducing the long-term overall health risk effects of  
10 future projects and ongoing port operations' emissions over time. The ports will use  
11 the San Pedro Bay Standards in CEQA documents as a tool in the cumulative health  
12 risk discussions, although consistency with the standards will not serve as a  
13 standard/threshold of impact significance. When evaluating projects, a consistency  
14 analysis with the assumptions used to develop the health risk and criteria pollutant  
15 San Pedro Bay Standards will be performed in order to ensure that a project is fully  
16 contributing to attainment of the San Pedro Bay Standards. The forecasting used to  
17 develop San Pedro Bay Standards assumed implementation of the CAAP and relied  
18 on projected future ports' operations through the specified CAAP implementation  
19 mechanisms, and also assumed implementation of existing regulations. As long as a  
20 project is consistent with growth projection assumptions used to develop the San  
21 Pedro Bay Standards, and the CAAP mitigations for the project are consistent with  
22 the mitigation assumptions used to develop the San Pedro Bay Standards, then the  
23 project can be deemed consistent with the San Pedro Bay Standards. The proposed  
24 Project is consistent with the San Pedro Bay Standards as it is consistent with  
25 projections of the ports' future operations used in formulating the San Pedro Bay  
26 Standards. This issue is also discussed in Response to Comment EPA-4.

27 While the draft EIS/EIR does show that the proposed Project does have an area  
28 (Outer Harbor) in which the cancer risk will exceed the significant threshold  
29 levels, the vast majority of areas in the San Pedro Waterfront would experience  
30 a significant decrease in risk. This is best illustrated by viewing the NEPA impact  
31 assessment shown in Figure D 3.7-10 which shows that a large area (approx 0.25 sq  
32 miles) of residential population will experience a decrease in cancer risk between 10  
33 and 100 in a million as a result of the proposed Project. Occupational receptors south  
34 of Harbor Boulevard will experience an even greater decrease in risk. The net effect  
35 is that the proposed Project risk reductions are far greater than the small area of  
36 increase seen in the Outer Harbor. As presented and discussed in the draft EIS/EIR,  
37 Figure D3.7-9 shows the spatial distribution for the mitigated residential cancer risk  
38 minus the CEQA baseline. The only areas showing an increased residential health  
39 risk are those located in the Outer Harbor Park, Outer Harbor parking, Outer Harbor  
40 Terminals, and water areas over the East and Main Channels. However, as shown in  
41 Figure D3.3-2, there are no residential receptors in these areas of increased risk and  
42 therefore, residential health risk is not increased as a result of the proposed Project in  
43 the Outer Harbor area. In the Inner Harbor, residential cancer risks are reduced at all  
44 locations, as compared to baseline conditions, and are reduced the greatest in the  
45 vicinity of Berths 87-90 and Berths 91-92. The maximum reduced risk is -1,566 per  
46 one million located at Berth 91. A reduced risk of over -100 per one million extends

1 as far west as the Interstate-110 and Route 47 interchange. This issue is also  
 2 discussed in Response to Comments CLAPH-1, USEPA-4, USEPA-5, and USEPA-9.

### 3 Response to Comment PCACAQS-5

4 The proposed Project would not increase GHG emissions by several orders of  
 5 magnitude over Alternative 4. As shown in Section 3.2.4.3 of the final EIS/EIR, the  
 6 maximum increase in operational GHG emissions with the proposed Project over  
 7 Alternative 4 occurs with the unmitigated proposed Project and Alternative 4  
 8 Mitigated, for 2037 and equals 27,649 MT/yr CO<sub>2</sub>e. This is a 13.2% increase over  
 9 Alternative 4 Mitigated. The following table compares the operational GHG  
 10 emissions for the proposed Project and Alternative 4 under different mitigation  
 11 conditions.  
 12

Description	Operational GHG emissions in 2037 (MT/yr CO <sub>2</sub> e)
<b>Maximum Increase Scenario</b>	
Proposed Project Unmitigated	208,581
Alternative 4 Mitigated	180,904
Increase with Proposed Project Unmitigated over Alternative 4 Mitigated	27,649 (13.2%)
<b>Unmitigated Alternatives</b>	
Proposed Project Unmitigated	208,581
Alternative 4 Unmitigated	186,211
Increase with Proposed Project Unmitigated over Alternative 4 Unmitigated	22,369 (10.7%)
<b>Mitigated Alternatives</b>	
Proposed Project Mitigated	197,943
Alternative 4 Mitigated	180,904
Increase with Proposed Project Mitigated over Alternative 4 Mitigated	17,011 (8.5%)

13  
 14 This issue is also discussed in Response to Comments CSPNC3-36 and JONWAR-  
 15 33.

## 1 Response to Comment PCACAQS-6

2 The comment calls for implementation of the Advanced Maritime Emissions Control  
3 System (AMECS). AMECS is the stack bonnet technology where a bonnet or sock  
4 is fitted to the ship stack and the stack exhaust is routed to a shore-side scrubber.  
5 LAHD anticipates that AMECS technology could eventually prove feasible and cost-  
6 effective as an alternative to alternative maritime power (AMP) for some or all  
7 vessels at the Port, especially marine oil tankers. An AMECS system has been tested  
8 successfully as part of a pilot project at the Port of Long Beach that is focused on  
9 vessels carrying dry bulk, break bulk, and roll-on/roll-off cargo (Port of Long Beach  
10 2006). A full report on the systems is currently unavailable. Although such a system  
11 could not currently be implemented within a reasonable period of time taking  
12 economic and technological factors, the mitigation measures identified in the  
13 proposed Project do not prohibit tenants from applying alternative technologies such  
14 as AMECS to mitigate hotelling emissions. Should AMECS become feasible and  
15 commercially available in the future, Mitigation Measure MM AQ-22 provides a  
16 process to consider new or alternative emission control technologies in the future and  
17 an implementation strategy to ensure compliance. Under Mitigation Measure MM  
18 AQ-22, the opportunity to add new measures to the lease would occur not less  
19 frequently than once every 7 years.

## 20 Response to Comment PCACAQS-7

21 The health risk assessment (HRA), as presented in Section 3.2, “Air Quality and  
22 Meteorology,” and Appendix D.3, examined the cancer risks and the acute and  
23 chronic noncancer health risks associated with the proposed Project and all project  
24 alternatives on the local communities. Health risks are reported over geographical  
25 areas (for example, the HRA includes cancer risk isopleths to illustrate risk patterns  
26 in the communities). The HRA is based on procedures developed by public health  
27 agencies, most notably the California Office of Environmental Health Hazards  
28 Assessment (OEHHA). Figures D3.7-1 to D3.7-12 of the HRA show Maximum  
29 Concentration Locations and isopleths of Residential Lifetime Cancer Risk  
30 associated with the CEQA baseline, NEPA baseline, unmitigated project conditions,  
31 mitigated project conditions, and no-project conditions. Both the environmental  
32 justice analysis and HRA study areas incorporate residences near the Outer Harbor  
33 and Inner Harbor and have been analyzed under the respective sections of the draft  
34 EIS/EIR which include Impact AQ-7 in Section 3.2. 4.3.1. All of the emissions  
35 associated with the ships are included in the HRA analysis, however the spatial  
36 allocation of the emissions were based on the location where each activity would  
37 occur which varied between the proposed Project and each Alternative. Thus all of  
38 the HRA impacts are fully assessed for the proposed Project and each alternative by  
39 appropriately allocating emissions to the locations at which they will occur.

40 The health standards are the same for both Inner and Outer Harbors.

## 1 **Response to Comment PCACAQS-8**

2 Thank you for your comment. The AMP compliance rate at the Outer Harbor is 97%  
3 (to allow time for ships to tie up to AMP and to allow one occasional infrequent  
4 vessel call, such as the QE3). The mitigation measure requires 80% AMP of all calls  
5 in the Inner Harbor in 2013 and thereafter to accommodate existing lease agreements  
6 with home-ported vessels and to accommodate occasional visiting vessels that are not  
7 AMP equipped that do not regularly call upon the Port. Mitigation measures were  
8 developed based on industry standards, technology developments, cruise industry  
9 expertise, input from community advisory groups, and mitigation measures deemed  
10 feasible for other Port projects. However, it is important to note that each project,  
11 and thus mitigation measures appropriate to that project, carry individual  
12 technological feasibility, operational feasibility and lease agreement considerations.  
13 Although mitigation measures from other projects were considered in developing  
14 mitigation measures for the draft EIS/EIR, final mitigation measures are project-  
15 specific, are based on feasibility and existing lease agreements and are not required to  
16 be consistent with other Port projects. This issue is also addressed in Response to  
17 Comment SCAQMD-9, CSPNC3-38, and JONWAR-35.

## 18 **Response to Comment PCACAQS-9**

19 Thank you for your comment. Mitigation Measure MM AQ-15 applies to delivery  
20 trucks associated with the operation of the proposed Project. During the construction  
21 phases, Mitigation Measure MM AQ-3 applies to on-road trucks delivery  
22 construction materials. The mitigation measure requires trucks to meet the EPA 2004  
23 emission standards for the years 2009 through 2011 and EPA 2007 emissions  
24 standards for post-year 2011. This issue is also discussed in Response to Comment  
25 CSPNC3-40 and JONWAR-37.

## 26 **Response to Comment PCACAQS-10**

27 Thank you for your comment. Please see Response to Comment PCACAQS-9  
28 above. This issue is also discussed in Response to Comment CSPNC3-40 and  
29 JONWAR-37.

## 30 **Response to Comment PCACAQS-11**

31 Thank you for your comment. Mitigation Measure MM AQ-10 states that 100% of  
32 ships calling at the Inner and Outer Harbor Cruise Terminals will use low-sulfur fuel  
33 (maximum sulfur content of 0.2%) in auxiliary engines, main engines, and boilers  
34 within 40 nautical miles of Point Fermin (including hotelling for non-alternative  
35 maritime power ships) beginning on day one of operation. Ships with mono-tank  
36 systems or having technical issues prohibiting use of low-sulfur fuel would be  
37 exempt from this requirement.

1 Although the mitigation measure stipulates 100% compliance upon commencement  
2 of the proposed Project, the following annual participation rates were conservatively  
3 assumed in the air quality analysis:

4 Inner Harbor:

- 5 ■ 30% of all calls in 2009, and
- 6 ■ 90% of all calls in 2013 and thereafter.

7 Outer Harbor:

- 8 ■ 90% of all calls in 2013.

9 The incremental mitigation benefits of accelerating the implementation of Mitigation  
10 Measure MM AQ-10 have not been quantified. Nevertheless, it is certain that  
11 accelerated implementation of Mitigation Measure MM AQ-10 would result in  
12 emissions lower than those identified in the draft EIS/EIR, although not sufficiently  
13 low that any significant and unavoidable impact identified in the draft EIS/EIR would  
14 be reduced to a less-than-significant level. Therefore, the findings in the draft  
15 EIS/EIR with regard to air quality impacts would remain the same.

16 To allow for some margin of error and product contamination in the distribution  
17 system, when a shipping line orders 0.2% sulfur fuel, the shipping line is actually  
18 receiving a fuel with a lower sulfur content of between 0.13 and 0.16% (POLA  
19 2007). Therefore, if the mitigation measure required 0.1% fuel, the supplier would  
20 have to provide fuel at a content of lower than 0.1%, which might not be possible in  
21 current refineries (POLA 2007). Additionally, 0.2% is consistent with the *San Pedro*  
22 *Bay Clean Air Action Plan* (CAAP). In developing and approving the CAAP, the  
23 Ports of Los Angeles and Long Beach met and collaborated with agencies (including  
24 CARB, South Coast Air Quality Management District [SCAQMD], and EPA),  
25 environmental and community groups, and the shipping industry. As a result of this  
26 collaborative process, 0.2% sulfur fuel was found to be the lowest sulfur-level fuel  
27 feasible Port-wide and for mitigation of the impacts of the proposed Project. Use of  
28 this fuel for that purpose represents consensus.

29 The mitigation measure also states that the tenant would notify LAHD of any vessels  
30 that are unable to use 0.2% low sulfur fuel due to technical reasons prior to arrival  
31 and will make every effort to retrofit such ships within 1 year. It is infeasible to  
32 retrofit ships within six months since ships are only removed from the water for  
33 regular maintenance at a minimum of once a year.

34 This issue is also discussed in Response to Comment SCAQMD-10, CSPNC3-41,  
35 and JONWAR-38.

## 1 Response to Comment PCACAQS-12

2 Thank you for your comment. LAHD conducted a survey in early 2008 of shuttle  
3 buses and vehicle providers, including information on future vehicle orders. As a  
4 result of this survey, it was found that electric-powered buses would not be available  
5 in large quantities. However, LAHD will require use of the cleanest available shuttle  
6 buses. As indicated in the final EIS/EIR, all shuttle buses will be low emission  
7 vehicles (LEV) (i.e., natural gas or electric). This issue is also discussed in Response  
8 to Comments CSPNC3-42 and JONWAR-39.

## 9 Response to Comment PCACAQS-13

10 The comment also calls for tugboat engines to meet Tier 3 standards by 2015, and  
11 Tier 4 standards when marine engines meeting Tier 4 standards become available.

12 All tugboats will meet CARB's Harbor Craft rule, which sets a schedule for engine  
13 replacement/retrofit for harbor craft home-ported in the SCAQMD. Mitigation  
14 Measure MM AQ-18 accelerates CARB's tugboat engine replacement schedule by  
15 requiring 100% fleet turnover to Tier 2 (at minimum) in 2014 and 100% fleet  
16 turnover to Tier 3 (at minimum) in 2020.

17 The EIS/EIR analysis conservatively assumed Tier 2 standards for all tugboats by the  
18 end of 2014, even though some operators may replace ferry engines with Tier 3  
19 engines, as would be dictated by the CARB Harbor Craft rule in the year of retrofit.  
20 The analysis also conservatively assumed Tier 3 standards for all tugboats by the end  
21 of 2020, even though some operators may replace ferry engines with Tier 4 engines,  
22 as would be dictated by the CARB Harbor Craft rule in the year of retrofit.

23 The Mitigation Measure MM AQ-18 language will be altered to better reflect the  
24 intent of the accelerated replacement as follows:

25 **MM AQ-18. Engine Standards for Tugboats.** Tugboats calling at the North  
26 Harbor cut shall be repowered to meet the cleanest existing marine engine  
27 emission standards or EPA Tier 2, *whichever is more stringent at the time of*  
28 *engine replacement*, as follows (minimum percentages): 30% in 2010 and 100%  
29 in 2014.

30 Tugs calling at the North Harbor cut shall be repowered to meet the cleanest  
31 existing marine engine emission standards or EPA Tier 3, *whichever is more*  
32 *stringent at the time of engine replacement*, as follows (minimum percentages):  
33 20% in 2015, 50% in 2018, and 100% in 2020.

34 This issue is also discussed in Response to Comments SCAQMD-14, CSPNC3-4,  
35 and PCACAQS-12.

## 1 Response to Comment PCACAQS-14

2 Thank you for your comment. Mitigation Measure MM AQ-21 applies only to  
3 Catalina Ferries, which are not subject to CAAP.

4 All ferries will at a minimum meet CARB's Harbor Craft rule, which sets a schedule  
5 for engine replacement/retrofit for ferries home-ported in the SCAQMD. Mitigation  
6 Measure MM AQ-21 accelerates CARB's ferry engine replacement schedule by  
7 requiring that in 2014 all engines be replaced with engines that meet marine engine  
8 standards at the time of replacement, which depending on the year of replacement  
9 and engine size would be either Tier 2 or Tier 3 engines. The EIS/EIR analysis  
10 conservatively assumed Tier 2 standards for all ferries by the end of 2014. However,  
11 it is likely that operators would replace ferry engines with some Tier 3 engines,  
12 depending on the year of retrofit.

13 The Mitigation Measure MM AQ-21 language will be altered to better reflect the  
14 intent of the accelerated replacement as follows:

15 Ferries calling at the Catalina Express Terminal shall be repowered to meet the  
16 cleanest ~~existing~~ marine engine emission standards in existence at the time of  
17 repowering or EPA Tier 2 as follows (minimum percentages): 30% in 2010 and  
18 100% in 2014.

19 Table 3.2-141 Mitigation Monitoring for Air Quality and Meteorology erroneously  
20 identifies tugboat operators Crawley and Millennium as the responsible parties under  
21 this measure (Mitigation Measure MM AQ-21). The language in Table 3.2-141 has  
22 been changed to refer to the Catalina Express Ferries and LAHD.

23 This issue is also discussed in Response to Comment SCAQMD-15, CSPNC3-44,  
24 and JONWAR-41.

## 25 Response to Comment PCACAQS-15

26 Thank you for your comment. Mitigation Measure MM AQ-22 provides a process to  
27 consider new or alternative emission control technologies in the future and an  
28 implementation strategy to ensure compliance. Under Mitigation Measure MM AQ-  
29 22, the opportunity to add new measures to the lease would occur not less frequently  
30 than once every 7 years. The periodic review time frame required by Mitigation  
31 Measure MM AQ-22 is based on an historical average for tenants requesting terminal  
32 modifications, thereby allowing lease modifications.

33 Regarding the recent proposal by the International Maritime Organization (IMO),  
34 LAHD fully supports such efforts. The IMO regulation, however, sets emissions  
35 limits and does not dictate specific technology. The effectiveness of Mitigation  
36 Measure MM AQ-22 depends on the advancement of new technologies and the  
37 outcome of future feasibility or pilot studies. Until such time as advanced  
38 technologies become feasible and available, LAHD cannot require such technology.

1 This issue is also discussed in Response to Comment SCAQMD-13, which addresses  
2 Mitigation Measure MM AQ-22, periodic review time frame. This issue is also  
3 discussed in Response to Comment SCAQMD-13, JONWAR-42, and CSPNC3-45.

#### 4 **Response to Comment PCACAQS-16**

5 The comment calls for a revision to Mitigation Measure MM AQ-23 to include more  
6 frequent review cycles between 2022 and 2037. The review cycles are tied to the  
7 years in which air emissions were quantified and air dispersion modeling was  
8 conducted, namely 2011, 2015, 2022, and 2037. These analysis years were chosen  
9 based on project milestones and regulatory actions. Adding review cycles that do not  
10 correspond to analysis years would not allow for valid comparison, since no analysis  
11 would have been done in those years. This issue is also addressed in Response to  
12 Comment CSPNC3-46 and JONWAR-43.

#### 13 **Response to Comment PCACAQS-17**

14 LAHD disagrees with the commenter's assertion that the GHG cumulative impacts  
15 analysis is conceptually incorrect. Based on the current state of scientific knowledge  
16 of the degree of climate change occurring with current global emission rates, it is  
17 clear that the climate impact to be expected from any single project is small. By  
18 stating this fact, the draft EIS/EIR is not minimizing the climate change issue or  
19 contradicting the impact analysis. All feasible project-specific mitigation measures  
20 for GHG emissions have been proposed in the draft EIS/EIR. Through its continuing  
21 planning processes, as well as project planning and development, LAHD will  
22 consider any additional mitigation measures that are identified. Please also see  
23 Response to Comment CSPNC3-47.

#### 24 **Response to Comment PCACAQS-18**

25 The proposed Project vehicle trips were obtained from the trip generation data in the  
26 traffic report (Fehr & Peers 2008). The projected trip generation data for vehicle  
27 trips were based on the passenger count for four (4) cruise ships, and the trip  
28 generation rate for each land use designation was based on the Institute of  
29 Transportation Engineering's Trip Generation Rate. The vehicle trip generation data  
30 were used in the SCAQMD approved URBEMIS2007 vehicle estimation model to  
31 estimate the total vehicle emissions. Because the draft EIS/EIR evaluated the daily  
32 trip generation rates of the proposed Project and the alternatives, the draft EIS/EIR  
33 addressed the worst-case conditions. Therefore, the regional vehicle emissions  
34 represent the worst-case analysis for the proposed Project and vicinity.

35 Please see Section 3.11.4.3 which addresses construction and operation related  
36 impacts to ground transportation and circulation. The commenter uses assumptions  
37 that are incorrect for the calculation of shuttle trips. Approximately 50 people plus



1 luggage would be able to ride the shuttle buses at one time and not 25 as stated in the  
2 comment. For additional clarification of the estimate of shuttle bus trips between the  
3 outer harbor berths and the inner harbor parking, see the Response to Comments  
4 CSPNC3-56, SER-2, and JONWAR-52. Please also see Master Response 2, Part 4,  
5 “Cruise Traffic,” and Master Response 6 regarding traffic impacts for further  
6 discussion.

PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE  
LIGHT, AESTHETICS AND NOISE SUBCOMMITTEE  
Port of Los Angeles  
425 S. Palos Verdes Street  
San Pedro, California

The following motion was approved by the LAN Committee and is its comment on the Waterfront Plan for San Pedro.

Motion as approved:

Whereas, the Port plan for a Cruise Ship Terminal at Kaiser Point will introduce new and increased levels of traffic, noise and intrusive lighting to south San Pedro, and;

Whereas, industrial uses such as the cruise business should be kept contiguous, and;

Whereas, existing and future San Pedro business and job development will benefit by improving and expanding the cruise ship berths near downtown and modernizing the cruise terminal there, and;

Whereas, Ports O' Call should also be expanded and modernized but not on a scale that would threaten existing business, and future development near and in downtown,

Whereas, the outer harbor berthing will proliferate noise, light, traffic and air quality impacts more than a single downtown alternative, and;

Whereas, the outer berthing options add up to 600 bus trips, and hundreds of car and truck trips a day through San Pedro to Kaiser Point with attendant noise, light, air pollution and traffic, and;

Whereas, the area south of 22<sup>nd</sup> Street should be a limited noise and light impact zone and should be developed for lower impact uses, and;

Whereas, this area should be dedicated to science, education, research, recreation, habitat preservation, people-friendly and compatible business uses.

Therefore, be it resolved that the Light Aesthetics and Noise Subcommittee supports the Sustainable Waterfront Plan and strongly opposes any permanent berthing of cruise ships in the outer harbor.

The recommendation was moved by Carrie Scoville, Second by Chuck Hart and passed with 2 Ayes, 0 Nays and 0 Abstentions.

LAN-1

LAN-2

Peter Warren stated that he had received a response to his comment letter that he wrote regarding the San Pedro Waterfront DEIR. He stated that the biggest deficiency in terms of following CEQA, was the failure to analyze the Sustainable Waterfront Plan, which was submitted to the Port as an alternative.

He inquired from the Subcommittee as to whether there was a need for a separate motion to address this issue. It was the sense of the Subcommittee that the San Pedro Coordinated Plan Subcommittee should consider such a motion.

- Pacific LA Marine Terminal, Pier 400 SEIR (Super Tanker)  
There was no action taken on this Item.

G. Plans for Lighting Retrofits at Berths 118-131, Kinder Morgan and West Basin Container Terminal/Yang Ming Facilities – Discussion was postponed, as there were no Port staff members in attendance. Dr. Appy communicated that he would be traveling and unable to attend, but that he would send another staff member in his stead.

H. Agenda Items for Next Meeting: December 8, 2008

- The Glare and Noise Study
- Plans for Lighting Retrofits at Berths 118-131, Kinder Morgan and West Basin Container Terminal/Yang Ming Facilities
- Update on the Metrics for Noise and Light Levels
- Update on Getting Consultants for the Subcommittee

I. Adjournment: 5:45 PM

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Peter Warren, Chair  
Light, Aesthetics, and Noise Subcommittee

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Debra Babcock-Doherty, PCAC Executive Assistant

PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE

LIGHT, AESTHETICS AND NOISE SUBCOMMITTEE

Port of Los Angeles

425 S. Palos Verdes Street

San Pedro, California

The following motion was approved by the LAN Committee and is its comment on the Waterfront Plan for San Pedro.

Motion as approved:

Whereas, the Port plan for a Cruise Ship Terminal at Kaiser Point will introduce new and increased levels of traffic, noise and intrusive lighting to south San Pedro, and;

Whereas, industrial uses such as the cruise business should be kept contiguous, and;

Whereas, existing and future San Pedro business and job development will benefit by improving and expanding the cruise ship berths near downtown and modernizing the cruise terminal there, and;

Whereas, Ports O' Call should also be expanded and modernized but not on a scale that would threaten existing business, and future development near and in downtown,

Whereas, the outer harbor berthing will proliferate noise, light, traffic and air quality impacts more than a single downtown alternative, and;

LAN-3

Whereas, the outer berthing options add up to 600 bus trips, and hundreds of car and truck trips a day through San Pedro to Kaiser Point with attendant noise, light, air pollution and traffic, and;

Whereas, the area south of 22<sup>nd</sup> Street should be a limited noise and light impact zone and should be developed for lower impact uses, and;

Whereas, this area should be dedicated to science, education, research, recreation, habitat preservation, people-friendly and compatible business uses.

Therefore, be it resolved that the Light Aesthetics and Noise Subcommittee supports the Sustainable Waterfront Plan and strongly opposes any permanent berthing of cruise ships in the outer harbor.

The recommendation was moved by Carrie Scoville, Second by Chuck Hart and passed with 2 Ayes, 0 Nays and 0 Abstentions.

Peter Warren stated that he had received a response to his comment letter that he wrote regarding the San Pedro Waterfront DEIR. He stated that the biggest deficiency in terms of following CEQA, was the failure to analyze the Sustainable Waterfront Plan, which was submitted to the Port as an alternative.

He inquired from the Subcommittee as to whether there was a need for a separate motion to address this issue. It was the sense of the Subcommittee that the San Pedro Coordinated Plan Subcommittee should consider such a motion.

- Pacific LA Marine Terminal, Pier 400 SEIR (Super Tanker)

There was no action taken on this Item.

LAN-3  
Con'd

G. Plans for Lighting Retrofits at Berths 118-131, Kinder Morgan and West Basin Container Terminal/Yang Ming Facilities – Discussion was postponed, as there were no Port staff members in attendance. Dr. Appy communicated that he would be traveling and unable to attend, but that he would send another staff member in his stead.

H. Agenda Items for Next Meeting: December 8, 2008

- The Glare and Noise Study
- Plans for Lighting Retrofits at Berths 118-131, Kinder Morgan and West Basin Container Terminal/Yang Ming Facilities
- Update on the Metrics for Noise and Light Levels
- Update on Getting Consultants for the Subcommittee

LAN-3  
Con'd

I. Adjournment: 5:45 PM

Peter Warren, Chair

Light, Aesthetics, and Noise Subcommittee

Debra Babcock-Doherty, PCAC Executive Assistant

## **Port of Los Angeles Community Advisory Committee, Light, Aesthetics and Noise Subcommittee (LAN)**

### **Response to Comment LAN-1**

Thank you for your comment. Please see draft EIS/EIR Section 3.11 for discussion of ground transportation circulation impacts, Section 3.9 for discussion of noise impacts, and Section 3.1 for discussion of aesthetic impacts (including light and glare). The draft EIS/EIR considered a reasonable range of alternatives that best accomplish the proposed project objectives while minimizing the impacts to the environment. Unfortunately, it is not feasible to consider every possible permutation of each alternative, and neither NEPA nor CEQA require this. (CEQ Forty Questions, No. 1b; CEQA Guidelines Section 15126.6(a), (f).) The Sustainable Waterfront Plan alternative was not considered in the draft EIS/EIR. Please see Master Response 1. Comments on the Sustainable Waterfront Plan will be forwarded to the Board of Harbor Commissioners for consideration during their deliberations on the proposed Project and Alternatives. No further response is required because the comment does not address significant environmental issues regarding the content or adequacy of the EIS/EIR.

### **Response to Comment LAN-2**

Thank you for your comment. Please see Master Response 1 which discussed the Sustainable Waterfront Plan. Please see Response to Comment LAN-1 regarding the Sustainable Waterfront Plan. Comments on the Sustainable Waterfront Plan will be forwarded to the Board of Harbor Commissioners for consideration during their deliberations on the proposed Project and alternatives. Please see draft EIS/EIR Section 3.11 for discussion of Ground Transportation Circulation Impacts, Section 3.9 for discussion of noise impacts, and Section 3.1 for discussion of aesthetic impacts (including light and glare). No further response is required because the comment does not address significant environmental issues regarding the content or adequacy of the EIS/EIR.

### **Response to Comment LAN-3**

The commenter repeated all comments in the body of the email in the attached letter to their email. Therefore, all comments in the attached letter to their email are specifically responded to above in responses LAN-1 and LAN-2 and all comments in the attachment to the email have been noted. No further response is required because the comment does not address significant environmental issues regarding the content or adequacy of the EIS/EIR.

This in response to the front page article, the appeared in the Daily Breeze on Friday, 09/19/08, quote "Parish wants to grow S. P. water front."

In and around 1973, the Harbor Commission was asked by Mayor Sam Yosty to see what could be done, to recover the land at the lower reservation of Ft. McArthur, which the Harbor Dept. loaned to the U.S. Army, to build army barracks on, during World War II. The harbor dept. and commission, sent me to Wash, D.C. to meet with top army officials at the "Pentagon," sp.

With help of our congressman Elen Anderson, office and two trips later armed with charts, graphs, etc; I able to secure the return of the land, to the Harbor Dept.

This then opened up the area for the development of the "Double Tree" hotel complex, improvement to Cabrillo beach and the 1<sup>st</sup> phase of the yacht marina. The second phase of development was an expansion of the marina all the way to outer harbor, no cruise terminals.

I think the residence of San Pedro, Wilmington, Harbor City, Tomita, etc., have done a pretty damn good job, over the last 80 yrs, in the development of the harbor. The harbor commission

should be made up from persons, who live in the areas & towns mentioned above. We do not need out of town "carpet baggers", telling us to shut up and they will do the thinking and talking and decision making for us, what a insult. Some persons have a "napoleonic complex and enjoy telling us what's good for us.

ROY-1

ROY-2



I approve of most of the designs + plans for the rest of the harbor, but no "Cruise line" ~~terminal~~ terminals, near Cabrillo Beach.

ROY-3

The land across from the 22<sup>nd</sup> street landing, should be developed into a "multity sports complex, for all the harbor area children + young people, that's more important than a "rich man's" cruise line. When I was a kid that area was the original area for kids to use and play. At one time part of the area was developed into the "Bobby Hillion" sport field, what happened to it? Last but not least, the people who will use the proposed new cruise terminal, spend no time or money in San Pedro, its just in + out for them.

ROY-4

ROY-5

Sincerely

John Royal - 80 yr resident.

P.O. Box 1162, San Pedro, Calif. 90733.

P.S. I think congratulations are in order for Geraldine Knatz the executive director of the port, who is doing a wonderful job.



## 1 **2.3.7 Individuals/Companies**

### 2 **John Royal (ROY)**

#### 3 **Response to Comment ROY-1**

4 Historically, the Outer Harbor has not been used by the cruise ship industry;  
5 however, LAHD has concluded that placement of cruise ship terminals in the Outer  
6 Harbor would help create a World Class Port, enhance the waterfront, and ensure the  
7 economic viability of the area. Alternatives 4 and 5 address concentration of the  
8 cruise terminals at the Inner Harbor with no Outer Harbor cruise ship berths or  
9 terminals. Other potential locations for cruise berths were considered and eliminated  
10 due to infeasibility. (See Chapter 2, “Project Description,” Section 2.5.2.)

#### 11 **Response to Comment ROY-2**

12 Thank you for your comment. The Board of Harbor Commissioners is a five-member  
13 board appointed by the Mayor of Los Angeles and confirmed by the Los Angeles  
14 City Council. The commissioners serve a five-year term. No further response is  
15 required because the comment does not address the adequacy of the draft EIS/EIR or  
16 address a physical environmental effect.

#### 17 **Response to Comment ROY-3**

18 Thank you for your comment. Your support for the proposed Project except for the  
19 cruise terminals at the Outer Harbor will be forwarded to the Board of Harbor  
20 Commissioners. No further response is required because the comment does not  
21 address significant environmental issues regarding the content or adequacy of the  
22 EIS/EIR.

#### 23 **Response to Comment ROY-4**

24 Thank you for your comment. There are three proposed parks. Fishermen’s Park  
25 would utilize 3 acres within Ports O’Call of existing underutilized commercial  
26 structures. Outer Harbor Park would utilize 6 acres of the existing Omni Terminal.  
27 San Pedro Park would utilize 18 acres of underutilized vacant land, existing  
28 Warehouses No. 9 and 10, and temporary special-event overflow parking.

## 1 **Response to Comment ROY-5**

2 Thank you for your comment. The proposed Project would enhance key linkages to  
3 downtown San Pedro by improving pedestrian and vehicular linkages between  
4 downtown and the waterfront, and by creating the Downtown Harbor and promenade,  
5 which would become the focal point for vessel activity and would draw visitors to  
6 downtown San Pedro. The proposed Project would increase the number of visitors to  
7 the waterfront area in San Pedro by making it more attractive for people in the  
8 region. Downtown San Pedro retail establishments and restaurants are visited as a  
9 destination or rely on the cross-flow of pedestrians. Hence, better linkages and the  
10 increase in visitors in the waterfront area, including the increase in cruise passengers,  
11 would result in increased foot traffic to the downtown area. Additionally, the  
12 difference in nature of commercial establishments in downtown and the waterfront  
13 area would be complementary and benefit the businesses in both the districts.

14 In addition, the proposed Project is not contrary to existing uses, nor would it dilute  
15 plans for improvements or continued commercial use of the business district on 6<sup>th</sup>  
16 and 7<sup>th</sup> Streets and along Pacific Avenue. To foster the revitalization of each  
17 commercial district, LAHD, Community Redevelopment Agency of the City of Los  
18 Angeles, City Planning, the mayor's office, and Council District 15 have collaborated  
19 on the development of a seamless integration of access and urban design along  
20 Harbor Boulevard between the San Pedro waterfront development and the  
21 community of San Pedro. The Seamless Study focused on identifying key pedestrian  
22 and vehicular access points between downtown and the waterfront, and addressing  
23 building densities and massing as they relate to both sides of Harbor Boulevard.  
24 Multiple aspects of urban planning and design were examined to promote a seamless  
25 integration of the waterfront and the community of San Pedro. For additional  
26 information regarding downtown San Pedro and the proposed Project, please refer to  
27 Master Response 5.

28

JG

October 6, 2008

642 W. 40th St., # 3  
San Pedro, CA 90731-7149

Los Angeles Harbor Dept.  
c/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

Dear Dr. Appy:

I've read through the Public Notice re: Application for a Permit, Notice of Availability for a Draft EIS/EIR and a Public Hearing paperwork, and have comments:

1. Why is it necessary to put a "Conference Center" (otherwise known as a "Convention Center") in part of Ports O' Call parking lot? Every time some area is trying to redevelop itself better, "Convention Center" or "Conference Center" comes up as a strong suggestion - if each one did get built, do you realize how many monstrous complexes there would be crowding the L.A. Basin? The Terreneau development on the old Marineland site had one in its plans, too, until the Rancho Palos Verdes populace complained loudly enough that the developers removed it from their paperwork.

NOE-1

The traffic coming into San Pedro for that Conference Center needs to be studied - our streets clog up when just regular maintenance is done, like now with the intersections on Harbor Blvd. being redone to look like plazas. Multiply that numerous times for any exhibitions, or even LARGE family events (San Pedro has numbers of Italian & Hispanic families, especially, with many members and friends), and you've got gridlock all the way down Harbor Blvd. (or farther).

NOE-2

If the Port is absolutely determined to build a Conference Center at Ports O' Call, make sure it's smallish - a large one would take up the whole area, space needs to be left for landscaping, etc. (besides the rebuilding or moving of existing wharf-side structures now down there, as well as the planned shops/restaurant(s) over by Fisherman's Slip) In fact, when I first heard of a "Convention Center" going into the parking lot, and the acreage it would take up, my first thought was "if it's that large, where are they going to park? It'll take up the whole parking lot!!".

NOE-3

2. The specific details of the Downtown Harbor colored engineering drawing needs to be clarified - the north end of the wooden fencing (along the southern portion of Harbor Blvd. overlooking Acapulco Restaurant and Ports O' Call) comes into that area - would that northernmost portion of the fence be removed?

NOE-4

3. I used to agree with the idea of Cruise docks in the outer harbor, because of reading about monstrous liners being built, however, since then I've learned that even the merchants in town want the docking concentrated in the North Harbor area - one of the water cuts would be eliminated (closed to the Cruise terminal), but there would still be 2 others (Downtown Harbor and 7th Street Harbor). I mentioned the huge cruise liner problem to my neighbor, June Burlingame Smith, and she commented about visiting European cities and watching the harbor pilots "move those large ships around like you wouldn't believe". She convinced me it's possible to just have an extra docking space at the existing cruise terminal and leave the outer harbor alone for other plans.

NOE-5

Sail Moon

**1 Gail Noen (NOE)****2 Response to Comment NOE-1**

3 Thank you for your comment. Your opposition to the conference center will be  
4 forwarded to the Board of Harbor Commissioners. No further response is required  
5 because the comment does not address the adequacy of the draft EIS/EIR.

**6 Response to Comment NOE-2**

7 The draft EIS/EIR included a detailed traffic impact study that assesses the ability of  
8 the surrounding street system to accommodate the projected increases in future  
9 traffic, both from the proposed Project, which includes the conference center, and  
10 from other sources. Please see the analysis of the proposed Project's impacts on  
11 traffic in Section 3.11, "Transportation and Circulation (Ground)," of the draft  
12 EIS/EIR and the complete traffic study provided in Appendix M.1. This issue is also  
13 discussed in Response to Comment SER-2.

**14 Response to Comment NOE-3**

15 The commenter expresses concern that the proposed conference center would reduce  
16 the amount of available parking in Ports O'Call due to its building footprint. In fact,  
17 the proposed Project would increase the amount of available parking in the Ports  
18 O'Call area as described in Chapter 2 of the draft EIS/EIR. Additionally, the analysis  
19 of the proposed Project's impacts on parking supply/demand concludes that the  
20 project's parking supply would exceed code requirements as well as projected  
21 parking demand through 2015 and 2037 (see Section 3.11, "Transportation and  
22 Circulation (Ground)," of the draft EIS/EIR).

**23 Response to Comment NOE-4**

24 The details of the Downtown Harbor are sufficient to determine the level of  
25 environmental impact. There is no particular historic significance of the wooden  
26 fence along the southern portion of Harbor Boulevard overlooking Acapulco  
27 Restaurant and Ports O'Call. Removal of the fence would not result in a significant  
28 impact to cultural resources. No further response is required since the comment does  
29 not address the adequacy of the draft EIS/EIR or address a physical environmental  
30 effect.

1 **Response to Comment NOE-5**

2 Thank you for your comment. Please see Master Response 2, which addresses  
3 development of cruise facilities in the Outer Harbor, including considerations of  
4 navigation safety. Alternatives 4 and 5 address concentrating the cruise terminals at  
5 the Inner Harbor with no Outer Harbor berths.

October 21, 2008

Dr. Ralph G. Appy , Director of Environmental Management

Port of Los Angeles

425 South Palos Verdes Street

San Pedro, California 90731



Dear Dr. Appy:

Please support the San Pedro Waterfront Project.

Having been a tour company owner/operator in Los Angeles for more than thirty years and now a free-lance tour guide, I am well aware of the cultural, historic and recreational attractions available in the San Pedro Harbor area.

As a resident of San Pedro, I'm also well aware of our place in international commerce and the importance of our educational facilities especially in regard to environmental/ecological studies.

Unfortunately, most Los Angeles area residents are unaware of these same things and the percentage of international travelers who know, or care, "where they are when they're in San Pedro" is understandably lower.

A comprehensive plan to develop the potential this area has is much needed. The commercial rewards for serving both the international tourist and the area resident who drives down for the day can be enormous.

Economics aside, as a proud local, I wish more people knew how interesting and fun the San Pedro Waterfront area is.

Please do what you can to support the San Pedro Waterfront Project.

Thank You,

Alan Bergman, Tour Guide

1151 West 10<sup>th</sup> Street, San Pedro, CA 90731

310-621-3933

BER-1

1 **Alan Bergman (BER)**

2 **Response to Comment BER-1**

3 Thank you for your comment. Your support for the waterfront redevelopment will be  
4 forwarded to the Board of Harbor Commissioners. No further response is required  
5 because the comment does not address significant environmental issues regarding the  
6 content or adequacy of the EIS/EIR.





10-28-08

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

RE: Public Hearing for "San Pedro Waterfront Project"

Dr. Appy,

GUI-1  
GUI-2  
GUI-3

I attended last night's meeting and gave support for this project. I realize you are obtaining a massive amount of input, but I forgot to mention an item that I think is very important. In my opinion, it would be a bad decision to put a parking garage on the waterfront, especially for the outer harbor if that alternate was chosen. Residents, visitors and business should enjoy the view not that of parked cars and a permanent multi-story structure. Quite a few airports require a short shuttle for people needing rental cars and therefore I do not think it would be a negative impact for cruise passengers to be shuttled.

Sincerely,

Ralph W. Guida III, PLS  
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Irvine, CA 92618  
949-777-2003 direct  
714-981-7149 cell  
[rguidaiii@guidasurveying.com](mailto:rguidaiii@guidasurveying.com)  
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## 1 **Ralph W. Guida, Guida Surveying (GUI)**

### 2 **Response to Comment GUI-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners. No further response is required  
5 because the comment does not address significant environmental issues regarding the  
6 content or adequacy of the EIS/EIR.

### 7 **Response to Comment GUI-2**

8 Thank you for your comment. The decision to include parking near the waterfront as  
9 part of the proposed Project was carefully balanced between enabling the greatest  
10 public access and making the best use of limited space for recreational and  
11 commercial land uses. The proposed Project and Alternatives 1, 3, 4, and 5 include  
12 surface parking lots only at the Outer Harbor, and thus would have a minimal profile  
13 near the waterfront. In addition, the proposed bluff site parking structures would  
14 eliminate the need for the current surface parking areas serving the Ports O'Call area  
15 and would thus open up areas for public open space by consolidating the Ports O'Call  
16 parking into a vertical structure (draft EIS/EIR, Page 3.1-31).

17 In addition, the draft EIS/EIR analyzed a reasonable range of alternatives, including  
18 several alternatives with reduced parking, as seen in Figures ES-4, Figure 2-17  
19 (Alternative 1; changes to Outer Harbor parking), Figure 2-19 (Alternative 2;  
20 changes to Outer Harbor parking), Figure 2-21 (Alternative 3; no parking at SP  
21 Railyard), Figure 2-22 (Alternative 4; reduced parking in the Inner and Outer  
22 Harbors); Figure 2-23 (Alternative 5; reduced parking in the Inner and Outer  
23 Harbors), and Figure 2-24 (Alternative 6; no new parking). Please also see Master  
24 Response 3 for discussion of waterfront parking.

### 25 **Response to Comment GUI-3**

26 Thank you for your comment. A shuttle service to take cruise passengers to an  
27 offsite parking location is not analyzed as part of the proposed Project or any of the  
28 alternatives. An EIR is only required to discuss feasible mitigation measures.  
29 (CEQA Guidelines, Section 15126.4.) This mitigation measure is infeasible because  
30 LAHD does not have jurisdiction to propose project elements outside of its  
31 boundaries. This prevents LAHD from considering offsite parking. However,  
32 LAHD is willing to work with the City of Los Angeles on identifying and  
33 participating in joint projects for alternative transportation options.

10-28-2008



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

Subject: Draft EIR for San Pedro Waterfront Project

Dear Dr. Appy,

RWEL-1

I am writing in regards to the proposal of adding a large cruise ship terminal to the outer harbor section adjacent to Cabrillo Beach (Kaiser Point). This idea is flawed on many different levels and should be rejected in its entirety. First, it would greatly affect recreational use of the area particularly by boaters in the Cabrillo Marina since cruise ships require a security zone of at least 100 yards. This small area of Los Angeles harbor would be greatly impacted by ships reaching super tanker or aircraft carrier length so heavily used for recreation. For example, inner Cabrillo Beach is the only place a person can learn to windsurf in the area and certainly this activity would be curtailed to an unworkable, dangerous situation.

RWEL-2

The cruise ship berthing area should be maintained in its existing location and if expansion is needed there then plans can be made to accommodate them. Perhaps by moving the Lane Victory and even the Catalina Express to the outer harbor we could solve this expansion dilemma. Further, traffic along Harbor Blvd would substantially

RWEL-3

increase creating yet more gridlock. Lastly, the downtown San Pedro business district

RWEL-4

would stand to lose the passenger traffic.

RWEL-5

Let's do the right thing and keep the cruise ships in their existing location and improve upon those facilities. The waters near Cabrillo Beach should be maintained for the public's recreation rather than the interests of a few large cruise ship companies. Thank you.

Sincerely,

Richard Welsh

1816 Anchovy Ave

San Pedro, CA 90732

## 1 **Richard Welsh (RWEL)**

### 2 **Response to Comment RWEL-1**

3 Thank you for your comment. As mentioned in Chapter 2, “Project Description,”  
4 preliminary discussions with the U.S. Coast Guard (USCG) suggest that a floating  
5 security barrier providing a 75-foot buffer would provide adequate security, would  
6 reduce the security radius around the cruise ship while at berth, and would keep at a  
7 minimum any interference with small recreational boating in the vicinity of the Outer  
8 Harbor berths. While this concept has not been finalized, the USCG has indicated a  
9 willingness to work with LAHD to ensure adequate access is maintained into and out  
10 of the West Channel. However, even if the floating security barrier were not  
11 approved by the USCG and a full 100-yard barrier were necessary while a cruise ship  
12 were docked at the Outer Harbor, this would not preclude access to the marinas in the  
13 West Channel, and would not require LAHD to deny access or close the marinas. In  
14 a conservative scenario, assuming a 100-yard security barrier in place at the Outer  
15 Harbor, recreational boaters would have a channel approximately 80 yards wide to be  
16 able to navigate around the security zone while a cruise ship is docked in this  
17 location.

18 Overall, operation of the proposed Project would enhance recreational opportunities  
19 of the open waters of the harbor by providing increased total open water space as a  
20 result of the North Harbor, Downtown Harbor, and 7<sup>th</sup> Street Harbor water cuts.  
21 Please see Section 3.10, “Recreation,” of the draft EIS/EIR for a complete analysis of  
22 the proposed Project’s impacts on marine recreation. Your comment will be  
23 forwarded to the Board of Harbor Commissioners.

### 24 **Response to Comment RWEL-2**

25 Thank you for your comment. The cruise industry within the Port is projecting  
26 growth in both passenger volume and ship size over the next 10 to 20 years. The  
27 infrastructure to serve these new, larger ships is not available at the existing Cruise  
28 Center and is required in order for the Port to accommodate demands in the cruise  
29 industry. In addition, the Port’s existing available cruise berths will not meet future  
30 cruise berth occupancy demand. Alternatives 4 and 5 address maintaining the cruise  
31 ship berthing at the Inner Harbor; however, there are no plans to move the S.S. Lane  
32 Victory or Catalina Express to the Outer Harbor and doing so has not been analyzed  
33 in the draft EIS/EIR. The draft EIS/EIR considered a reasonable range of alternatives  
34 that best accomplish the proposed project objectives while minimizing the impacts to  
35 the environment, including Alternatives 4 and 5, which would maintain cruise ship  
36 berthing at the Inner Harbor. Please see Master Response 2 which provides  
37 additional discussion regarding the Outer Harbor.

### 1 **Response to Comment RWEL-3**

2 Thank you for your comment. Traffic impacts associated with the proposed Project,  
3 and specifically Harbor Boulevard, were analyzed in Impact TC-2a in Section  
4 3.11.4.3.1 of the draft EIS/EIR. Traffic impacts along Harbor Boulevard were  
5 determined to be less than significant with mitigation incorporated. The Board of  
6 Harbor Commissioners may decide not to adopt Mitigation Measure MM TC-6 and  
7 portions of Mitigation Measures MM TC-7, MM TC-8, MM TC-9, MM TC-12, and  
8 MM TC-13 (involving configuring Harbor Boulevard to provide three lanes both  
9 northbound and southbound). Should LAHD decide not to adopt these mitigation  
10 measures, the resulting congestion and the levels of service would be worse than  
11 what currently exists. This issue is also discussed in Response to Comment SER-2.

### 12 **Response to Comment RWEL-4**

13 Thank you for your comment. Please see Master Response 6, which discusses traffic  
14 as it relates to Harbor Boulevard. Please also see Response to Comment LADCP-15.  
15 The draft EIS/EIR addresses the urban decay and economic impacts of the proposed  
16 Project (draft EIS/EIR, Pages 3.1-75 and 7-50). The draft EIS/EIR includes a  
17 discussion of the downtown commercial district and the waterfront commercial  
18 district and states that there is a low potential for competition between the two  
19 commercial districts and for downtown businesses to relocate to the waterfront.  
20 Please also see Master Response 5 for discussion of effects on San Pedro businesses.

### 21 **Response to Comment RWEL-5**

22 Thank you for your comment. The cruise industry within the Port is projecting  
23 growth in both passenger volume and ship size over the next 10 to 20 years. The  
24 infrastructure to serve these new, larger ships is not available at the existing Cruise  
25 Center and is required in order for the Port to accommodate demands in the cruise  
26 industry. In addition, the Port's existing available cruise berths will not meet future  
27 cruise berth occupancy demand. Furthermore, as discussed in Section 3.10,  
28 "Recreation," of the draft EIS/EIR, the proposed cruise ship terminal at the Outer  
29 Harbor would not significantly impact the Cabrillo Beach recreation area. Your  
30 concerns will be forwarded to the Board of Harbor Commissioners for consideration  
31 during their deliberations on the proposed Project. Should the Board decide to keep  
32 all of the cruise terminals at the Inner Harbor, Alternative 4 and 5 detail the analysis  
33 associated with such an option. Please see Master Response 2, which discusses the  
34 Outer Harbor in additional detail.



US Army Corps  
of Engineers ®

# San Pedro Waterfront Project DEIS/DEIR Public Hearing

RECEIVED  
NOV 11 2008



## Comments

The hearing 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 a Final Environmental Impact Statement/Report for the San Pedro Waterfront Project.

Name John Winkler Telephone/Fax 310 833-7455 / 832-7653

Organization/Company MHOA

Address 925 cara Pl.

City/State/Zip Code San Pedro CA. 90731

E-Mail Wjohnhwjr@aol.com

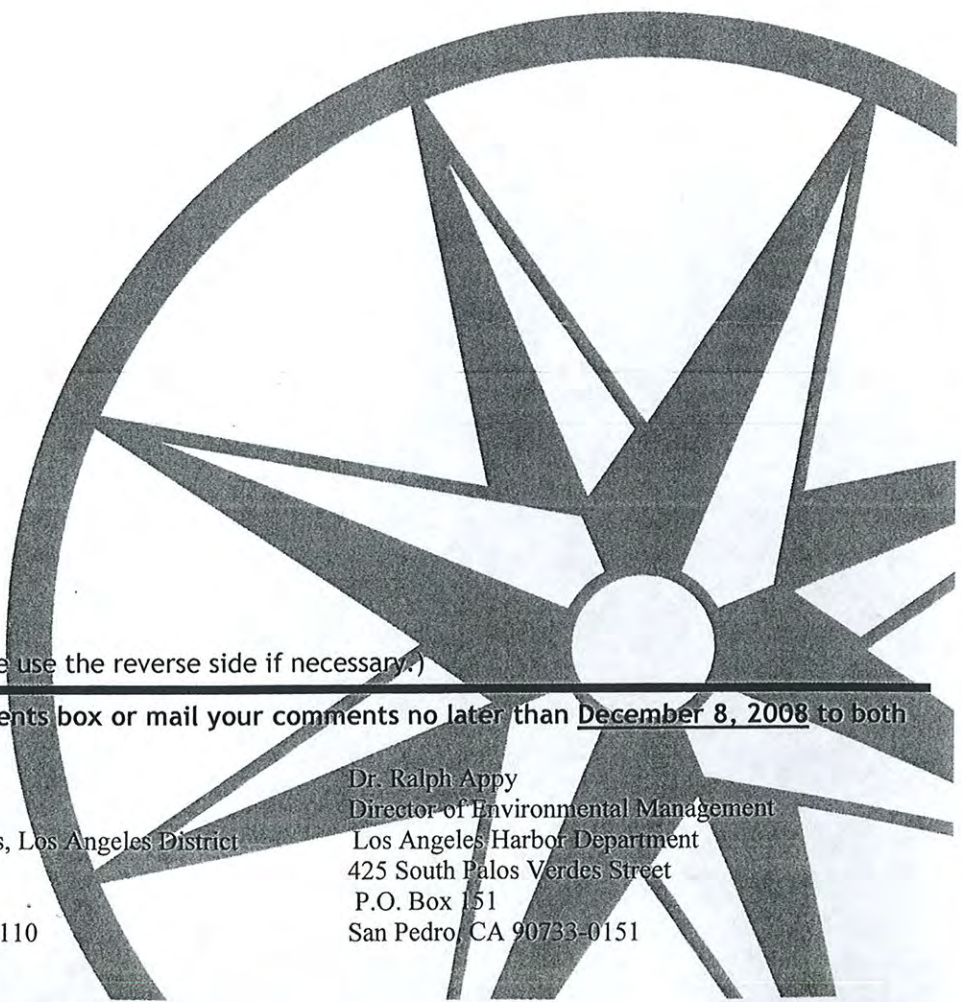
*Note: Please see attached letter.*

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to 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  
 P.O. Box 151  
 San Pedro, CA 90733-0151



October 31, 2008

Enclosed is comments concerning the EIS/EIR regarding plans for improvements at the Port of Los Angeles:

WINK-1  
In regards to figure 2A: "Salt Marsh and Cabrillo Beach Youth Camp". This plan shows a proposed promenade that cuts across the beach and ties into the Cabrillo boat launch. This is a bad proposal because the Youth Camp would loose control of security and it would invite vandalism.

WINK-2  
I am also against the "Outer Harbor Cruise Terminal" (see figure 2B). I am assuming that the main reason for promoting this alternate cruise terminal is because there might be a need in the future for more cruise ships? This approach is "putting the cart before the horse", as the community needs to learn from qualified personal on what the projected forecast is for the expansion of the cruise industry. This information is important because any development off of 22nd street will have a big impact along Harbor Blvd. which will effect the quality of life for those that have to travel on this street. Taking in consideration all the pros and cons, it makes better sense to expand the facility at berth 91 rather than have the two separate cruise terminals.

WINK-3  
An area that seems to inhibit park plans is at Harbor Blvd. and 22nd Street, where Warehouse No.9 &10 are located. These warehouses have been there for many years and do not seem to be active. It does not make any sence to have these warehouses if they are not serving the common good. The warehouses should be removed and the park expanded.

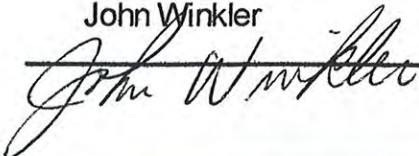
WINK-4  
In regards to the use of pedestrian bridges that could link downtown and adjacent neighborhoods to the waterfront, I feel it would be imperative that the theme of the bridges look like the Vincent Thomas bridge. The industrial design of the bridge should be carried over to reinforce the connection to the Harbor.

WINK-5  
If the Port of L.A. wants to bring in business to San Pedro and use the "Red Car" as local transportation, then the Port needs to make some adjustments so that a route can go through the downtown area. Otherwise, all the traffic will be at "Ports O'Call" and the downtown area will feel little impact from tourists spending their money.

WINK-6  
Geraldine Knatz the Executive Director of the Port of L.A. talks about a green port in terms of curtailing the effects of pollution from rail, trucks, cranes and ships, although as a community that suffers from the emissions on a daily basis, it is not happening fast enough. One area that the L.A. Port lacks are more incentives for Marine Terminals to make changes that would be less harmful to the environment, as we see little of this. Another area that needs to be addressed is the pollution from Marine terminal yard lights. The incandescent lamps should have shades so that the light does not reflect in areas that cause a distraction.

WINK-8  
About five years ago the Port of L.A. had an opportunity to have another cruise line based at pier 91 in San Pedro, although it eventually went to Long Beach. The cruise line wanted more amenities to accommodate their needs, although the L.A. Port was reluctant to make any changes. Consequently a 40 million dollar cruise terminal was built using the Spruce Goose Dome. Perhaps you can tell me what has changed today concerning the Ports plan for the Cruise industry and why the L.A. Port let Carnival Cruise line go to Long Beach?

Sincerely yours,  
John Winkler



## 1 **John Winkler (WINK)**

### 2 **Response to Comment WINK-1**

3 An EIR is only required to analyze the significant effects a project may have on the  
4 environment, which is defined as the physical conditions in the area, including land,  
5 air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic  
6 significance (CEQA Sections 2100, 21060.5; CEQA Guidelines Section 15131).  
7 Furthermore, the commenter provides no evidence that the proposed Project  
8 configuration of the promenade would cause the youth camp to lose control of  
9 security and cause vandalism. The youth camp currently has lifeguards and to  
10 enforce the rules of the camp and has requirements for the ratio of adults to children  
11 to oversee the security and safety of all visitors. The proposed Project or alternatives  
12 would also be adequately served by Port police as described in Threshold PS-1 in  
13 Section 3.131.4.3.

### 14 **Response to Comment WINK-2**

15 The cruise industry within the Port is projecting growth in both passenger volume  
16 and ship size over the next 10 to 20 years. The infrastructure to serve these new,  
17 larger ships is not available at the existing Cruise Center and is required in order for  
18 the Port to accommodate demands in the cruise industry. In addition, the Port's  
19 existing available cruise berths will not meet future cruise berth occupancy demand.  
20 Should the Board decide to keep all of the cruise terminals at the Inner Harbor,  
21 Alternative 4 and 5 detail the analysis associated with such an option. Please see  
22 Master Response 2, which discusses the Outer Harbor in additional detail including  
23 projected cruise industry growth in passenger volume and ship size. Please see  
24 Master Response 6 for a discussion of traffic on Harbor Boulevard. Your objection  
25 to the Outer Harbor berths will be forwarded to the Board of Harbor Commissioners.

### 26 **Response to Comment WINK-3**

27 Thank you for your comment. As discussed in Chapter 2, "Project Description," of  
28 the draft EIS/EIR, Warehouses Nos. 9 and 10 and associated backland area would be  
29 adapted for low-intensity community-serving commercial or educational reuse that  
30 would be incorporated as an integral element of San Pedro Park. They would not  
31 remain underutilized upon development of the park.

### 32 **Response to Comment WINK-4**

33 Thank you for your comment. Your suggestion to design pedestrian bridges to  
34 resemble the Vincent Thomas Bridge will be forwarded to the Board of Harbor  
35 Commissioners. No further response is required because the comment does not  
36 address significant environmental issues regarding the content or adequacy of the  
37 EIS/EIR.



## 1 **Response to Comment WINK-5**

2 Thank you for your comment. The Waterfront Red Car Line has not been extended  
3 to downtown because LAHD does not have jurisdiction to propose project elements  
4 outside of its boundaries. Any future extension to downtown would require City of  
5 Los Angeles Department of City Planning or the Community Redevelopment Agency  
6 of the City of Los Angeles to develop and implement such proposals.

## 7 **Response to Comment WINK-6**

8 Thank you for your comment. It is LAHD's goal to be the greenest port on the West  
9 Coast. The San Pedro Waterfront Project is intended to showcase LAHD's  
10 commitment to sustainability. The comment regarding LAHD lacking incentives for  
11 marine terminals to make changes that would be less harmful to the environment is  
12 inaccurate. As presented on Page 2-41 of the draft EIS/EIR, the proposed Project  
13 includes a number of sustainable features that are consistent with LAHD's  
14 sustainability program and policies, including Leadership in Energy and  
15 Environmental Design (LEED) Certification (minimum Silver) for all new  
16 development over 7,500 square feet, including the cruise terminals. Additionally, as  
17 presented in Section 3.2, "Air Quality and Meteorology," the proposed Project would  
18 incorporate mitigation measures to reduce environmental impacts associated with the  
19 cruise ships and cruise terminals. For example, Mitigation Measure MM AQ-9  
20 includes the requirements for cruise vessels calling at the Port to use alternative  
21 maritime power (AMP) while hotelling in the Port; Mitigation Measure MM AQ-10  
22 requires vessels calling at the cruise terminals to use low-sulfur fuel; Mitigation  
23 Measure MM AQ-11 requires cruise vessels to comply with the Vessel Speed-  
24 Reduction Program; Mitigation Measure MM AQ-12 requires that emission reduction  
25 technology and/or design options be incorporated when ordering new ships bound for  
26 the Port of Los Angeles; Mitigation Measure MM AQ-13 requires all terminal  
27 equipment to be electric, where available; Mitigation Measure MM AQ-14 requires  
28 all shuttle buses from parking lots to cruise ship terminals to be LNG powered or an  
29 LEV equivalent; Mitigation Measure MM AQ-15 requires on road heavy-duty diesel  
30 trucks entering the cruise terminal building to achieve EPA's emission standards; and  
31 Mitigation Measure MM AQ-16 requires heavy-duty truck idling to be reduced at  
32 both the Inner and Outer Harbor Cruise Terminals.

## 33 **Response to Comment WINK-7**

34 Thank you for your comment. As discussed under Impact AES-5 in the draft  
35 EIS/EIR, all proposed project lighting components would comply with the *San Pedro*  
36 *Waterfront and Promenade Design Guidelines*, which provide standards to minimize  
37 light pollution, light trespass, and glare. Included are shielding standards to reduce  
38 glare and light trespass through the provision of louvers and shields. The impact  
39 evaluation was based upon design consistency with these guidelines, and impacts  
40 were found to be less than significant.

1 **Response to Comment WINK-8**

2 Thank you for your comment. Berths 87–93 were reorganized for updates to the  
3 World Cruise Center. Berth 93 was renovated, and Berths 91–92 are permanent  
4 cruise berth areas. Berths 87–90 are currently used by Port Police for inspection and  
5 cargo handling operations to support the World Cruise Center. No further response is  
6 required because the comment does not address significant environmental issues  
7 regarding the content or adequacy of the EIS/EIR.

11-1-08

Spencer D. MacNeil;

Subject: San Pedro Waterfront Project  
Draft EIS/EIR

SER-1 | As a retired Logistics Manager  
for Southern California Gas  
Company, I'm concerned about  
some parts of the draft plan.  
San Pedro does not have an  
infrastructure that easily and  
efficiently moves large volumes  
of people from place to place.  
In fact, the area has only  
three ways in or out of the  
city. This in itself should  
be a red flag that traffic  
options must be addressed  
and thoroughly considered.

SER-2

The additional cruise line

SER-2  
CONT.

terminals do not bring people (thousands) into an area that is ready for the influx or capable of handling the flow. The new terminal would be an eyesore from the view of Capullo Beach. These terminals would be better placed in the inner Harbor, which would provide access to freeway and a better parking option. By inner Harbor I mean somewhere adjacent to the existing cruise terminal. It is beyond my thinking capacity to understand how the new terminals would not have a negative impact on the community.

SER-3

The redevelopment of the downtown and adjacent

SER-3  
CONT.

Shoreline (Promenade) areas has been patched together at best, now with a fountain that requires city security, the impact on city services (police etc) would be significant. Where is this impact noted or discussed?

SER-4

I believe in progress and know that a lot of hard work has gone into the planning process, which is appreciated. Just remember, we are a small city, an island really, within the Los Angeles area, and the influx of thousands of people is not something we are ready for.

James J. Serice  
3336 S. DeWison Ave  
San Pedro, Ca 90731

## 1 James J. Serici (SER)

### 2 Response to Comment SER-1

3 The proposed Project includes transportation infrastructure improvements that are  
4 designed to increase mobility through the proposed project area while minimizing  
5 congestion. The draft EIS/EIR included a detailed traffic impact study that assesses  
6 the ability of the surrounding street system to accommodate the projected increases in  
7 future traffic, both from the proposed Project and from other sources. The analysis of  
8 impacts to traffic can be found in Section 3.11, “Traffic and Circulation (Ground),”  
9 of the draft EIS/EIR, and the complete traffic study can be found in Appendix M.1.  
10 Mitigation measures are proposed that fully or partially mitigate the identified  
11 proposed project impacts to the greatest degree feasible at most of the significantly  
12 impacted locations.

### 13 Response to Comment SER-2

14 Thank you for your comment. The proposed Outer Harbor Cruise Ship Terminals  
15 were found to not result in significant visual impacts to the community. Section 3.1,  
16 “Aesthetics,” presents a detailed analysis of the visual impacts related to the proposed  
17 Project and its alternatives. The proposed Outer Harbor Cruise Terminals would  
18 have 100,000 square feet each, would be 2 stories high, and would be designed to  
19 visually integrate with the proposed adjacent 6-acre Outer Harbor Park. The master  
20 planned development would incorporate landscaping, hardscaping, lighting, signage,  
21 and outdoor furniture, as well as the Waterfront Red Car extension, to provide public  
22 access to the water, encourage special events, and maximize public views of the  
23 harbor. This mix of recreational uses would enhance an area that currently comprises  
24 a large expanse of asphalt with 100-foot tall light standards and weedy open space.  
25 The area would be designed according to design standards provided in the *San Pedro*  
26 *Waterfront and Promenade Design Guidelines*, which was included as Appendix C.2  
27 in the draft EIS/EIR. As discussed in the impact evaluation regarding effects on  
28 visual character, the proposed terminal and park development would enhance the  
29 aesthetics of the area by providing a thematic and intact landscape. Substantial  
30 evidence is provided to support a less-than-significant impact determination with  
31 regard to aesthetics.

32 With respect to transportation impacts, parking for patrons of the proposed Outer  
33 Harbor Cruise Terminal would be located in the Inner Harbor area for the proposed  
34 Project and Alternatives 1 and 3. Those patrons would be transported to and from the  
35 Outer Harbor Cruise Terminal by shuttle bus. Patrons being dropped off or picked up  
36 by private autos or shared ride vehicles would be served at the Outer Harbor terminal.  
37 All traffic and parking impacts have been adequately assessed and disclosed in  
38 Section 3.11, “Transportation and Circulation (Ground),” of the draft EIS/EIR, and  
39 mitigation measures are incorporated to reduce or avoid impacts wherever feasible.  
40 The draft EIS/EIR included a detailed traffic impact study (see Appendix M.1) that  
41 assesses the ability of the surrounding street system to accommodate the projected

1 increases in future traffic, both from the proposed Project and from other sources.  
2 Mitigation measures were proposed that would increase capacity and would fully or  
3 partially mitigate the identified proposed project impacts at most of the significantly  
4 impacted locations. Among the proposed mitigation measures are capacity  
5 enhancements on Harbor Boulevard, which would improve its ability to  
6 accommodate the projected traffic flows, including trips related to the Outer Harbor  
7 terminal. These include Mitigation Measures MM TC-6 through MM TC-15 as  
8 identified in Impact TC-2a in Section 3.11.4.3.1. This issue is also discussed in  
9 RWEL-3.

10 All environmental impacts resulting from the proposed Project have been analyzed in  
11 the draft EIS/EIR. In addition, under Alternatives 4 and 5, all berths would be kept at  
12 the existing location in the Inner Harbor. This analysis will be presented to the Board  
13 of Harbor Commissioners for consideration during their deliberations on the  
14 proposed Project.

### 15 **Response to Comment SER-3**

16 Thank you for your comment. Analysis of impacts to public services, including the  
17 potential impact on police services, has been provided and analyzed in Section 3.13,  
18 “Utilities and Public Services,” of the draft EIS/EIR. Specifically, analysis under  
19 Threshold PS-1 evaluates the proposed Project’s impact on existing USCG, LAPD,  
20 and Port Police staff levels and facilities. The analysis concludes that although the  
21 Outer Harbor Cruise Terminal operations would result in an increase in calls to the  
22 Port Police and/or LAPD, provisions for security features mandated by the Maritime  
23 Transportation Security Act (MTSA) would reduce the demand for law enforcement.  
24 The Port Police are adequately staffed with sworn personnel to provide for the  
25 activities of the Port; their ability to provide for the Port is not expected to change  
26 with increases in development. Therefore, USCG, LAPD, and Port Police would be  
27 able to maintain an adequate level of service if the proposed Project were  
28 implemented without the need for construction of additional facilities, and it was  
29 determined that the proposed Project would result in a less-than-significant impact.

### 30 **Response to Comment SER-4**

31 Thank you for your comment. Your comment has been noted. Responses are  
32 required only to those comments that address significant environmental issues and/or  
33 the adequacy of the EIS/EIR. Therefore, no additional response is required because  
34 the comment does not address the adequacy of the draft EIS/EIR and/or address a  
35 physical environmental effect.

Subj: Fwd: SAN PEDRO WATER FRONT PROJECT DRAFT EIS/EIR  
 Date: 11/2/2008 3:36:33 P.M. Pacific Standard Time  
 From: Highcee2  
 To: CEQACOMMENTS@PORTLA.ORG

In a message dated 11/2/2008 3:16:51 P.M. Pacific Standard Time, Highcee2 writ

CAL-1 **I find it very odd that the picture of the plans for 'OUR WATERFRONT' was printed in the paper so little it took a magnifying glass to read it. This project has been waiting for years. San Pedro came to many meetings and most were against many things planned...so they tabled it. It is like they thought if they waited long enough people would loose interest, which has been the case.**

CAL-2 **I see no need for a new Harbor north of the Fire Station, or the so called 7th Street Pier. This is a Working Harbor, so why would they put those water cuts in there? that will effect our freighters coming and going. It also takes away of any enlargement of our Cruise Ship Docks, in that area.. *That area should be left alone, and the Cruise Ship Docks extended to the Fire Station. Do they realize the traffic and confusion it will create to have the Cruise Docks at the southern end of San Pedro which will effect the Cabrillo recreation area...and probably would eliminate. The way it is now the Cruise traffic comes right off the freeway into the Cruise Lines.....We have the Fountain that greets them and is suppose to improve the area..All these BIG ideas are certainly not to improve San Pedro. This was an outside Company [with no interest in San Pedro] that just sat down and created what they thought looked like a good idea on paper. It is money in there pockets.***

CAL-4 ***Our promenade will be effected also. We need to leave what is there alone and improve it. Port's O Call Village use to be a place everyone in San Pedro visited, and took friends, because of the quaint Shops.....These could be remolded and improved. The promenade could go right through it. It makes more sense to do that than spend all that money on moving the water around.***

CAL-5 ***There are several Restaurants down there that also need to be left alone. People like to sit and watch the goings on in the Harbor while eating... We also do not need a Convention Center in that area. This will also take away the Harbor from the people... With all the high rise building near the Harbor surely there is room for a Convention Center away from the Water....***

CAL-6 **For what it is worth this is my thinking, and I am not alone. Not all will respond..**

**Betty Calkins  
 646 24th St.  
 San Pedro, Ca 90731**

HIGHCEE2@AOL.COM



## 1 **Betty Calkins (CAL)**

### 2 **Response to Comment CAL-1**

3 Thank you for your comment. A Notice of Availability for the draft EIS/EIR was  
4 released in accordance with CEQA Guidelines Sections 15085 and 15087, 40 CFR  
5 1506.6, and 33 CFR 230.18.

6 Notice was in made compliance with the requirements of CEQA and NEPA. LAHD  
7 and the USACE provided 77 days (not including Thanksgiving Day) for public  
8 comment on the draft EIS/EIR, exceeding the CEQA and NEPA policy of a 45 day  
9 public comment period by 32 days. Additional review time was considered by  
10 LAHD staff and determined not to be necessary. While LAHD and the USACE  
11 acknowledge that unusual circumstances were present due to the complexity and  
12 length of the document, the additional 32 days were more than adequate to offset the  
13 circumstances. Notice of the availability of the draft EIS/EIR and the public meeting  
14 for the draft EIS/EIR was provided through a wide variety of methods, which are  
15 described in additional detail below.

16 Prior to the release of the Notice of Availability (NOA), in May 2008, Port officials  
17 made presentations to community groups to announce the impending release of the  
18 draft EIS/EIR. The organizations included in this outreach were Harbor Gateway  
19 South Neighborhood Council (May 8), Northwest San Pedro Neighborhood Council  
20 (May 12), Central San Pedro Neighborhood Council (May 13), Port Community  
21 Advisory Committee San Pedro Coordinated Plan Subcommittee (May 14),  
22 Community Redevelopment Agency Community Advisory Committee (May 14),  
23 Coastal San Pedro Neighborhood Council (May 19), Port Community Advisory  
24 Committee (May 20), Wilmington Neighborhood Council (May 28), and the San  
25 Pedro Chamber of Commerce (May 29).

26 The NOA was issued on September 22, 2008, and mailed to 1,892 key stakeholders  
27 such as elected officials, residents, businesses, Port of Los Angeles tenants,  
28 neighborhood council board members, and other community based organizations.  
29 The NOA also served as a notice for the public hearing meeting held on October 27,  
30 2008. Advertisements were placed in local and regional newspapers to publicize the  
31 release of the draft EIS/EIR and the hearing, including the following: Long Beach  
32 Press-Telegram, Los Angeles Times, Hoy, Daily Breeze, Metropolitan News-  
33 Enterprise, The Torrance Daily Breeze, and Los Angeles Sentinel. In addition, the  
34 notice was sent to the Federal Register, the California State Clearing House, the Los  
35 Angeles County and Los Angeles City Clerks Offices. The NOA was also posted at  
36 the following libraries: Los Angeles Public Library, Central Branch; Los Angeles  
37 Public Library, San Pedro Branch; and the Los Angeles Public Library, Wilmington  
38 Branch.

39 A presentation was made on October 22, 2008, to the Port Community Advisory  
40 Committee Joint Coordinated Plan Subcommittee and Past EIR Subcommittee on the

1 draft EIS/EIR. Port representatives and consultants were available to answer  
2 questions from the draft EIS/EIR.

3 Public hearing notice postcards were mailed on October 10, 2008, to all 77,395  
4 homes and businesses in San Pedro, Wilmington, Harbor City, and parts of Rancho  
5 Palos Verdes. On October 10, 2008, representatives of the Port also distributed public  
6 hearing notices to community centers and businesses in San Pedro. One public  
7 hearing was held in San Pedro, California. It took place at the Crown Plaza Los  
8 Angeles Harbor Hotel from 6:00 p.m. to 9:05 p.m. A court reporter was available for  
9 attendees to have their comments transcribed during the open house session and the  
10 hearing. Spanish and American Sign Language interpreters were also available to  
11 accommodate Spanish-speakers and the hearing impaired. The meetings were staffed  
12 by the Port of Los Angeles, U.S. Army Corps of Engineers, and the project  
13 consultant team.

14 LAHD has made every effort to include the surrounding community during the  
15 development of the proposed Project. LAHD and the USACE have gone above and  
16 beyond the requirements of CEQA and NEPA to provide public notice of community  
17 meetings, scoping meetings, and availability of document review periods.

## 18 **Response to Comment CAL-2**

19 Thank you for your comment. The North Harbor and 7<sup>th</sup> Street Pier are designed to  
20 bring people closer to the water, which is one of the major objectives of the proposed  
21 Project. The extension of the cruise berth to the fire station without the North Harbor  
22 cut has been considered in Alternative 4. Alternative 5 further considers the  
23 elimination of all water cuts. None of the alternatives that contain water cuts has  
24 been shown to result in adverse effects to container vessel traffic. Section 3.12,  
25 “Transportation and Navigation (Marine),” provides a detailed analysis of potential  
26 impacts to maritime vessel traffic within the harbor.

## 27 **Response to Comment CAL-3**

28 As part of the development of a cruise terminal in the Outer Harbor, new signage  
29 would be installed at appropriate locations to direct patrons to the appropriate  
30 location for parking as identified in Section 2.4.2.3.3 of Chapter 2, “Project  
31 Description,” of the draft EIS/EIR. Signage would be consistent with applicable  
32 waterfront design guidelines, including the Community Redevelopment Agency’s  
33 Pacific Corridor Design Standards and Guidelines, Guideline 7.4.2 which addresses  
34 signage to improve way-finding. Parking would continue to be provided at the  
35 existing Inner Harbor Cruise Terminal for the Outer Harbor berths for the proposed  
36 Project and Alternatives 1 and 3, and patrons would be shuttled to the Outer Harbor.  
37 As discussed in Section 3.10, “Recreation,” of the draft EIS/EIR, the proposed cruise  
38 ship terminal at the Outer Harbor would not significantly impact the Cabrillo  
39 recreation area. Additionally, the draft EIS/EIR evaluates the proposed Project’s  
40 impacts on socioeconomics in Chapter 7, “Socioeconomics and Environmental  
41 Quality.” The analysis concludes that there would be an overall beneficial impact of  
42 the proposed Project on the local business revenue. Your concerns will be forwarded

1 to the Board of Harbor Commissioners for consideration during their deliberations on  
2 the proposed Project.

### 3 **Response to Comment CAL-4**

4 Thank you for your comment. The proposed Project would provide a continuous  
5 promenade along the water, would add several new water cuts and docking spaces for  
6 visiting vessels, and would integrate Ports O'Call with the waterfront promenade.  
7 The new water cuts and waterfront promenade would enhance public access to the  
8 waterfront. The proposed Project would allow for the redevelopment of  
9 approximately 150,000 square feet of existing development and would provide for  
10 150,000 square feet of new development within Ports O'Call. LAHD uses the word  
11 redevelopment throughout the draft and final EIS/EIR as a general non-legal term to  
12 describe the changes that would occur at Ports O'Call under the proposed Project or  
13 alternatives and not as a legal term with the associated legal definition. Therefore,  
14 existing development at Ports O'Call would be redeveloped as suggested by the  
15 commenter.

16 The draft EIS/EIR evaluates a "reasonable range" of alternatives; there is no  
17 requirement under CEQA or NEPA evaluate every possible alternative. According to  
18 the Council on Environmental Quality (CEQ), "[w]hen there are potentially a very  
19 large amount of alternatives, only a reasonable number of examples, covering the full  
20 spectrum of alternatives, must be analyzed and compared in the EIS" (CEQ Forty  
21 Questions, No. 1b). Under CEQA, "an EIR need not consider every conceivable  
22 alternative to a project" (CEQA Guidelines Section 15126.6(a)) and the "range of  
23 alternatives required in an EIR is governed by a 'rule of reason' that requires an EIR  
24 to set forth only those alternatives necessary to permit a reasoned choice" (CEQA  
25 Guidelines Section 15126.6(f)). The draft EIS/EIR contained six alternatives (seven  
26 including the proposed Project), discussed in Section 2.5. These six alternatives  
27 provide variations among 36 components incorporated into the proposed Project  
28 shown in Figure ES-4 and Table 2-6.

29 Please refer to Master Response 4 for additional details regarding Ports O'Call and  
30 Master Response 1 for additional details regarding the reasonable range of  
31 alternatives. The continuous promenade and redevelopment of Ports O'Call under  
32 the proposed Project would provide Ports O'Call with a much needed revitalization  
33 so that it can again become a destination for the citizens of San Pedro and tourists  
34 alike.

### 35 **Response to Comment CAL-5**

36 Thank you for your comment. Successful restaurants and businesses in Ports O'Call  
37 may be accommodated during redevelopment. Please see Master Response 4 for  
38 additional information. There are no detailed plans available for Ports O'Call, so the  
39 planning area was left blank on the proposed project plans. Leaving this area blank  
40 in the drawings does not mean that following proposed project approval there is any  
41 intention to demolish all structures in the area and leave the area vacant until specific

1 redevelopment plans are recommended by a developer. It is LAHD's intent that any  
2 redevelopment would include a location for existing successful businesses.

3 **Response to Comment CAL-6**

4 Thank you for your comment. The conference center is part of the proposed project  
5 objectives and would attract people to visit and use the waterfront and would provide  
6 meeting space that is in demand. Alternative 3 would not include the conference  
7 center. Your objection to the conference center will be forwarded to the Board of  
8 Harbor Commissioners.

11-3-2008

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

Subject: Draft EIR for San Pedro Waterfront Project  
ceqacomment@portla.com

Dear Dr. Appy,

MEL-1 | I am writing in regards to the proposal of adding a large cruise ship terminal to the outer harbor section adjacent to Cabrillo Beach (Kaiser Point). A cruise ship terminal should not be built at this location for many reasons.

MEL-2 | 1) It would adversely impact the recreational boating activities of next to inner Cabrillo

MEL-3 | 2) Create more traffic & resulting pollution along Harbor Blvd.

MEL-4 | 3) Take business away from the struggling downtown San Pedro businesses.

MEL-5 | 4) It would create an eyesore with aircraft carrier sized cruise ships docked in a recreational area.

MEL-6 | Let's do the right thing and keep the cruise ships in their existing location and improve upon those facilities. The waters near Cabrillo Beach should be maintained for the public's recreation rather than the interests of a few large cruise ship companies. Thank you.

Sincerely,

A handwritten signature in red ink, appearing to read "Joe and Jana Melville".

Joe and Jana Melville  
1925 Vallecito Drive  
San Pedro, CA 90732

## 1 Joe and Jana Melville (MEL)

### 2 Response to Comment MEL-1

3 Thank you for your comment. Your objection to the proposed Outer Harbor berths as  
4 part of the proposed Project and will be forwarded to the Board of Harbor  
5 Commissioners.

### 6 Response to Comment MEL-2

7 Thank you for your comment. Detailed analyses of potential impacts to recreational  
8 boating have been provided in Section 3.7, “Hazards and Hazardous Materials,” and  
9 Section 3.10, “Recreation,” of the draft EIS/EIR. The analysis concludes that the  
10 operation of the Outer Harbor Cruise Terminal and berths would not restrict or  
11 reduce the ability of recreational vessels to utilize the marinas, the Outer Harbor, or  
12 the ocean. Therefore, impacts on recreational vessels would be less than significant  
13 (draft EIS/EIR, Page 3.10-46). Please also see Section 3, *Modifications to the Draft*  
14 *EIS/EIR*, Section 3.10.4.3.1, Page 3.10-4, which provides additional detail regarding  
15 conditions for recreation in the vicinity of the proposed Outer Harbor berths. Please  
16 also see Master Response 2, Section 5, regarding security measures, marina access,  
17 and recreation.

18 The 100-yard security zone would not interfere with recreational boating access. As  
19 mentioned in Chapter 2, “Project Description,” of the draft EIS/EIR, preliminary  
20 discussions with the U.S. Coast Guard (USCG) suggest that a floating security barrier  
21 providing a 75-foot buffer would provide adequate security, would reduce the  
22 security radius around the cruise ship while at berth, and would keep at a minimum  
23 any interference with small recreational boating in the vicinity of the Outer Harbor  
24 berths. While this concept has not been finalized, the USCG has indicated a  
25 willingness to work with LAHD to ensure adequate access is maintained into and out  
26 of the West Channel. However, even if the floating security barrier were not  
27 approved by the USCG and a full 100-yard barrier were necessary while a cruise ship  
28 were docked at the Outer Harbor, this would not preclude access to the marinas in the  
29 West Channel, and would not require LAHD to deny access or close the marinas. In  
30 a conservative scenario, assuming a 100-yard security barrier in place at the Outer  
31 Harbor, recreational boaters would have a channel approximately 80 yards wide to be  
32 able to navigate around the security zone while a cruise ship is docked in this  
33 location.

34 The West Channel would not be closed to recreational boaters during weekend  
35 afternoons. Cruise traffic to the Port is seasonal and peaks between October and  
36 April with a marked decrease in the summer months. This is opposite of the peak  
37 season for recreational vessels, which normally peaks during the summer months  
38 with an off season from October to May (see draft EIS/EIR Section 3.10, Impact  
39 REC-1b). Neither the duration nor the frequency of the delays to recreational boaters

1 caused by cruise or cargo ship security zones would increase above existing  
2 conditions (draft EIS/EIR, Pages 3.10-44 through 3.10-46).

3 The navigational path used by recreational boaters in the West Channel would not be  
4 substantially reduced. It would remain wide enough for recreational vessels to safely  
5 maneuver in and out of the marina while a cruise ship is docking or departing. (draft  
6 EIS/EIR, Pages 3.10-45 through 3.10-46.)

7 This issue is also discussed in Response to Comments CSPNC3-57, LIT-2, and  
8 JONWAR-54.

### 9 **Response to Comment MEL-3**

10 Thank you for your comment. The draft EIS/EIR adequately discloses that the  
11 proposed Project would increase traffic and pollution along Harbor Boulevard.  
12 Traffic impacts along Harbor Boulevard were adequately analyzed in Section 3.11,  
13 “Transportation and Circulation (Ground),” and air quality impacts were adequately  
14 analyzed in Section 3.2, “Air Quality and Meteorology,” of the draft EIS/EIR. The  
15 results of these analyses will be presented to the Board of Harbor Commissioners for  
16 consideration during their deliberations on the proposed Project and alternatives.

### 17 **Response to Comment MEL-4**

18 Thank you for your comment. The draft EIS/EIR includes a discussion of the  
19 downtown commercial district versus the waterfront commercial district and states  
20 that there is a low potential for competition between the two commercial districts and  
21 for downtown businesses to relocate to the waterfront. The draft EIS/EIR has  
22 adequately addressed the proposed Project’s potential impact on urban decay (CEQA  
23 Guidelines Section 15131(a); *Anderson First Coalition v. City of Anderson* (2005)  
24 130 Cal.App.4<sup>th</sup> 1173). When presented with credible evidence of potential  
25 environmental impacts due to urban decay, an EIR must evaluate those impacts and  
26 make a significance determination based on the evidence (*Anderson First Coalition*,  
27 *supra*, 130 Cal.App.4<sup>th</sup> 1173). The draft EIS/EIR addresses the urban decay and  
28 economic impacts of the proposed Project and makes a significance determination  
29 based on the evidence presented in Section 3.1, “Aesthetics,” and in Chapter 7,  
30 “Socioeconomics and Environmental Quality.” As discussed in the draft EIS/EIR,  
31 there is a low potential for competition between the two commercial districts and for  
32 downtown businesses to relocate to the waterfront (draft EIS/EIR, Section 7.4.2.2.1).  
33 The Ports O’Call redevelopment would continue to include recreational, commercial,  
34 and port-related waterfront uses similar to the existing establishments of Ports O’Call  
35 to serve the needs of cruise passengers, which would not directly compete with  
36 downtown businesses. The Port uses the word redevelopment throughout the draft  
37 and final EIS/EIR as a general non-legal term to describe the changes which would  
38 occur at Ports O’Call under the proposed Project or alternatives and not as a legal  
39 term with the associated legal definition. Specific details about the redevelopment  
40 have not yet been decided; however, the proposed Project would allow for the  
41 redevelopment of approximately 150,000 square feet of existing development and

1 would provide for 150,000 square feet of new development within Ports O'Call. For  
2 the purposes of the environmental impact analysis, it was assumed that  
3 approximately 125,000 square feet would be developed for restaurant uses, and  
4 approximately 175,000 square feet would be developed for commercial uses.

5 Based on this and other evidence, it was determined that the proposed Project would  
6 have no adverse impact on downtown San Pedro in terms of urban decay (draft  
7 EIS/EIR, Pages 3.1-75 and 7-50). Please see Master Responses 4 and 5 for further  
8 discussion regarding the proposed San Pedro Waterfront Project and potential  
9 impacts to San Pedro businesses, including the potential for urban decay.

10 This issue is also discussed in Response to Comments LADCP-15, LIT-4, and  
11 WAT2-21.

## 12 **Response to Comment MEL-5**

13 Thank you for your comment. Visualizations of cruise ships docked at the Outer  
14 Harbor were developed for a number of viewpoints, including a beachfront view and  
15 representative views from residential neighborhoods at elevations ranging from 40 to  
16 160 feet above and 0.75 to 1 mile from the proposed Outer Harbor cruise ship  
17 berthing sites. This analysis indicated that the cruise ships would not substantially  
18 degrade existing visual quality of the site and its surroundings. Please see Pages  
19 3.1-25 and 3.1-26, and Pages 3.1-33 through 3.1-35 of the draft EIS/EIR for further  
20 discussion. Please also see Master Response 2, Aesthetics/Visual Impacts.

## 21 **Response to Comment MEL-6**

22 Thank you for your comment. The cruise industry within the Port is projecting  
23 growth in both passenger volume and ship size over the next 10 to 20 years. The  
24 infrastructure to serve these new, larger ships is not available at the existing Cruise  
25 Center and is required in order for the Port to accommodate demands in the cruise  
26 industry. In addition, the Port's existing available cruise berths will not meet future  
27 cruise berth occupancy demand. Furthermore, as discussed in Section 3.10,  
28 "Recreation," of the draft EIS/EIR, the proposed cruise ship terminal at the Outer  
29 Harbor would not significantly impact the Cabrillo Beach recreation area. Your  
30 concerns will be forwarded to the Board of Harbor Commissioners for consideration  
31 during their deliberations on the proposed Project and alternatives. Should the Board  
32 of Harbor Commissioners decide to keep all of the cruise terminals at the Inner  
33 Harbor, Alternatives 4 and 5 detail the analysis associated with such an option.



November 3, 2008

Spencer D. MacNeil, D. Env.  
Senior Project Manager  
U.S. Army Corp of Engineers  
Regulatory Division--Ventura Field Office  
2151 Alessandro Dr, Suite 110  
Ventura, CA 93001

Dear Mr. MacNeil:

LIT-1 | I am writing to express my concerns regarding the proposal of adding a large cruise ship terminal to the outer harbor section adjacent to Cabrillo Beach (Kaiser Point). A cruise ship terminal should not be built at this location for many reasons. Most importantly:

LIT-2 | 1. It would adversely impact the recreational boating activities next to inner Cabrillo Beach area.

LIT-3 | 2. Create more traffic & resulting pollution along Harbor Boulevard.

LIT-4 | 3. Take business away from the struggling downtown San Pedro businesses.

LIT-5 | 4. It would create an eyesore with aircraft carrier sized cruise ships docked in a recreational area.

LIT-6 | 5. Royal Caribbean Cruise Lines has permanently relocated their twice weekly cruises (Monarch of the Seas ship) out of the Port of LA to San Diego harbor without future plans to fill this slot, thus opening up already established dock space.

LIT-7 | **Let's do the right thing and keep the cruise ships in their existing location and improve upon those facilities.** The waters near Cabrillo Beach should be maintained for the public's recreation rather than the interests of a few large cruise ship companies. The continues land grab of what precious space that's left in San Pedro is not right! Thank you.

Sincerely,



Lauren Litchfield  
972 West 37th Street  
San Pedro, CA 90732

## 1 **Lauren Litchfield (LIT)**

### 2 **Response to Comment LIT-1**

3 Thank you for your comment. Your objection to the proposed Outer Harbor berths as  
4 part of the proposed Project is noted and will be forwarded to the Board of Harbor  
5 Commissioners. Please see Response to Comments LIT-2 through LIT-7, which  
6 address your specific concerns.

### 7 **Response to Comment LIT-2**

8 Thank you for your comment. Detailed analyses of potential impacts to recreational  
9 boating have been provided in Section 3.7, “Hazards and Hazardous Materials,” and  
10 Section 3.10, “Recreation,” of the draft EIS/EIR. The analysis concludes that the  
11 operation of the Outer Harbor Cruise Terminal and berths would not restrict or  
12 reduce the ability of recreational vessels to utilize the marinas, the Outer Harbor, or  
13 the ocean. Therefore, impacts on recreational vessels would be less than significant.  
14 (draft EIS/EIR Page 3.10-46.)

15 The 100-yard security zone would not interfere with recreational boating access. As  
16 mentioned in Chapter 2, “Project Description,” of the draft EIS/EIR, preliminary  
17 discussions with the U.S. Coast Guard (USCG) suggest that a floating security barrier  
18 providing a 75-foot buffer would provide adequate security, would reduce the  
19 security radius around the cruise ship while at berth, and would keep at a minimum  
20 any interference with small recreational boating in the vicinity of the Outer Harbor  
21 berths. While this concept has not been finalized, the USCG has indicated a  
22 willingness to work with LAHD to ensure adequate access is maintained into and out  
23 of the West Channel. However, even if the floating security barrier were not  
24 approved by the USCG and a full 100-yard barrier were necessary while a cruise ship  
25 were docked at the Outer Harbor, this would not preclude access to the marinas in the  
26 West Channel, and would not require LAHD to deny access or close the marinas. In  
27 the worst-case scenario assuming a 100-yard security barrier in place at the Outer  
28 Harbor, recreational boaters would have a channel approximately 80 yards wide to be  
29 able to navigate around the security zone while a cruise ship is docked in this  
30 location.

31 The West Channel would not be closed to recreational boaters during weekend  
32 afternoons. Cruise traffic to the Port is seasonal and peaks between October and  
33 April with a marked decrease in the summer months. This is opposite of the peak  
34 season for recreational vessels, which normally peaks during the summer months  
35 with an off season from October to May (see draft EIS/EIR Section 3.10, Impact  
36 REC-1b). Neither the duration nor the frequency of the delays to recreational boaters  
37 caused by cruise or cargo ship security zones would increase above existing  
38 conditions (draft EIS/EIR Page 3.10-44 through 3.10-46).

1 The navigational path used by recreational boaters in the West Channel would not be  
2 substantially reduced. It would remain wide enough for recreational vessels to safely  
3 maneuver in and out of the marina while a cruise ship is docking or departing. (draft  
4 EIS/EIR, Pages 3.10-45 through 3.10-46.)

5 Overall, operation of the proposed Project would enhance recreational opportunities  
6 of the open waters of the harbor by providing increased total open water space as a  
7 result of the North Harbor, Downtown Harbor, and 7<sup>th</sup> Street Harbor water cuts.  
8 Please see Section 3.10 of the draft EIS/EIR for a complete analysis of the proposed  
9 Project's impacts on marine recreation. Your comment will be forwarded to the  
10 Board of Harbor Commissioners.

11 This issue is also addressed in Responses to Comments CSPNC 3-57, JONWAR-54,  
12 and MEL-2. Please also see Master Response 2, Security Measures/Marina  
13 Access/Recreation.

### 14 **Response to Comment LIT-3**

15 Thank you for your comment. The draft EIS/EIR adequately discloses that the  
16 proposed Project would increase traffic and pollution along Harbor Boulevard.  
17 Traffic impacts along Harbor Boulevard were adequately analyzed in Section 3.11,  
18 "Transportation and Circulation (Ground)," and air quality impacts were adequately  
19 analyzed in Section 3.2, "Air Quality and Meteorology," of the draft EIS/EIR. The  
20 results of these analyses will be presented to the Board of Harbor Commissioners for  
21 consideration during their deliberations on the proposed Project and alternatives.

### 22 **Response to Comment LIT-4**

23 Thank you for your comment. The draft EIS/EIR includes a discussion of the  
24 downtown commercial district versus the waterfront commercial district and states  
25 that there is a low potential for competition between the two commercial districts and  
26 for downtown businesses to relocate to the waterfront. The draft EIS/EIR has  
27 adequately addressed the proposed Project's potential impact on urban decay (CEQA  
28 Guidelines Section 15131(a); *Anderson First Coalition v. City of Anderson* (2005)  
29 130 Cal.App.4<sup>th</sup> 1173). When presented with credible evidence of potential  
30 environmental impacts due to urban decay, an EIR must evaluate those impacts and  
31 make a significance determination based on the evidence (*Anderson First Coalition*,  
32 *supra*, 130 Cal.App.4<sup>th</sup> 1173). The draft EIS/EIR addresses the urban decay and  
33 economic impacts of the proposed Project and makes a significance determination  
34 based on the evidence presented in Section 3.1, "Aesthetics," and in Chapter 7,  
35 "Socioeconomics and Environmental Quality." As discussed in the draft EIS/EIR,  
36 there is a low potential for competition between the two commercial districts and for  
37 downtown businesses to relocate to the waterfront (draft EIS/EIR, Section 7.4.2.2.1).  
38 The Ports O'Call redevelopment would continue to include recreational, commercial,  
39 and port-related waterfront uses similar to the existing establishments of Ports O'Call  
40 to serve the needs of cruise passengers, which would not directly compete with  
41 downtown businesses. The Port uses the word redevelopment throughout the draft

1 and final EIS/EIR as a general non-legal term to describe the changes which would  
2 occur at Ports O'Call under the proposed Project or alternatives and not as a legal  
3 term with the associated legal definition. Specific details about the redevelopment  
4 have not yet been decided; however, the proposed Project would allow for the  
5 redevelopment of approximately 150,000 square feet of existing development and  
6 would provide for 150,000 square feet of new development within Ports O'Call. For  
7 the purposes of the environmental impact analysis, it was assumed that  
8 approximately 125,000 square feet would be developed for restaurant uses, and  
9 approximately 175,000 square feet would be developed for commercial uses.

10 It was determined that the proposed Project would have no adverse impact on  
11 downtown San Pedro in terms of urban decay (draft EIS/EIR Pages 3.1-75 and 7-50).  
12 Please see Master Responses 4 and 5 for further discussion regarding the proposed  
13 San Pedro Waterfront Project and potential impacts to San Pedro businesses,  
14 including the potential for urban decay.

15 This issue is also discussed in Response to Comments LADCP-15, WAT2-21, and  
16 MEL-4.

## 17 **Response to Comment LIT-5**

18 Thank you for your comment. Visualizations of cruise ships docked at the Outer  
19 Harbor were developed for a number of viewpoints, including a beachfront view and  
20 representative views from residential neighborhoods at elevations ranging from 40 to  
21 160 feet above and 0.75 to 1 mile from the proposed Outer Harbor cruise ship  
22 berthing sites. This analysis indicated that the cruise ships would not substantially  
23 degrade existing visual quality of the site and its surroundings.

24 As discussed in the evaluation of the impacts of the Outer Harbor cruise ships on  
25 aesthetics (Section 3.1, "Aesthetics," Pages 3.1-33 through 3.1-35), the viewing  
26 experience is highly subjective. In order to evaluate an individual's response to  
27 views and changes in the view, a number of strategies have been developed to help  
28 reduce this subjectivity. The analysis in the draft EIS/EIR was based, in part, upon a  
29 process developed by the Federal Highway Administration (FHWA) in which visual  
30 quality is evaluated according to the degree of vividness, intactness, and unity that  
31 exists within a landscape. Using this set of criteria, changes to the visual landscape  
32 resulting from the proposed Project were evaluated based upon the visual relationship  
33 between the project and surrounding landscape. Since all views of a project cannot  
34 be examined, key observation points were identified to provide representative views  
35 from the surrounding community to the proposed Project (Figures 3.1-17 through  
36 3.1-23). Views were evaluated and, in areas that were considered most sensitive to  
37 changes in the view (because of proposed project elements and/or sensitive viewer  
38 groups such as residents, recreationists, or drivers), photographic simulations were  
39 developed representing the proposed Project in place. This provided comparative  
40 before and after photos in order to assess changes resulting from the proposed  
41 Project. These photographic simulations are provided as Figures 3.1-24 through  
42 3.1-29 in the draft EIS/EIR.

1 To better understand the effects of the proposed cruise ships on visual quality from  
2 Cabrillo Beach, photographic simulations were developed that placed the proposed  
3 cruise ships into the existing setting at the Outer Harbor (see Figures 3.1-26a through  
4 3.1-26e). Based upon this process, it was determined that the cruise ships at berth  
5 would not be inconsistent with the visual elements of the working port, and would  
6 not have a substantial adverse effect on the highly textured, functionally dynamic,  
7 visual character of the Outer Harbor and its surroundings.

8 A widely accepted practice in visual impact assessment is to evaluate the relative  
9 importance of visual changes in the context of the viewer's sensitivity to those  
10 changes. As demonstrated by their choice of beach, there is an implied viewer  
11 preference among Cabrillo Beach users for views to Port-related activities. This  
12 indicates that viewers would not be highly sensitive to the type of visual changes that  
13 would occur when the cruise ships are at berth. Based on this preference, the  
14 berthing of cruise ships was determined not to have a significant adverse effect on  
15 visual resources for these visitors because of their enjoyment of and receptivity to the  
16 industrial, maritime, and recreational elements of the working port. (draft EIS/EIR,  
17 Pages 3.1-33 through 3.1-34.)

18 This issue is also discussed in Response to Comments CSPNC3-53 and JONWAR-  
19 50. Please also see Master Response 2, Aesthetics/Visual Impacts.

## 20 Response to Comment LIT-6

21 Thank you for your comment. A 2006 review of cruise traffic to the Port projected a  
22 long-term increase in cruise passenger traffic out of the Port of Los Angeles,  
23 reflecting a need for additional cruise ship facilities. The loss of Royal Caribbean  
24 Cruise Lines to the Port of San Diego also reflects a need for modernization of the  
25 cruise passenger facilities at the Port of Los Angeles in order to remain competitive  
26 with other ports on the coast of California. Please see Response to Comment LIT-7  
27 regarding the inability of the existing Cruise Center to accommodate projected  
28 growth. Your comment will be forwarded to the Board of Harbor Commissioners for  
29 consideration during their deliberations on the proposed Project and alternatives.

## 30 Response to Comment LIT-7

31 Thank you for your comment. The cruise industry within the Port is projecting  
32 growth in both passenger volume and ship size over the next 10 to 20 years. The  
33 infrastructure to serve these new, larger ships is not available at the existing Cruise  
34 Center and is required in order for the Port to accommodate demands in the cruise  
35 industry. In addition, the Port's existing available cruise berths will not meet future  
36 cruise berth occupancy demand. Furthermore, as discussed in Section 3.10,  
37 "Recreation," of the draft EIS/EIR, the proposed cruise ship terminal at the Outer  
38 Harbor would not significantly impact the Cabrillo Beach recreation area. Your  
39 concerns will be forwarded to the Board of Harbor Commissioners for consideration  
40 during their deliberations on the proposed Project and alternatives. Should the Board

1 of Harbor Commissioners decide to keep all of the cruise terminals at the Inner  
2 Harbor, Alternative 4 and 5 detail the analysis associated with such an option.

11-04-2008

#1000

11-04-2008

Regulatory

Spencer D. MacNeil, D. Env.  
Senior Project Manager  
U.S. Army Corp of Engineers  
Regulatory Division--Ventura Field Office  
2151 Alessandro Dr, Suite 110  
Ventura, CA 93001

Subject: Draft EIR for San Pedro Waterfront Project

Dear Mr. MacNeil,

JWEL-1 | I am writing in regards to the proposal of adding a large cruise ship terminal to the outer  
harbor section adjacent to Cabrillo Beach (Kaiser Point). This idea is flawed on many  
different levels and should be rejected in its entirety. First, it would greatly affect  
recreational use of the area particularly by boaters in the Cabrillo Marina since cruise  
ships require a security zone of at least 100 yards. This small area of Los Angeles harbor  
JWEL-2 | would be greatly impacted by ships reaching super tanker or aircraft carrier length so  
heavily used for recreation. For example, inner Cabrillo Beach is the only place a person  
can learn to windsurf in the area and certainly this activity would be curtailed to an  
unworkable, dangerous situation.

JWEL-3 | The cruise ship berthing area should be maintained in its existing location and if  
expansion is needed there then plans can be made to accommodate them. Perhaps by  
moving the Lane Victory and even the Catalina Express to the outer harbor we could  
JWEL-4 | solve this expansion dilemma. Further, traffic along Harbor Blvd would substantially  
increase creating yet more gridlock. Lastly, the downtown San Pedro business district  
JWEL-5 | would stand to lose the passenger traffic.

JWEL-6 | Let's do the right thing and keep the cruise ships in their existing location and improve  
upon those facilities. The waters near Cabrillo Beach should be maintained for the  
public's recreation rather than the interests of a few large cruise ship companies. Thank  
you.

Sincerely,

Joanna Welsh  
1806 Anchovy Ave  
San Pedro, CA 90732



## 1 **Joanna Welsh (JWEL)**

### 2 **Response to Comment JWEL-1**

3 Thank you for your comment. Your objection to the proposed Outer Harbor cruise  
4 berths as part of the proposed Project will be forwarded to the Board of Harbor  
5 Commissioners.

### 6 **Response to Comment JWEL-2**

7 Thank you for your comment. Detailed analyses of potential impacts to recreational  
8 boating have been provided in Section 3.7, “Hazards and Hazardous Materials,” and  
9 Section 3.10, “Recreation,” of the draft EIS/EIR. Please also see Master Response 2,  
10 Security Measures/Marina Access/Recreation. Preliminary discussions with the U.S.  
11 Coast Guard suggest that a floating security barrier providing a 75-foot buffer would  
12 provide adequate security, would reduce the security radius around the cruise ship  
13 while at berth, and would keep at a minimum any interference with small recreational  
14 boating in the vicinity of the Outer Harbor berths. While this concept has not been  
15 finalized, the USCG has indicated a willingness to work with LAHD to ensure  
16 adequate access is maintained into and out of the West Channel. However, even if the  
17 floating security barrier were not approved by the USCG and a full 100-yard barrier  
18 were necessary while a cruise ship is docked at the Outer Harbor, the draft EIS/EIR  
19 discloses that the Outer Harbor berths would not preclude access to the marinas in the  
20 West Channel and would not require the USCG to deny access or close the marinas.  
21 In the worst-case scenario assuming a 100-yard security barrier in place at the Outer  
22 Harbor, recreational boaters would have a channel approximately 80 yards wide to  
23 navigate around the security zone while a cruise ship is docked in this location.

24 Overall, operation of the proposed Project would enhance recreational opportunities  
25 of the open waters of the harbor by providing increased total open water space as a  
26 result of the North Harbor, Downtown Harbor, and 7<sup>th</sup> Street Harbor water cuts.  
27 Please see Section 3.10, “Recreation,” of the draft EIS/EIR for a complete analysis of  
28 the proposed Project’s impacts on marine recreation. Your comment will be  
29 forwarded to the Board of Harbor Commissioners for consideration during their  
30 deliberations on the proposed Project and alternatives.

### 31 **Response to Comment JWEL-3**

32 Thank you for your comment. The cruise industry within the Port is projecting  
33 growth in both passenger volume and ship size over the next 10 to 20 years. The  
34 infrastructure to serve these new, larger ships is not available at the existing Cruise  
35 Center, but it is required in order for the Port to accommodate demands in the cruise  
36 industry. In addition, the Port’s existing available cruise berths will not meet future  
37 cruise berth occupancy demand. Alternatives 4 and 5 address maintaining the cruise  
38 ship berthing at the Inner Harbor, but neither the proposed Project nor any of the  
39 alternatives considered evaluated moving Lane Victory or Catalina Express to the



1 Outer Harbor and doing so has not been analyzed in the draft EIS/EIR. The draft  
2 EIS/EIR considered a reasonable range of alternatives that best accomplish the  
3 proposed project objectives while minimizing the impacts to the environment,  
4 including Alternatives 4 and 5, which would maintain cruise ship berthing at the  
5 Inner Harbor. Unfortunately, it is not feasible to consider every possible permutation  
6 of each alternative and neither NEPA nor CEQA require this. (CEQ Forty Questions,  
7 No. 1b; CEQA Guidelines Section 15126.6(a), (f).) Please see Master Response 1 for  
8 additional details regarding range of alternatives and the Sustainable Waterfront Plan.  
9 No further response is required because the comment does not address significant  
10 environmental issues regarding the content or adequacy of the EIS/EIR. Your  
11 suggestion will be forwarded to the Board of Harbor Commissioners for  
12 consideration during their deliberations on the proposed Project and alternatives.

### 13 **Response to Comment JWEL-4**

14 Thank you for your comment. Parking for patrons of the proposed Outer Harbor  
15 Cruise Terminal would be located in the Inner Harbor area near the existing cruise  
16 terminal operations under the proposed Project and Alternatives 1 and 3. Patrons  
17 destined for the Outer Harbor Cruise Terminal would be transported to and from the  
18 Outer Harbor Cruise Terminal by shuttle bus. Patrons being dropped off or picked up  
19 by private autos or shared ride vehicles would be served at the Outer Harbor terminal.  
20 The draft EIS/EIR includes a detailed traffic impact study, the results of which are  
21 appropriately disclosed in Section 3.11, “Transportation and Circulation (Ground),”  
22 of the draft EIS/EIR, which assesses the ability of the surrounding street system to  
23 accommodate the projected increases in future traffic, both from the proposed Project  
24 and from other sources. Mitigation measures are proposed that would increase  
25 capacity and would fully or partially mitigate the identified proposed Project’s  
26 impacts at most of the significantly impacted locations. Among the proposed  
27 mitigation measures are capacity enhancements on Harbor Boulevard, which would  
28 improve its ability to accommodate the projected traffic flows, including trips related  
29 to the Outer Harbor Cruise Terminal.

### 30 **Response to Comment JWEL-5**

31 Thank you for your comment. Parking for patrons of the proposed Outer Harbor  
32 Cruise Terminal would be located in the Inner Harbor area near the existing cruise  
33 terminal operations under the proposed Project and Alternatives 1 and 3. Patrons  
34 destined for the Outer Harbor Cruise Terminal would be transported to and from the  
35 Outer Harbor Cruise Terminal by shuttle bus. Patrons being dropped off or picked up  
36 by private autos or shared ride vehicles would be served at the Outer Harbor terminal  
37 as discussed in Section 2.4.2.2.1 in Chapter 2, “Project Description,” of the draft  
38 EIS/EIR. Therefore, the business district would be best placed to gain from the  
39 addition of cruise passengers utilizing the Outer Harbor Cruise Terminal.

1 **Response to Comment JWEL-6**

2 Thank you for your comment. As stated in Response to Comment JWEL-3, the cruise  
3 industry within the Port is projecting growth in both passenger volume and ship size  
4 over the next 10 to 20 years for which an expanded infrastructure is needed that  
5 cannot be accommodated at the existing Cruise Center. Furthermore, as discussed in  
6 Section 3.10, “Recreation,” of the draft EIS/EIR, the proposed cruise ship terminal at  
7 the Outer Harbor would not significantly impact the Cabrillo Beach recreation area.  
8 Your concerns will be forwarded to the Board of Harbor Commissioners for  
9 consideration during their deliberations on the proposed Project and alternatives.

2101 Parwood man  
San Pedro  
Nov. 7, 2008

Dear sirs:

LITM-1  
With regard to the construction of a second terminal for large ships in the outer harbor, I would like to offer my emphatic opposition.

LITM-2  
Please don't allow it! With the Port of Los Angeles as large as it is now, we are already doing enough for the nation, and the increased rates of cancer and other

LITM-2  
CONT.

Increases around the port  
show how much we  
are suffering because

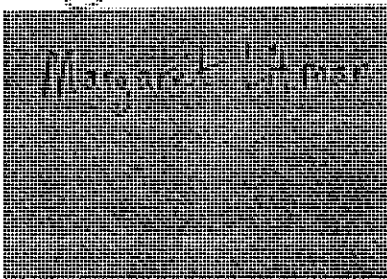
of it. Surely there must be  
other areas along our  
huge coastline that  
could be developed to  
accommodate the large  
tankers. I believe Mexico  
has also been considered  
for such a port. But  
wherever it is built it  
should not be near a  
large population center.

LITM-3

Let's think of the future  
and develop long-range  
planning for the benefit  
of all — not just the few!

LITM-4

Sincerely,  
Margaret Litman



1 **Margaret Litman (LITM)**

2 **Response to Comment LITM-1**

3 Thank you for your comment. Your objection to the proposed Outer Harbor terminals  
4 as part of the proposed Project will be forwarded to the Board of Harbor  
5 Commissioners.

6 **Response to Comment LITM-2**

7 Thank you for your comment. The draft EIS/EIR analyzes the health risks associated  
8 with air quality in Section 3.2, “Air Quality and Meteorology.” Please refer to  
9 Section 3.2 for a discussion of the health risk assessment. Please also see Master  
10 Response 2, Air Quality/Health Risk/Greenhouse Gasses. No further response is  
11 required because the comment does not address significant environmental issues  
12 regarding the content or adequacy of the EIS/EIR.

13 **Response to Comment LITM-3**

14 Thank you for your comment. The draft EIS/EIR evaluated a reasonable range of  
15 alternatives, as required under CEQA and NEPA. The alternative suggested in this  
16 comment, creation of a new port for tankers located away from population centers,  
17 would not meet any of the CEQA objectives or the purpose and need under NEPA.  
18 Please see Section 2.3.1 of the draft EIS/EIR.

19 **Response to Comment LITM-4**

20 Thank you for your comment. No further response is required because the comment  
21 does not address significant environmental issues regarding the content or adequacy  
22 of the EIS/EIR.

A. Greenleaf  
860 W 5th St, #312  
San Pedro, CA 90731  
November 10, 2008

Dr. Ralph Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palms Verdes Street  
P.O. Box 151  
San Pedro, CA 90733-0151



Dear Dr. Appy:

GRE-1 I support the waterfront development plan of the Sustainable Harbor Development Working Group. Some positive aspects of this plan include pathways for pedestrians and cyclists, green spaces, garden roofs, and the extension of the Red Car line, along with footpaths and bike lanes, to connect the waterfront with downtown. Let's keep development human-scaled!

GRE-2 Please do not allow a parking structure on or near the waterfront. I think it is important to discourage automobile driving not only to reduce air pollution and greenhouse gases, but also because of traffic congestion, excessive paving, aesthetic considerations, and the need to share open space with plants and animals.

Very sincerely yours,  
Anna Greenleaf  
Anna Greenleaf

## 1 **Anna Greenleaf (GRE)**

### 2 **Response to Comment GRE-1**

3 Thank you for your comment. Your support for the Sustainable Waterfront Plan will  
4 be forwarded to the Board of Harbor Commissioners. Please see Master Response 1  
5 for further discussion regarding the Sustainable Waterfront Plan.

### 6 **Response to Comment GRE-2**

7 Thank you for your comment. The decision to include parking near the waterfront as  
8 part of the proposed Project was carefully balanced between enabling the greatest  
9 public access and making the best use of limited space for recreational and  
10 commercial land uses. The proposed Project and Alternatives 1, 3, 4, and 5 include  
11 surface parking lots only at the Outer Harbor, and thus would have a minimal profile  
12 near the waterfront. In addition, the proposed bluff site parking structures would  
13 eliminate the need for the current surface parking areas serving the Ports O'Call area  
14 and would thus open up areas for public open space by consolidating the Ports O'Call  
15 parking into a vertical structure (draft EIS/EIR, Page 3.1-31). Aesthetic  
16 considerations for parking structures are addressed in Master Response 3.

17 In addition, the draft EIS/EIR analyzed a reasonable range of alternatives, including  
18 several alternatives with reduced parking, as seen in Figures ES-4, Figure 2-17  
19 (Alternative 1; changes to Outer Harbor parking), Figure 2-19 (Alternative 2;  
20 changes to Outer Harbor parking), Figure 2-21 (Alternative 3; no parking at SP  
21 Railyard), Figure 2-22 (Alternative 4; reduced parking in the Inner and Outer  
22 Harbors); Figure 2-23 (Alternative 5; reduced parking in the Inner and Outer  
23 Harbors), Figure 2-24 (Alternative 6; no new parking). Please see Master Responses  
24 1 and 3 for additional information.

25 Your opposition to waterfront parking structure will be forwarded to the Board of  
26 Harbor Commissioners.

11-04-2008

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



Subject: Draft EIR for San Pedro Waterfront Project

Dear Dr. Appy,

TWEL-1 | I am writing in regards to the proposal of adding a large cruise ship terminal to the outer harbor section adjacent to Cabrillo Beach (Kaiser Point). This idea is flawed on many different levels and should be rejected in its entirety. First, it would greatly affect recreational use of the area particularly by boaters in the Cabrillo Marina since cruise ships require a security zone of at least 100 yards. This small area of Los Angeles harbor would be greatly impacted by ships reaching super tanker or aircraft carrier length so heavily used for recreation. For example, inner Cabrillo Beach is the only place a person can learn to windsurf in the area and certainly this activity would be curtailed to an unworkable, dangerous situation.

TWEL-2 | The cruise ship berthing area should be maintained in its existing location and if expansion is needed there then plans can be made to accommodate them. Perhaps by moving the Lane Victory and even the Catalina Express to the outer harbor we could solve this expansion dilemma. Further, traffic along Harbor Blvd would substantially

TWEL-3 | increase creating yet more gridlock. Lastly, the downtown San Pedro business district  
TWEL-4 | would stand to lose the passenger traffic.

TWEL-5 | Let's do the right thing and keep the cruise ships in their existing location and improve upon those facilities. The waters near Cabrillo Beach should be maintained for the public's recreation rather than the interests of a few large cruise ship companies. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas Welsh".

Thomas Welsh  
1806 Anchovy Ave  
San Pedro, CA 90732



## 1 **Thomas Welsh (TWEL)**

### 2 **Response to Comment TWEL-1**

3 Thank you for your comment. Your objection to the proposed Outer Harbor cruise  
4 berths as part of the proposed Project will be forwarded to the Board of Harbor  
5 Commissioners.

6 Detailed analyses of potential impacts to recreational boating have been provided in  
7 Section 3.7, “Hazards and Hazardous Materials,” and Section 3.10, “Recreation.”  
8 Preliminary discussions with the U.S. Coast Guard suggest that a floating security  
9 barrier providing a 75-foot buffer would provide adequate security, would reduce the  
10 security radius around the cruise ship while at berth, and would keep at a minimum  
11 any interference with small recreational boating in the vicinity of the Outer Harbor  
12 berths. While this concept has not been finalized, the USCG has indicated a  
13 willingness to work with LAHD to ensure adequate access is maintained into and out  
14 of the West Channel. However, even if the floating security barrier were not  
15 approved by the USCG and a full 100-yard barrier were necessary while a cruise ship  
16 is docked at the Outer Harbor, the draft EIS/EIR discloses that the Outer Harbor  
17 berths would not preclude access to the marinas in the West Channel and would not  
18 require the USCG to deny access or close the marinas. In the worst-case scenario  
19 assuming a 100-yard security barrier in place at the Outer Harbor, recreational  
20 boaters would have a channel approximately 80 yards wide to navigate around the  
21 security zone while a cruise ship is docked in this location.

22 Overall, operation of the proposed Project would enhance recreational opportunities  
23 of the open waters of the harbor by providing increased total open water space as a  
24 result of the North Harbor, Downtown Harbor, and 7<sup>th</sup> Street Harbor water cuts.  
25 Please see Section 3.10, “Recreation,” of the draft EIS/EIR for a complete analysis of  
26 the proposed Project’s impacts on marine recreation.

### 27 **Response to Comment TWEL-2**

28 Thank you for your comment. The cruise industry within the Port is projecting  
29 growth in both passenger volume and ship size over the next 10 to 20 years. The  
30 infrastructure to serve these new, larger ships is not available at the existing Cruise  
31 Center, but it is required in order for the Port to accommodate demands in the cruise  
32 industry. In addition, the Port’s existing available cruise berths will not meet future  
33 cruise berth occupancy demand. Alternatives 4 and 5 address maintaining the cruise  
34 ship berthing at the Inner Harbor, but neither the proposed Project nor any of the  
35 alternatives considered evaluated moving Lane Victory or Catalina Express to the  
36 Outer Harbor and doing so has not been analyzed in the draft EIS/EIR. The draft  
37 EIS/EIR considered a reasonable range of alternatives that best accomplish the  
38 proposed Project’s objectives while minimizing the impacts to the environment,  
39 including Alternatives 4 and 5, which would maintain cruise ship berthing at the  
40 Inner Harbor. Unfortunately, it is not feasible to consider every possible permutation

1 of each alternative and neither NEPA nor CEQA require this (CEQ Forty Questions,  
2 No. 1b; CEQA Guidelines Section 15126.6(a), (f)). Please see Master Response 1 for  
3 additional information. No further response is required because the comment does  
4 not address significant environmental issues regarding the content or adequacy of the  
5 EIS/EIR. Your suggestion will be forwarded to the Board of Harbor Commissioners  
6 for consideration during their deliberations on the proposed Project and alternatives.

### 7 **Response to Comment TWEL-3**

8 Thank you for your comment. Parking for passengers of the proposed Outer Harbor  
9 Cruise Terminal would be located in the Inner Harbor area near the existing cruise  
10 terminal operations under the proposed Project and Alternatives 1 and 3. Patrons  
11 destined for the Outer Harbor Cruise Terminal would be transported to and from the  
12 Outer Harbor Cruise Terminal by shuttle bus. Patrons being dropped off or picked up  
13 by private autos or shared ride vehicles would be served at the Outer Harbor terminal.  
14 The draft EIS/EIR includes a detailed traffic impact study, the results of which are  
15 appropriately disclosed in Section 3.11, "Transportation and Circulation (Ground),"  
16 of the draft EIS/EIR, which assesses the ability of the surrounding street system to  
17 accommodate the projected increases in future traffic, both from the proposed Project  
18 and from other sources. Please also see Master Response 6 for further discussion of  
19 project related traffic impacts. Mitigation measures are proposed that would increase  
20 capacity and would fully or partially mitigate the identified proposed project impacts  
21 at most of the significantly impacted locations. Among the proposed mitigation  
22 measures are capacity enhancements on Harbor Boulevard, which would improve its  
23 ability to accommodate the projected traffic flows, including trips related to the Outer  
24 Harbor Cruise Terminal. See also Response to Comment JWEL-4.

### 25 **Response to Comment TWEL-4**

26 Thank you for your comment. As explained in Response to Comment JWEL-5,  
27 parking for patrons of the proposed Outer Harbor Cruise Terminal would be located  
28 in the Inner Harbor area near the existing cruise terminal operations under the  
29 proposed Project and Alternatives 1 and 3. Patrons destined for the Outer Harbor  
30 Cruise Terminal would be transported to and from the Outer Harbor Cruise Terminal  
31 by shuttle bus. Patrons being dropped off or picked up by private autos or shared ride  
32 vehicles would be served at the Outer Harbor terminal as discussed in Section  
33 2.4.2.2.1 in Chapter 2, "Project Description," of the draft EIS/EIR. Please see Master  
34 Responses 3 and 5 for additional discussion of parking and San Pedro businesses.

### 35 **Response to Comment TWEL-5**

36 Thank you for your comment. As stated in Response to Comment TWEL-2, the  
37 cruise industry within the Port is projecting growth in both passenger volume and  
38 ship size over the next 10 to 20 years for which an expanded infrastructure is needed  
39 that cannot be accommodated at the existing Cruise Center. Furthermore, as  
40 discussed in Section 3.10, "Recreation," of the draft EIS/EIR, the proposed cruise

1 ship terminal at the Outer Harbor would not significantly impact the Cabrillo Beach  
2 recreation area. Your concerns will be forwarded to the Board of Harbor  
3 Commissioners for consideration during their deliberations on the proposed Project  
4 and alternatives. Should the Board of Harbor Commissioners decide to keep all of  
5 the cruise terminals at the Inner Harbor, Alternative 4 and 5 detail the analysis  
6 associated with such an option.



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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.

Name Jackie Bologna Telephone/Fax (310) 540-7154  
 Organization/Company Leo Bologna Construction  
 Address 1675 Salmatia Drive  
 City/State/Zip Code San Pedro CA 90732  
 E-Mail jackiebologna@ca.rr.com

BOL-1

*We are behind the proposed project for the San Pedro Waterfront project - Let us know what we can do to help!*

*Leo + Jackie Bologna*



(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to 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

1 **Jackie Bologna (BOL)**

2 **Response to Comment BOL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

November 13, 2008

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

Ralph G. Appy Ph.D.  
 Port of Los Angeles, EMD  
 425 South Palos Verdes Street  
 San Pedro, CA 90731



Gentlemen:

As input to your project EIR, **Personal Rapid Transit** (PRT) is a far better alternative for this project than the "New Red Cars" which are the designated transit connector system for the Waterfront area.

PRT is an elevated, monorail-like system designed for private, secure and individualized transport using small 2.5 to six-person vehicles. It is characterized by:

- Elevated Guideways** – Lightweight track, built into a looped grids, permits high capacity non-stop usage with *no interaction with at-grade surface traffic*. Guideway is also designed to be built to second floors and on the roofs of structures, enabling station portals to directly access building interiors. Standalone stations are equipped with elevators to be ADA-compliant.
- Offline Stations** -- PRT trips are point-to-point, not stopping to pick up or drop off other passengers as *rides need not be shared*. Vehicles not destined for a station pass it by. Non-stop direct computerized routing means shorter trips and more productive use of the vehicle fleet.
- On Demand Service** -- In sufficient quantities, *vehicles wait for riders, not vice versa*. There are no schedules or timetables. Software balances vehicle distribution, re-arranging them for most efficient peak-hour utilization. Without drivers, PRT can operate 24/7/365.
- High throughput, safe, secure** – Vehicles operate non-stop at 35-45 mph on uni-directional guideways, sharing no space or causing additional congestion with autos or at-grade transit. An Internet-like wireless network controls the system and allows *camera surveillance at stations and in vehicles*.
- Environmentally friendly** – Vehicles are emission-free, using practically no energy when waiting. They operate noiselessly and meet ADA wheelchair requirements. PRT can also *use non-traditional right-of-ways*; e.g. river banks, flood control channels and bike paths. PRT guideways could also be mounted with photovoltaic panes for solar generation of electricity. As well, they could also be used to enclose and conceal electric transmission cabling, and as well, CATV and telephone cable distribution networks.



PRT will prove far more flexible than any at-grade system, and lessen congestion in your project area. It offers the opportunity to build and exploit remote parking, freeing more area for development. Instead of being restricted to a linear street routing, PRT guideway is built in a grid which can be routed closer to your retail vendors and parking structures. At less than \$30 million/mile, PRT should also prove FAR LESS EXPENSIVE to implement than any at-grade trolley or streetcar technology.

PRT would also prove a major draw for your project. My firm is planning to recommend PRT for the re-development of the Queen Mary area. This will connect the ship and the new hotels to be built around it with the downtown area, Convention Center and their Transit Mall near the Blue Line terminus.

PRT systems are being implemented in the Middle East and at London's Heathrow Airport now. This state-of-the-art transit system could prove a significant advantage to your project, and be built as a public-private partnership if your retailers and any hotels might participate in funding station portals at their buildings. As well, if Measure R is successful, it presents an opportunity to fund a system at the Waterfront.

**As you have an opportunity to review a variety of solutions to transit within your project, we'd urge you to articulate your requirements to the vendor community via a Request for Proposal. This would cost little, and you'd have the ability to fairly evaluate any number of ideas which could be freely obtained from the private sector.**

We'd be happy to discuss this with yourselves or your project staff. We've given numerous presentations in the area and would be happy to visit the Port if you'd like to go over the videos in the enclosed, or learn of our plans for Long Beach.

Thank you for your consideration and interest.

Best regards,



Roy Reynolds  
Managing Director  
**PRT Strategies**

roy.reynolds@prtstrategies.com  
www.prtstrategies.com

16129 Challis St.  
Fountain Valley, CA 92708

PRT-1  
CONT.

Fixed grid of elevated trackway, on street, off street, potentially in flood control channels and bike paths



Sample alignment loops in Orange County's Central Corridor, reaching John Wayne Airport

**Modular, scaleable**

Point-to-point throughput, only stops when & where requested



Roy Reynolds  
**PRT Strategies**  
Fountain Valley, CA 92708

714.531.7076

[info@prtstrategies.com](mailto:info@prtstrategies.com)  
[www.prtstrategies.com](http://www.prtstrategies.com)



## Personal Rapid Transit

A 21<sup>st</sup> Century **GREEN** transit solution, emission free, all electric, private, safe and secure





## PERSONAL RAPID TRANSIT (PRT)

- On demand, individualized, all-electric transportation – every trip an express
- Personal, unnecessary to share
- Point-to-point, no intermediate stops
- No emissions; AQMD-friendly
- Nearly silent
- Secure using onboard, in-station video
- Private, 3 person vehicle
- ADA-compliant
- Very minimal footprint
- 24/7, no timetables, solves "last mile" problem
- Elevated – non-competitive with roadway, no added traffic congestion
- Construction, operational costs far less than LRT, HRT, competitive with BRT
- No eminent domain issues
- Fully computerized and monitored
- Equivalent to a 136mpg automobile
- Scaleable – additional off-line stations do *not* decrease overall throughput
- Solar power potential from trackway

## Elevated stations are offline, wheelchair compatible



## Ideal for 2nd floor in-building portals and roof implementations



## Freight and pallet carrying potential



## Public/Private Partnerships feasible for shared costs and revenue

PRT requires no preset routes or timetables. It takes you directly to your destination without stopping – the ride may be unshared and secure. The electric vehicle emits nothing.

PRT offers speed and flexibility exceeding an automobile. Metaphorically, it is a **24/7/365 private taxi**, hired and computer-routed by the rider only as it's needed. PRT is capable of enticing commuters away from cars.

PRT is driverless, and so efficient to run that it could likely earn a operational profit. The system provides substantial capacity, demonstrably equivalent to mass transit, while using a fraction of the space that light rail uses, and it can share rights-of-way.

Elevated trackways install quickly and use minimal space, at a fraction of the cost of other systems (\$16-20M/mile with dozens of vehicles vs. \$100-\$300M/mile for LRT). Stations are offline, so vehicles stop only to deliver riders, and then wait for new riders unless they're needed elsewhere. Waiting vehicles consume no energy.

PRT is modular and can be upgraded or changed quickly, with a minimum of disruption. Implementation time and right-of-way requirements will be far less than light or heavy rail.

1 **PRT Strategies (PRT)**

2 **Response to Comment PRT-1**

3 Thank you for your comment. The draft EIS/EIR considered a reasonable range of  
4 alternatives that best accomplish the proposed Project’s objectives while minimizing  
5 the impacts to the environment. Unfortunately, it is not feasible to consider every  
6 possible permutation of each alternative and neither NEPA nor CEQA require this  
7 (CEQ Forty Questions, No. 1b; CEQA Guidelines Section 15126.6(a), (f)).  
8 However, your proposal to design a personal rapid transit system will be forwarded  
9 to the Board of Harbor Commissioners for consideration during their deliberations on  
10 the proposed Project and alternatives.



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.

Name Caroline Brown Telephone/Fax (310) 257-8420

Organization/Company \_\_\_\_\_

Address 948 W. 245th Street

City/State/Zip Code Harbor City, CA, 90710

E-Mail CVbrown24@sbcglobal.net

CBRO-1

As a resident of Harbor City, I would love to have more local attractions. My family frequently visit Long Beach, The Grove, + Pasadena. I think the ports proposed development project will not only draw commerce to the South Bay, but most importantly provide an opportunity for residents to recycle our local dollars to support our community. The San Pedro ports & mall is not very attractive for activities. Additionally, it isn't currently someplace I would take out of town visitors or friends.  
Please expedite this development.

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to 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

1 **Caroline Brown (CBRO)**

2 **Response to Comment CBRO-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

J6

## 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.

Name \_\_\_\_\_ Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip Code \_\_\_\_\_

E-Mail \_\_\_\_\_

NOV 18 2008  
RECEIVED  
GENERAL INVESTIGATION  
DIVISION

Great San Pedro! Keep growing  
we love it, approve it and celebrate  
it. The best of lucks !!  
we need the train in San Pedro

NU1-1

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to 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

1 **Anonymous (NU1)**

2 **Response to Comment NU1-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [MediaXCo@aol.com](mailto:MediaXCo@aol.com)  
To: [Ceqacomments:](#)  
Subject: San Pedro Waterfront Project  
Date: Friday, November 21, 2008 9:10:10 AM

---

To whom it may concern:

Enhancing the Port of LA is the economic and environmental boost that we need! This wonderful, deep-water port can be enjoyed by residents, business travelers or tourists if the San Pedro Waterfront Project materializes.

DIC-1

As a Small Business and resident of Los Angeles/Orange County since 1968, I feel that it is time for Los Angeles to create beauty, clean commerce and worthwhile jobs to compete with San Diego, San Francisco and other large port cities. Los Angeles has the ability to "clean up and move forward." Something on the news instead of gangs and violence, homeless people and traffic jams!

Sincerely,

Ms. Alexis Dicus  
MEDIA X INTEGRATED COMMUNICATIONS  
Graphic design and commercial printing services.  
1743 River Lane, Suite 200  
Santa Ana, CA 92706-1342  
1-714 740-2343  
E-mail: [mediaxco@aol.com](mailto:mediaxco@aol.com)  
[www.mediaxco.com](http://www.mediaxco.com)  
FILE transfers: [alexis.dicus@yahoo.com](mailto:alexis.dicus@yahoo.com)

\*\*\*\*\*

Check out smokin' hot deals on laptops, desktops and more from Dell. Shop Deals (<http://pr.atwola.com/promoclk/100000075x1213345834x1200842686/aol?redir=http://ad.doubleclick.net/clk;209513277;31396581;l>)

1 **Alexis Dicus (DIC)**

2 **Response to Comment DIC-1**

3 Thank you for your comment. Your support for enhancing Port property will be  
4 forwarded to the Board of Harbor Commissioners.



From: [Eric Hansen](#)  
To: [Ceqacomment:](#)  
Subject: San Pedro Waterfront Project  
Date: Friday, November 21, 2008 8:37:00 AM

---

EHAN-1

I have looked at the drawings and think it would be great seeing  
cruiseships at the outer harbor.

Eric Hansen  
1235 W. 14th St.  
San Pedro, CA. 90731

1 **Eric Hansen (EHAN)**

2 **Response to Comment EHAN-1**

3 Thank you for your comment. Your support for the Outer Harbor Cruise Terminals  
4 will be forwarded to the Board of Harbor Commissioners.

From: [plumbersgirl@aol.com](mailto:plumbersgirl@aol.com)  
To: [Ceqacomment:](#)  
cc: [Fry:](#)  
Subject: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)>  
Date: Friday, November 21, 2008 3:54:58 PM

---

KRE-1

We at Kreit Mechanical (a team of 65), all value the POLA project. We believe it is exactly what Los Angeles needs to secure its rank as the number one city in America. Los Angeles has always been a leader in entertainment, commerce, and luxury. This project is the perfect compliment to such a city. Count us in.

Shaindee Kreitenberg

Kreit Mechanical Associates

Phone 310-633-0246 Fax 310-820-6074

1 **Shaindee Kreitenberg (KRE)**

2 **Response to Comment KRE-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [Noel Moore](#)  
To: [Ceqacomment:](#)  
Subject: San Pedro Waterfront Project  
Date: Friday, November 21, 2008 1:23:02 PM

---

Hi,

MOO-1 | We are in full support of the above referenced project.

Thank You

NOEL MOORE  
STEVE BUBALO CONSTRUCTION  
P.O. BOX 1048  
MONROVIA, CA 91017  
PHONE - 626-574-7570  
FAX - 626-574-7642

1 **Noel Moore (MOO)**

2 **Response to Comment MOO-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [Justin English](#)  
To: [Ceqacomments:](#)  
Subject: "San Pedro Waterfront Project"  
Date: Saturday, November 22, 2008 5:06:42 AM

---

Dear Patriot's,

ENG-1

I want to show my support for all the future construction in Long Beach Port. It will create new jobs and enhance the over all cities appearance and functionality. So please consider these needed times for change and growth. Americans do not back down from our future dream, and vision. We must not let a crisis on WallStreet decide our plans to keep building. We must build for reason and purpose. Take care of our future as proud free americans that built a nation from dreams, ambition, talent and war sprinkled with an unknown mixture that amplifies our drive as people.

Good Day,

Justin M English

1 **Justin English (ENG)**

2 **Response to Comment ENG-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



From: [DANNY GARCIA](#)  
To: [Ceqacomment:](#)  
Subject: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
Date: Saturday, November 22, 2008 8:30:59 AM

---

GAR-1 | It is a green light for me as the port should be renovated and upgraded and beautified...

1 **Danny Garcia (GAR)**

2 **Response to Comment GAR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [Henry Tirre](#)  
To: [Ceqacomment](#)  
Subject: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
Date: Monday, November 24, 2008 1:04:06 PM

---

Yes go for it ,

TIR-1 | These are the kinds of projects that will attract people of all income levels.  
| People of lower incomes can visit and show their kids how the port operates.  
| People with more disposable incomes can shop and buy to help our economy.

Great Idea!!

Henry F. Tirre

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1 **Henry Tirre (TIR)**

2 **Response to Comment TIR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [WHHanson@gldd.com](mailto:WHHanson@gldd.com)  
To: [Ceqacomment:](#)  
Subject: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
Date: Monday, November 24, 2008 8:26:18 AM

---

BHAN-1

The waterfront area of any urban port area is a wonderful resource. As a former resident of San Pedro, I can attest that POLA has done a good job managing the port complex.

Bill Hanson  
Vice President  
US Business Development  
Great Lakes Dredge & Dock Company, LLC  
2122 York Road  
Oak Brook, IL 60523  
630 574 3000  
630 574 2419 Fax  
[WHHanson@gldd.com](mailto:WHHanson@gldd.com)  
[www.gldd.com](http://www.gldd.com)

1 **Bill Hanson (BHAN)**

2 **Response to Comment BHAN-1**

3 Thank you for your comment. Your comment noting good management of the Port  
4 complex by LAHD will be forwarded to the Board of Harbor Commissioners.

From: [Bill Dosh](#)  
To: [Ceqacomments:](#)  
Subject: San Pedro Waterfront Project  
Date: Monday, November 24, 2008 9:25:30 AM

---

To whom it may concern,

DOS-1

I can think of no down side to the undertaking of a project such as this. Not only would it elevate the city's standing to the rest of the world for those who enter/exit the harbor for cruise trips, it would also create many jobs in construction and increase the number of jobs in support positions for new businesses as the area grows, rather than just a port of exit. Not to mention an upscaling of the port area for locals to enjoy.

It is my hope that this endeavor becomes a reality.

Thank you for your time.

Bill Dosh  
bdosh@verizon.net

1 **Bill Dosh (DOS)**

2 **Response to Comment DOS-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



From: [Eric Cartier](#)  
To: [Ceqacomment:](#)  
Subject: San Pedro Waterfront DEIS/DEIR Comments  
Date: Monday, November 24, 2008 10:33:55 AM

---

To whom it may concern;

ECAR-1

We fully support the development of the San Pedro Water Front project. The timing of project like this could not have been timed better than right now. The positive economical impact of this project will be valuable to everyone in the Los Angeles community.

Thank you in advance for you consideration and support of this project.

Eric Cartier  
Cartier Electrical Technologies, Inc.  
2243 Agate Court, Unit E  
Simi Valley, CA 93065  
(805) 577-9817 office  
(805) 577-9872 fax

1 **Eric Cartier (ECAR)**

2 **Response to Comment ECAR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [Richard Griffin](#)  
To: [Ceqacomment](#)  
Subject: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
Date: Monday, November 24, 2008 8:31:51 AM

---

Gentlemen,

GRI-1 | I whole heartedly support the construction of the proposed "LA Waterfront" project. This project will add another dimension of appeal to the already fabulous allure of Los Angeles and the surrounding areas. The addition of jobs and future economic growth potential will be the icing on the cake. Full steam ahead! Thank you.

Sincerely,

Dynalectric

Rick Griffin  
Senior Estimator  
4462 Corporate Center Drive  
Los Alamitos, CA 90720  
Direct: (714) 236-2206  
Fax: (714) 484-2393  
rgriffin@dyna-la.com

Attachment(s):

---

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1 **Rick Griffin (GRI)**

2 **Response to Comment GRI-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

# San Pedro Waterfront Project DEIR/DEIS



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NOV 24 2008

Regulatory Branch

## 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.

Name E Hamel Telephone/Fax 310 514 3308

Organization/Company \_\_\_\_\_

Address 1032 Werbel Pl

City/State/Zip Code San Pedro 90731

E-Mail eshamel@sbcglobal.net

HAME-1

Great proposal. Would love to see change in the port. Would like cruise guests to stay a few days in San Pedro if they have something fun to do. Right now - they only board + use as a point to travel through.

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to 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

1 **E. Hamel (HAME)**

2 **Response to Comment HAME-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [Jim Hall](#)  
To: [Ceqacomment:](#)  
Subject: I support the San Pedro Waterfront Project  
Date: Monday, November 24, 2008 5:17:38 AM

---

JIHAL-1

I would like to go on record as supporting the San Pedro Waterfront Project. I think the current proposed plan is the best balance between creating business opportunities and recreation.

Jim Hall, President  
International Lobster Festivals, Inc  
1072 Via Cordova  
San Pedro, CA 90732  
310-832-1772

1 **Jim Hall (JIHAL)**

2 **Response to Comment JIHAL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



From: [Kimberly Brown](#)  
To: [Ceqacomment:](#)  
Subject: san pedro water front project  
Date: Monday, November 24, 2008 5:31:41 PM

---

KBRO-1

My name is kimberly brown i think the water front project would be great.  
I have a janitorial service it could create jobs for my company and others. My  
address is 345 W. 1st unit 80 Tustin CA . My business is in Los Angles.

1 **Kimberly Brown (KBRO)**

2 **Response to Comment KBRO-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [Alex Paik](#)  
To: [Ceqacomment](#):  
Subject: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
Date: Monday, November 24, 2008 8:19:26 AM

---

LA Waterfront,

PAI-1

This would be a wonderful place to visit and the tourism dollars and business opportunities would help everyone. I would like to see this project approved.

Thank You,

Alex Paik  
Project Manager

KDC Systems  
4462 Corporate Center Dr.  
Los Alamitos, Ca. 90720

Direct 714.236.2225  
Cell 714.448.2919  
Fax 714.484.2398  
[apaik@kdc-systems.com](mailto:apaik@kdc-systems.com)

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1 **Alex Paik (PAI)**

2 **Response to Comment PAI-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [Rick Pike](#)  
To: [Ceqacomment:](#)  
Subject: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
Date: Monday, November 24, 2008 2:45:35 PM

---

PIK-1 | I support the project.

Regards,

Rick Pike  
Project Manager  
DYNALECTRIC  
Transportation Group  
4462 Corporate Center Drive  
Los Alamitos, CA 90720  
Cell: 714-715-1327  
Office: 714-236-2287  
Fax: 714-484-2389

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1 **Rick Pike (PIK)**

2 **Response to Comment PIK-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

**From:** [John Saruwatari](#)  
**To:** [Ceqacomments:](#)  
**Subject:** San Pedro Waterfront Project.  
**Date:** Monday, November 24, 2008 8:52:31 AM  
**Attachments:** [POLA Comments.pdf](#)

---

SARU-1 | I am in favor of the project. Thanks for the opportunity to comment.

(See attached file: POLA Comments.pdf)

John Saruwatari  
Dynalectric Field Supervisor

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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](mailto: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 John Saruwatari Telephone/Fax (310) 261-7093  
 Organization/Company Dynalectric  
 Address 4462 Corporate Center Drive  
 City/State/Zip Code Los Alamitos, CA. 90720-2539  
 E-Mail Jsaruwatari@dyna-la.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.)

Creating jobs could not come at a better time than now, and the cost to build now would also seem to be good. Los Angeles needs to have projects like this to maintain its attraction as a World Class destination. This project also provides a destination for local residents where traveling and gas prices are not a factor.



1 **John Saruwatari (SARU)**

2 **Response to Comment SARU-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment SARU-2**

6 Thank you for your comment. Your support for the proposed Project will be  
7 forwarded to the Board of Harbor Commissioners.

From: [Becky Boren](#)  
To: [Ceqacomment:](#)  
Subject: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
Date: Tuesday, November 25, 2008 9:33:31 AM

---

Sirs,

Many years ago my parents took my siblings to Ports O Call to visit the shops, dine and view the ships in dock. I remember watching it decline through time, but I had great memories. My Junior High History teacher even arranged for us to board a Russian cargo ship with my mom along to interpret.

I think the prospect of creating a "user friendly" waterfront in San Pedro exciting. When I think of the Port, my mind now imagines buildings in disrepair, dirty and rotten wharfs, unsightly cranes and row upon row of stacked rusting containers.

To imagine a place of where we could come see a renovated working Port pedestrian accessible makes me hopeful. In these economic times, we should be looking for ways to create jobs now and the future. I applaud the City of San Pedro for their forward thinking.

Thank you for allowing me to provide my input to this enormous venture.

Becky Boren  
Receptionist  
Dynalectric  
4462 Corporate Center Drive  
Los Alamitos, CA 90720  
Direct Line: 714/484-2370  
Fax: 714/484-2387  
email: [bboren@dyna-la.com](mailto:bboren@dyna-la.com)

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BOR-1

1 **Becky Boren (BOR)**

2 **Response to Comment BOR-1**

3 Thank you for your comment. Your support for the waterfront redevelopment will be  
4 forwarded to the Board of Harbor Commissioners.

From: [sharonsimoni@cleaneearthlab.com](mailto:sharonsimoni@cleaneearthlab.com)  
To: [Ceqacomments:](#)  
Subject: San Pedro Waterfront Project  
Date: Tuesday, November 25, 2008 4:43:55 PM

---

SIM-1

Dear Person;

We are a ELAP certified environmental laboratory and willing to provide our services to your project.

Regards

Sharon Simoni

Lab Manager

Clean Earth Environmental Lab

1639 11th st.

Santa Monica, CA 90404

Tel:310-399-4447

1 **Sharon Simoni (SIM)**

2 **Response to Comment SIM-1**

3 Thank you for your comment. Responses are required only for those comments that  
4 address the adequacy of the draft EIS/EIR. Your comment has been noted.

To: Ralph G. Appy, Director

Page 1 of 1

**Regards L.A. Harbor Redevelopment**

The redo of the Baltimore, MD. harbor was so skillful and such a resounding success and thus became the inspiration of the redo of harbors around the world, i.e. Sidney, Barcelona, etc.

WING-1

The DVD presentation "Global Harbors" is a very comprehensive historical account of the harbors which have been redone with great appeal and success.

Please obtain the DVD for the valuable data. A bargain at \$19.95 @ 800-733-6154. The DVD was shown on KCET, Sat, 11/22/08. Excellent!!!

**Betty Wing**  
[wettybing@aol.com](mailto:wettybing@aol.com)

RECEIVED  
NOV 25 2008  
ENV. MGMT. DIV.  
HARBOR DEPARTMENT  
CITY OF LOS ANGELES

1 **Betty Wing (WING)**

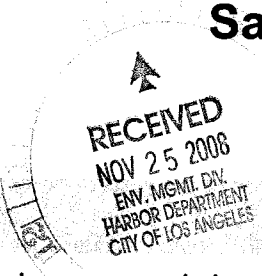
2 **Response to Comment WING-1**

3 Thank you for your comment. Responses are required only for those comments that  
4 address the adequacy of the draft EIS/EIR. Your comment has been noted.



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](mailto: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 \_\_\_\_\_ Telephone/Fax (951) 789-5203

Organization/Company \_\_\_\_\_

Address \_\_\_\_\_



Mr. & Mrs. Sam Cardelucci  
721 Pinnacle Ridge Rd.  
Riverside, CA 92506-7540

City/State/Zip Code \_\_\_\_\_

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.)

SCAR-1

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.



1 **Mr. and Mrs. Sam Cardelucci (SCAR)**

2 **Response to Comment SCAR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

# Royal Caribbean Cruises Ltd.

1050 Caribbean Way  
Miami, FL 33132.2096 USA

tel: 305.539.6000  
www.royalcaribbean.com

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

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



## **Re: San Pedro Waterfront Project EIR**

RCCL-1

As a customer of the Port of Los Angeles, we have a significant stake in the future of the Port. We are supportive of the waterfront project that seeks to enhance the visitor-serving portions of the Port. Our customers and crew members have a direct relationship with the waterfront businesses and the businesses adjacent to the waterfront such as hotels, shopping, and transportation. In addition, our ships utilize harbor area suppliers for much of their operations and employ local labor for our shore side operations.

RCCL-2

Royal Caribbean Cruises Ltd. ("RCCL") welcomes the opportunity to comment on the San Pedro Waterfront EIR. RCCL is in support of the San Pedro Waterfront Project and the goal of sustainable development that will bring people, prosperity and revitalization to the waterfront of the Port of Los Angeles.

RCCL-3

While the proposed project meets most of our needs, **alternative number 2** with the parking for cruise passengers at both the inner harbor and at the new outer harbor development is our preferred option. We feel this is the best solution for efficient and cost effective operations and would be the best solution for our customers.

RCCL-4

We support the idea of building the greenest cruise terminal possible and reiterate our support in working with the Port to help design cruise terminals that meet the needs of the passengers, community and the Port. All the parties need to develop terminals that work

RCCL-5

for the ships calling today and for the ships calling in the future. In addition, we understand the desire to have the public interact with the waterfront and park areas near the cruise terminal while also maintaining a safe and secure operation for our ships. The

RCCL-6

waterside security zone and the affect it has on small boats in the harbor is important to note. RCCL fully cooperates with the security regulations put forth by the Coast Guard, but we do want to work with the concerned parties to utilize all the options available to create a secure environment for our ships and our passengers. Also of note is the "floating

# Royal Caribbean Cruises Ltd.

1050 Caribbean Way  
Miami, FL 33132.2096 USA

tel: 305.539.6000  
www.royalcaribbean.com

RCCL-6 | barrier" concept discussed in the EIR; this is the type of alternative that creates a good  
CONT. | secure location while also addressing the needs of the small boat community.

We are excited about the prospects of revitalizing the waterfront and are encouraged by the steps the Port has taken to move this project to the next level.

Sincerely,



John F. Tercek  
Vice President, Commercial Development

1 **Royal Caribbean Cruises, Ltd. (RCCL)**

2 **Response to Comment RCCL-1**

3 Thank you for your comment. Your support for a waterfront project that would  
4 enhance visitor-serving areas will be forwarded to the Board of Harbor  
5 Commissioners.

6 **Response to Comment RCCL-2**

7 Thank you for your comment. Your support for a waterfront sustainable  
8 development in a waterfront project will be forwarded to the Board of Harbor  
9 Commissioners.

10 **Response to Comment RCCL-3**

11 Thank you for your comment. Your support for Alternative 2 will be forwarded to  
12 the Board of Harbor Commissioners.

13 **Response to Comment RCCL-4**

14 Thank you for your comment. Your support for building the greenest cruise terminal  
15 possible will be forwarded to the Board of Harbor Commissioners.

16 **Response to Comment RCCL-5**

17 Thank you for your comment. As the comment notes, the proposed Project would  
18 allow for public interaction with the waterfront while maintaining a safe and secure  
19 operation for the cruise ship industry. Security of the Port and its cruise ships is  
20 handled by the Port Police and the USCG, and LAHD would design the cruise  
21 terminals and operate the cruise vessels in such a manner as to fully comply with all  
22 security requirements to maintain safety of both the cruise vessels and small harbor  
23 craft.

24 **Response to Comment RCCL-6**

25 Thank you for your comment. Your willingness to work with concerned parties to  
26 ensure proper security, specifically acknowledging the floating security barrier as a  
27 potential security solution, will be forwarded to the Board of Harbor Commissioners.

**From:** [JocondaMA@aol.com](mailto:JocondaMA@aol.com)  
**To:** [Ceqacomments:](#)  
**Subject:** Waterfront plans  
**Date:** Wednesday, November 26, 2008 1:42:07 PM

---

JOHAL-1 | Just a reminder - - a new cruise terminal is a total waste of money and would harm our local community. Enhance what we have already. The ships will come - it is not a narrow channel and the new ships can come down in reverse. That is why you have tug boats. Mike doesn't have to do it!!!

JOHAL-2 | Also - I do not believe a convention center is needed. We had one and the Port gave it away to the Boys & Girls club. Figure that out - the Port can take it back - check your records!.

JOHAL-3 | POC needs a parking garage and a two story building with food on top level and shops on the bottom. Preferably upscale outlet malls like LV, Carlsbad  
JOHAL-4 | and others in So. Cal. This would bring a lot of tours and also cruisers would go there.

Joyce Hall  
2235 W. 37th Stree  
tSan Pedro  
[jocondama@aol.com](mailto:jocondama@aol.com)

---

Life should be easier. So should your homepage. [Try the NEW AOL.com.](#)

## 1 **Joyce Hall (JOHAL)**

### 2 **Response to Comment JOHAL-1**

3 Thank you for your comment. The cruise industry within the Port is projecting  
4 growth in both passenger volume and ship size over the next 10 to 20 years. The  
5 infrastructure to serve these new, larger ships is not available at the existing Cruise  
6 Center, but it is required in order for the Port to accommodate demands in the cruise  
7 industry. In addition, the Port's existing available cruise berths will not meet future  
8 cruise berth occupancy demand. While it is possible for larger cruise vessels to back  
9 down the Main Channel, it would not be as convenient, and cruise vessel captains as  
10 well as Port pilots have expressed concern over having to back down the Main  
11 Channel. Please see Master Response 2 for additional detail regarding the need for  
12 Outer Harbor cruise ship facilities.

### 13 **Response to Comment JOHAL-2**

14 Thank you for your comment. Your opposition to the conference center will be  
15 forwarded to the Board of Harbor Commissioners. The draft EIS/EIR considered a  
16 reasonable range of alternatives that best accomplish the proposed Project's  
17 objectives while minimizing the impacts to the environment. Unfortunately, it is not  
18 feasible to consider every possible permutation of each alternative, and neither NEPA  
19 nor CEQA require this (CEQ Forty Questions, No. 1b; CEQA Guidelines Section  
20 15126.6(a), (f)). LAHD believes there is market demand for a new conference center  
21 to be integrated into Ports O'Call, which would attract people to use the waterfront  
22 and redeveloped Ports O'Call area.

### 23 **Response to Comment JOHAL-3**

24 Thank you for your comment. Parking for Ports O'Call has been provided in multi-  
25 level structures along the bluffs of the existing SP Railyard. The development at  
26 Ports O'Call would be up to 2 stories high, but the configuration would be planned  
27 by a master developer subject to an RFP design competition that would be overseen  
28 by LAHD.

### 29 **Response to Comment JOHAL-4**

30 Thank you for your comment. Your support for upscale outlet mall businesses will  
31 be forwarded to the Board of Harbor Commissioners.

From: [Richard Royce](#)  
To: [Ceqacomments](#)  
Subject: San Pedro Waterfront Project  
Date: Wednesday, November 26, 2008 1:14:15 PM  
Attachments: [Red Car on Pacific Ave.png](#)

Happy Thanksgiving Dr. Appy.

I have some comments about the proposed San Pedro Waterfront Project and hope this will be included in the EIR.

I think the Red Car extension is unnecessary at this time...and that in the Phase ONE plan - the Red Car Line be put on PACIFIC AVE from Point Fermin to Knoll Hill. In the Second Phase - then on to downtown Wilmington and to Harbor College and Kaiser Hospital. It makes more economic development sense to use the Red Car to try and actually transport LOCAL people, rather than tourists to this area.

I have a basic schematic for the plan - which also in it's SECOND phase, would connect to the Ports Red Car plan. People should be encouraged to ride BIKES along the waterfront and keep as many cars away from this area as possible. In the near term, the Red Car should be on Pacific Ave. first - which would economically benefit the entire region.

### Existing Red Car Line is too short and basically useless



**RED CAR - PACIFIC AVE LINE from Point Fermin to Knoll Hill to Wilmington and Target would be much more important than the "tourist toy" along waterfront - at this time**

Richard Pawlowski  
745 Oro Terrace  
San Pedro, CA. 90731  
310-831-5625

Quote of the month - *"I am afraid we letting the projections of yesterday, determine the actions of tomorrow*

Board of Harbor Commissioners, Port of Los Angeles

' re

" . David Freeman - Chairman,

**1 Richard Pawlowski (ROYC)****2 Response to Comment ROYC-1**

3 Thank you for your comment. The extension of the Waterfront Red Car Line into  
4 downtown may be considered as a separate project but is not a part of the proposed  
5 Project analyzed in the draft EIS/EIR. The extension of the Waterfront Red Car Line  
6 into downtown San Pedro has been studied in the *Waterfront Red Car Line*  
7 *Expansion Feasibility Study Draft Final Report* dated November 26, 2007, prepared  
8 by Wilson & Company. As stated on Page 49 of the report, “Compared with the  
9 other extension being considered, a Downtown San Pedro Red Car extension would  
10 require additional planning studies to identify and refine the various alignment  
11 alternatives, operating options and station requirements. Because the Downtown  
12 extension would not be on POLA property, a greater level of interagency and  
13 stakeholder coordination would be required, beginning with the process of making a  
14 solid case to the State Lands Commission that such an extension would be in keeping  
15 with the Tidelands Trust.” Please see Response to Comment CRA-11.



# LATHAM & WATKINS LLP

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Madrid	Singapore
Milan	Tokyo
Moscow	Washington, D.C.

November 28, 2008

Los Angeles Harbor Department  
c/o Dr. Ralph G. Appy  
425 S. Palos Verdes Street  
San Pedro, CA 90731

Re: Port of Los Angeles San Pedro Waterfront Draft EIS/EIR Comment Period

Dear Dr. Appy,

WAT1-1 We are writing on behalf of our clients, San Pedro Waterfront, LLC and San Pedro Fish Market, LLC, regarding the proposed public comment period for the San Pedro Waterfront Project Draft Environmental Impact Statement/Environmental Impact Report. Our clients own Ports O'Call Restaurant and the San Pedro Fish Market, respectively, which are two longstanding, successful local businesses located within the Ports O'Call village at the Port of Los Angeles ("Port"). We respectfully request that the comment period be extended to January 15, 2009, in order to permit the issuance of a clarification and/or correction by the Port that the proposed project does not involve the destruction of these businesses and give community stakeholders ample time to work with the Port to achieve consensus on a plan that incorporates existing successful local businesses in Ports O'Call and meets the needs of the both the Port and the local community. For these reasons and the others set forth below, unusual circumstances exist warranting an extension of the comment period.

As acknowledged in the Draft EIS/EIR, one of the main attractions at the proposed project area, i.e., generally the Port, is Ports O'Call. Established in 1963, Ports O'Call is styled as a New England fishing and seaside village along the western edge of the Port. Local residents and visitors can meander along the promenade of cobblestone streets that connect specialty shops and many restaurants, including Ports O'Call Restaurant and San Pedro Fish Market, which overlook the Harbor.

WAT1-2 We are concerned and confused by the Draft EIS/EIR's discussion of the proposed project's "redevelopment" of Ports O'Call. The Draft EIS/EIR states that the Port plans to partner with a master developer to redevelop the entire Ports O'Call homogeneously and references throughout a concept plan for Ports O'Call. Yet, the "concept plan" is without substance outlining only the land area that comprises Ports O'Call. The Draft EIS/EIR is vague about what constitutes the "redevelopment", but it appears that most, if not all, of the existing Port O'Call development, including successful businesses, will be demolished. Indeed, the graphic depictions of the various alternatives all show the Ports O'Call area as a blank slate

LATHAM & WATKINS LLP

WAT1-2  
CONT.

suggesting complete demolition of the complex. If this is true, the project is a dramatic change to the City of Los Angeles, the San Pedro community, and the Port of Los Angeles, which will lose historic landmark institutions that have been serving the community for over 40 years, including the Ports O'Call Restaurant and the San Pedro Fish Market. This challenging economy is not the time to be destroying popular local businesses which provide jobs and much needed revenue to the Port.

WAT1-3

Since 1959, the family-owned San Pedro Fish Market has been proudly importing and serving fish from around the world to the San Pedro community and visitors to San Pedro waterfront. San Pedro Fish Market operates a retail and wholesale facility for fish and seafood products and a restaurant. This waterfront landmark draws standing room only crowds seven days a week. The Draft EIS/EIR states that Ports O'Call Phase I, scheduled from June 2009 through June 2010, involves construction of the promenade between Berths 74 and 78, inclusive of the San Pedro Fish Market lease area. The Draft EIS/EIR does not specify, but suggests, that the San Pedro Fish Market will be demolished and will not be relocated or allowed to locate within the redeveloped Port O'Call.

WAT1-4

Since 1961, Ports O'Call Restaurant has provided waterfront dining at its existing location. Ports O'Call Restaurant is everything that a waterfront dining should be: the setting, the food, and the service in a comfortable, unrushed atmosphere that captures the essence of a waterfront dining experience. Diners experience the Harbor – hearing the lapping of the water, feeling the gentle breeze, and watching the Port traffic glide by – from the patio. The Draft EIS/EIR notes that Ports O'Call Phase III, scheduled from July 2013 through July 2014, involves construction of a new promenade in the area currently occupied by Ports O'Call Restaurant and assumes voluntary acquisition negotiations and relocation prior to construction. The environmental document suggests that this landmark waterfront restaurant will be demolished. There is no statement in the document which indicates that the business will be allowed to locate within a redeveloped Ports O'Call.

WAT1-5

We agree that Ports O'Call needs a plan for revitalization. However, we suggest the Port work with the successful Ports O'Call institutions to come up with a plan that incorporates the successful businesses which represent the flavor and history of the local San Pedro community rather than demolish the entire site. The ability to find a master developer to double the amount of leaseable space as proposed by the Port may not even be feasible, as pointed out by market study undertaken by the Urban Land Institute in its report prepared in February 2008. Today's development climate is even more uncertain than it was back in February when the report was prepared. H.D. Palmer, a spokesman for the California Department of Finance, was quoted recently in The New York Times stating that "[t]he fiscal landscape is fundamentally altered from where it was six weeks ago." We suggest the Port take a look at what works at Ports O'Call, and celebrate and work with the Ports O'Call businesses rather than the age old paradigm of wiping out the good with the bad without regard for community history and culture. Now is not the time to eliminate local jobs when the unemployment rate in California – 8.2% in October and likely rising – is the highest in 14 years.

WAT1-6

If we are wrong and the Port intends to retain the San Pedro Fish Market and Ports O'Call Restaurant, we suggest that the Port clarify and/or correct that the record so it is clear that

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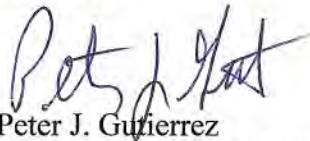
WAT1-6  
CONT. | the project does not involve demolition of these existing successful local businesses. This clarification will go a long way to alleviate the concerns of the many families who fear that they are about to lose their livelihood.

WAT1-7 | We also understand that there are ongoing discussions with community stakeholders which may result in a consensus plan that incorporates the San Pedro Fish Market and Ports O'Call Restaurant into the proposed redevelopment. We believe it is in the best interests of the Port and the community to continue these discussions without the pressure of parties needing to comment on the Draft EIR/EIS to protect their legal rights. Since the comment period is drawing to a close on December 8, 2008, an extension of time to January 15, 2009, would provide some breathing room for the parties to complete the consensus plan discussions and obtain the clarifications from the Port concerning the fate of the San Pedro Fish Market and Ports O'Call Restaurant. We believe that under the circumstances and given the complexity and breadth of the proposed project and the number of agencies involved, an extension of the comment period is legally justified.

WAT1-8 | Absent an extension of the comment period, our clients will be forced to submit comments opposing the Draft EIR/EIS by the December 8, 2008 deadline. The stakes are high. Under the proposed project, the San Pedro Fish Market may be demolished without any provision for its relocation as soon as next summer. Ports O'Call Restaurant also may be significantly impacted in the next few years. We believe it would be more productive to concentrate our efforts on finding a path to resolution by continued work on a consensus plan, and we hope the Port agrees.

We respectfully request that you extend the comment period to January 15, 2009.

Sincerely,



Peter J. Guierrez  
of LATHAM & WATKINS LLP

cc: Councilwoman Janice Hahn, Council District 15  
Bud Ovrom, Deputy Mayor  
Kathryn McDermott, Port of Los Angeles  
Connie Pallini-Tipton, Los Angeles City Planning Department  
Theresa Stamus, City Attorney's Office  
Thomas Russell, City Attorney's Office  
Dr. Spencer D. MacNeil, U.S. Army Corps of Engineers  
San Pedro Waterfront, LLC  
San Pedro Fish Market, LLC  
Lucinda Starrett, Esq., Latham & Watkins  
Beth P. Gordie, Esq., Latham & Watkins

## **Latham & Watkins, LLP on behalf of San Pedro Waterfront, LLC and San Pedro Fish Market, LLC (WAT1)**

### **Response to Comment WAT1-1**

Thank you for your comment. LAHD and the USACE provided 77 days (not including Thanksgiving day) for public comment on the draft EIS/EIR, exceeding the CEQA and NEPA policy of a 45 day public comment period by 32 days. Additional review time was considered by LAHD staff and determined not to be necessary. While LAHD and the USACE acknowledges that unusual circumstances were present due to the complexity and length of the document, the additional 32 days was more than adequate to offset the circumstances.

### **Response to Comment WAT1-2**

Thank you for your comment. The proposed Project would provide opportunities for upgrading the existing site through redevelopment, as well as new commercial development, within Ports O'Call. The Port uses the word redevelopment throughout the draft and final EIS/EIR as it is commonly understood in lay terms, to describe the changes which would occur at Ports O'Call under the proposed Project or alternative. It is not intended to have any narrower or more specific meaning that may be ascribed to it in regulatory contexts... The EIS/EIR analyses the demolition of existing structures and development of new structures. Ports O'Call currently contains approximately 150,000 square feet of commercial, retail, and restaurant uses. The proposed Project would allow for the redevelopment of approximately 150,000 square feet of existing development and would provide for 150,000 square feet of new development within the Ports O'Call (see Table 2-2, Elements of Proposed Project, in Chapter 2, "Project Description"). For the purposes of the environmental impact analysis, it was assumed that approximately 125,000 square feet would be developed for restaurant uses, and approximately 175,000 square feet would be developed for commercial uses. The proposed Project also includes a new conference center measuring up to 75,000 square feet, of which approximately 37,500 square feet would be available for congregation or meeting space. (draft EIS/EIR Section 2.4.2.2.2.) The total size of Ports O' Call under the proposed Project could be up to 375,000 square feet.

Proposed Demolition and Construction Phasing Schedule Table 2-5 in the draft EIS/EIR and Table 1-5 in the final EIS/EIR) provides for a phasing of demolition and construction of the existing Ports O'Call and construction of the new proposed project elements. This phasing schedule was developed for the purpose of the environmental analysis, and would be subject to change based on existing property entitlements, financing details, and developer response to a Request For Proposal (RFP). The proposed Project and each alternative assume demolition of all of the structures within Ports O'Call, with the exception of Utros Restaurant, located at the head of SP Slip for a conservative estimate of construction emissions. However, a master developer may decide to retain portions of or certain buildings within Ports

1 O'Call. Ports O'Call has no structures listed or eligible for listing in the National  
2 Register of Historic Places (NRHP) or the Local Register of Historic Places.

3 After the Board of Harbor Commissioners makes a decision to select the proposed  
4 Project or a project alternative, the Port intends to partner with a master developer to  
5 create a cohesive design throughout Ports O'Call and to develop a regional attraction  
6 with businesses that are unique, reflect the character of the area, and are  
7 complementary to development in downtown San Pedro. The waterfront and  
8 downtown San Pedro would benefit from a synergistic relationship and support by  
9 the San Pedro Property Owners Business Improvement District (PBID). Please also  
10 see Master Response 5: San Pedro Businesses.

11 As stated, a master developer will not be selected until after the final EIS/EIR  
12 certification and project approval and a Request For Proposals (RFP) process is  
13 undertaken. Market demand will drive the ultimate buildout of Ports O'Call, and the  
14 project will not likely reach the full 375,000 square feet of development identified in  
15 the EIS/EIR. However, the impacts of Ports O'Call demolition and construction of  
16 the full 375,000 square feet of the proposed Project are analyzed in the EIS/EIR.  
17 While an up to 75,000 square foot conference center may be included in the RFP for  
18 the master developer, a conference center may not necessarily be incorporated into  
19 the final development plans if market demand and the master developer do not  
20 support it.

21 The commenter expresses concern regarding the placement of existing Ports O' Call  
22 businesses, given that the figures and drawings for the Ports O'Call development in  
23 the draft EIS/EIR were left blank. Because there is no specific redevelopment  
24 proposal at this time, the details and timing of relocation during redevelopment are  
25 not currently known and therefore were not specified in the draft EIS/EIR. The draft  
26 EIS/EIR provides sufficient detail regarding what is currently known about the  
27 proposed Project to provide reasonable assumptions for maximum buildout and the  
28 types of uses and addresses the impacts accordingly.

29 Selected successful restaurants in Ports O'Call would be accommodated during  
30 redevelopment. It is LAHD's intent that any redevelopment of Ports O'Call would  
31 include a location for these specific businesses within the Ports O'Call area. LAHD  
32 will work with the master developer to minimize closure and disruption of existing  
33 facilities during construction and the transition to new facilities within Ports O' Call.  
34 Any demolition of existing businesses within Ports O' Call would not occur until a  
35 replacement location is available.

36 The draft EIS/EIR provides enough specificity under CEQA to evaluate the potential  
37 environmental impacts of the proposed Project and alternatives. CEQA Guidelines  
38 Section 15004 (b) states that EIRs should be prepared "as early as feasible in the  
39 planning process to enable environmental consideration to influence project program  
40 and design and yet late enough to provide meaningful information for environmental  
41 assessment." This Guideline goes hand in hand with Section 15124, which provides  
42 that the project description should be general and "should not supply extensive detail  
43 beyond that needed for evaluation and review of the environmental impact." The

1 rationale for a general project description is that it can be provided earlier in the  
2 process, is more amenable to modification to reflect environmental concerns, and  
3 lends itself to being a “user-friendly” document that the public can easily understand.  
4 (See *Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4<sup>th</sup> 20, 27-  
5 28.) Thus, compliance with Section 15124 is important in furthering the goals of  
6 CEQA.

7 The draft EIS/EIR notes that some of the existing businesses at Ports O’Call would  
8 be retained. The businesses that will retain their location at Ports O’Call have yet to  
9 be determined. It is not necessary to make this identification in order to adequately  
10 analyze the environmental impacts of the proposed Ports O’Call redevelopment  
11 under CEQA. An EIR is only required to set forth the significant effects on the  
12 environment, which is defined as “the physical conditions which exist within the area  
13 which will be affected by a proposed Project, including land, air, water, minerals,  
14 flora, fauna, noise, objects of historic or aesthetic significance.” (Pub. Res. Code  
15 Sections 21000(b)1) and 21060.5.) See also, *Maintain Our Desert Environment v.*  
16 *Town of Apple Valley* (2004) 124 Cal.App.4<sup>th</sup> 430, where the court rejected the  
17 notion that the identity of the end user is a required element of an accurate project  
18 description. The court emphasized that CEQA is concerned with environmental  
19 consequences. Disclosure of the end user identity depends on the ability to  
20 “demonstrate that the identity implicates potential physical environmental impacts.”

21 The draft EIS/EIR includes design criteria and guidelines that would be followed  
22 should the proposed Project be approved (See Appendix C.2). This is the kind of  
23 balance intended by the CEQA Guidelines. (See *Dry Creek Citizens Coalition,*  
24 *supra*, 70 Cal.App.4<sup>th</sup> at 34-36.)

## 25 **Response to Comment WAT1-3**

26 Thank you for your comment. Please see Master Response 4, regarding phasing of  
27 the redevelopment of Ports O’ Call and the relocation of selected successful  
28 businesses.

## 29 **Response to Comment WAT1-4**

30 Thank you for your comment. Please see the detailed Response to Comment  
31 WAT1-2 and Master Response 4.

## 32 **Response to Comment WAT1-5**

33 Thank you for your comment. Table 1-5, “Proposed Demolition and Construction  
34 Phasing Schedule,” of the final EIS/EIR provides the schedule for demolition of the  
35 existing Ports O’Call and construction of the new proposed project elements. While  
36 LAHD’s intent in the proposed Project is to create up to 300,000 square feet of new  
37 and redeveloped commercial space, should a master developer determine that the  
38 market would not support 300,000 square feet, a smaller development could occur on  
39 the site and would be within the scope of the EIS/EIR.

1 **Response to Comment WAT1-6**

2 Thank you for your comment. Please see Master Response 4 for details on the plans  
3 for successful businesses.

4 **Response to Comment WAT1-7**

5 Thank you for your comment. Please see the detailed Responses to Comment  
6 WAT1-1 regarding extension of time.

7 **Response to Comment WAT1-8**

8 Thank you for your comment. Please see Master Response 4 regarding proposed  
9 plans for successful businesses. See also Table 1-5, “Proposed Demolition and  
10 Construction Phasing Schedule,” of the final EIS/EIR. LAHD staff will continue  
11 working with business stakeholders. As provided in Response to Comment WAT1-1,  
12 no extension of the comment period was provided.

From: [Blake Christian](#)  
To: [Ceqacomments:](#)  
Subject: San Pedro Waterfront Project  
Date: Monday, December 01, 2008 1:50:01 PM

---

I wanted to write to you to voice my enthusiastic support for the San Pedro Waterfront project.

In addition to being a resident of the region, Long Beach business owner and CPA, I am current Chairman of the Greater Long Beach Chamber of Commerce.

Therefore, our Chamber members, employees and Long Beach residents will be favorably impacted (directly and indirectly) by this project.

During this unprecedented economic downturn, moving forward with this large, unique and critically important project, located in one the largest metropolitan regions in the country, will provide enormous opportunities for the employees, residents, communities and businesses throughout the region.

We have a current state unemployment rate in excess of 8%, and with the largest number of active veterans in the country, we can expect that number to grow over the coming years. Therefore job creation is desperately needed.

This project will also allow the subject port properties to reach their highest and best uses for the coming decades, which also helps the region stay competitive as shippers are looking to lower-cost and more modern foreign ports.

I do hope that the decision is made to fast-track this important project.

To the extent you have any questions or comments, please do not hesitate to contact me.

Blake Christian  
**Holthouse Carlin & Van Trigt LLP**  
100 OceanGate, Suite 800  
Long Beach, CA 90802  
(562) 590-9535 x1800 - Telephone  
(562) 216-1803 - Fax  
[Blakec@hcv.com](mailto:Blakec@hcv.com)  
[www.hcv.com](http://www.hcv.com)

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1 **Blake Christian (CHR)**

2 **Response to Comment CHR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [Zombie King](#)  
To: [Ceqacomments:](#)  
Subject: San Pedro's Waterfront Redevelopment  
Date: Monday, December 01, 2008 1:35:24 PM

---

As a San Pedro resident I had several comments I wanted to share.

KIN-1

1.) Ports of Call ALREADY attracts many hundreds if not thousands of people weekly who either dine on fresh fish, go on boat tours or perform in the karaoke on Saturday nights. It is a mistake for the area to be represented as one devoid of activity - even if its not the white, rich people some in San Pedro would prefer. There is also a vibrant shopping experience from a candy store to a rasta shop and beyond. What's more ports of call allowed those small business and their owners an opportunity they probably won't be able to afford in the new development (see #4).

KIN-2

2.) The outer harbor for cruise ship terminal should be pursued vigorously, especially since the cruise ships will be able to plug-in and power down, which will cut down on any increased in associated air pollution. While there is some pressure not to build this harbor I feel it would be a healthy addition to the Port even if it wasn't a huge money maker.

KIN-3

3.) I believe there was an idea floated about including a marine biology institute focusing on the port/ocean relationship, but the idea seems to have slipped off the radar. It is a terrific idea and it too should be pursued vigorously. It would afterall make an excellent adjunct to POLA High School and could offer summer internships and the like.

KIN-4

4.) AFFORDABLE OPPORTUNITY has to be a priority as nothing will ruin a place quicker than the influx of the homogenizing aspects of the chain store/restaurant. It is critical that progress not stomp out creativity, having come from living over 3 decades in Venice, I've seen the devastation that gross wanton gentrification can lead to and I've felt the soul of a once vibrant community slip away.

I don't want to see that happen in San Pedro.

**1    Zombie King (KIN)****2    Response to Comment KIN-1**

3                   Thank you for your comment. LAHD acknowledges that Ports O’Call is not devoid  
4                   of activity. However, with the exception of a few successful businesses and  
5                   occasional special events, Ports O’Call is highly underutilized with many vacant  
6                   buildings left as a result of failed businesses. The existing successful businesses  
7                   would have an opportunity to be integrated into the redevelopment of Ports O’Call  
8                   under a new master development plan.

**9    Response to Comment KIN-2**

10                  Thank you for your comment. Your support for the proposed Outer Harbor Terminal  
11                  as part of the proposed Project, which would provide for Alternative Marine Power  
12                  (AMP) for cruise vessels, will be forwarded to the Board of Harbor Commissioners.

**13   Response to Comment KIN-3**

14                  Thank you for your comment. Sufficient detail for a Maritime and Marine Science  
15                  Research Center is not currently available for analysis as part of the proposed Project.  
16                  However, “institutional” use has been assessed for the City Dock No. 1 and Westway  
17                  terminal areas for future redevelopment in a programmatic fashion within the draft  
18                  EIS/EIR.

**19   Response to Comment KIN-4**

20                  Thank you for your comment. Existing successful businesses could be integrated into  
21                  redevelopment of Ports O’Call. LAHD would not demolish existing uses without first  
22                  having a comprehensive development plan that meets the objectives of LAHD.



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.

Name Lena Gasperov Telephone/Fax 310 519 1394

Organization/Company \_\_\_\_\_

Address 1151 Sepulveda ST

City/State/Zip Code S.P. 90731

E-Mail \_\_\_\_\_

GAS-1

Please do not put a cruise terminal at the south end of town. The traffic, bus exhausts, and ship stack exhausts will negatively impact our town. The present location near the Fwy is perfectly good.

GAS-2

Also, please make an opening from the inner Cabrillo Bch to the open ocean to flush the pollution that collects in the beach area. Changing the sand was a ridiculous waste of money, as was the bird repelling wires.

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to 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

GAS-3

Please do not remove the small boat launch ramp at Cabillo Bch. It's a long drive to any other launch ramp.

---

GAS-4

Get RID of the <sup>Housing</sup> Projects! And the half-way houses!

---

GAS-5

Plant lots of trees - shade trees.

Please do not remove the small boat  
launch ramp at Cabillo Bch. It's a  
long drive to any other launch ramp.

---

Get RID of the <sup>Housing</sup> Projects! And the  
half-way houses!

---

Plant lots of trees - shade trees.

---



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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.

Name Lena Gasperow Telephone/Fax 310 579 1394

Organization/Company \_\_\_\_\_

Address 1151 Sepulveda ST

City/State/Zip Code S.P. 90731

E-Mail \_\_\_\_\_

Please do not put a cruise terminal at the south end of town. The traffic, bus exhausts, and ship stack exhausts will negatively impact our town. The present location near the Fwy is perfectly good.

Also, please make an opening from the inner Cabrillo Bch to the open ocean to flush the pollution that collects in the beach area. Changing the sand was a ridiculous waste of money, as was the bird repelling wires.

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to 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



## 1 **Lena Gasperes (GAS)**

### 2 **Response to Comment GAS-1**

3 Thank you for your comment. Your opposition to the proposed Outer Harbor  
4 Terminal as part of the proposed Project will be forwarded to the Board of Harbor  
5 Commissioners. The draft EIS/EIR analyzed an alternative without the Outer Harbor  
6 Cruise Terminal (see Section 2.5.1.4, “Alternative 4”). Detailed air quality and  
7 health risk analyses were completed for the Outer Harbor Cruise Terminal, and the  
8 results are contained in Section 3.2, “Air Quality and Meteorology.” Traffic impacts  
9 were adequately analyzed in Section 3.11, “Transportation and Circulation  
10 (Ground).” The results of these analyses will be presented to the Board of Harbor  
11 Commissioners for consideration during their deliberations on the proposed Project  
12 and alternatives.

### 13 **Response to Comment GAS-2**

14 Thank you for your comment. The proposal to breach the existing breakwater has not  
15 been considered as a proposed project element or mitigation measure under the draft  
16 EIS/EIR. An EIR is only required to discuss feasible mitigation measures (CEQA  
17 Guidelines, Section 15126.4). Creating an opening in the existing breakwater is not a  
18 feasible mitigation measure because it would reduce the effectiveness of the  
19 breakwater, thus unacceptably increasing the risk of damage to private and Port  
20 property in a large storm event.

### 21 **Response to Comment GAS-3**

22 Thank you for your comment. The proposed Project does not include relocation or  
23 removal of the boat launch at Cabrillo Beach. No further response is required  
24 because the comment does not address significant environmental issues.

### 25 **Response to Comment GAS-4**

26 Thank you for your comment. The housing projects and half-way houses within San  
27 Pedro are not under the jurisdiction of LAHD, and LAHD has no authority over land  
28 use decisions for areas outside of the Port boundaries.

### 29 **Response to Comment GAS-5**

30 Thank you for your comment. Extensive landscaping enhancements would be  
31 provided throughout the proposed project area and would include drought-tolerant  
32 plants and shade trees as part of the planting palette. No further response is required  
33 because the comment does not address significant environmental issues.



# 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](mailto: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 Patrick Short Telephone/Fax 626-967-4638

Organization/Company \_\_\_\_\_

Address 4839 Clydelank ave.

City/State/Zip Code Covina Ca. 91722

E-Mail ClydeShort@Verizon.net

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.)**

SHO-1

at least once a year my wife and myself take our eight grandchildren to the Harbor area. We take either a whale sightseeing trip, a harbor cruise, or just spend the day at Ports of Call.

The congestion of the area and having to wait in line over an hour at the food vendors has become unbearable.

We would welcome an expansion.

Thank you  
*Patrick Short*

1 **Patrick Short (SHO)**

2 **Response to Comment SHO-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

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



925 Cara Place  
San Pedro, CA 90731  
Nov. 28, 2008

Dear Dr. Appy,

In addition to the comments that I sent on Oct. 31st concerning aspects of the San Pedro Waterfront proposed project, I would like to make a couple of additional suggestions regarding Figure 2E (Downtown Harbor and Figure 2F (North Harbor).

WINKL-1

I am in favor of the Downtown Harbor at berth 85 that includes docking for the tug boats although I am not in favor of a Downtown Harbor for the S.S. Lane Victory. I would suggest that the cruise terminals be at a central location rather than placing them at different locations.

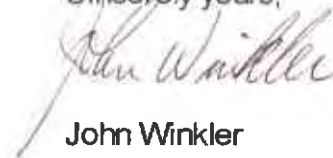
WINKL-2

I would suggest that the Catalina Terminal Cruise Lines be move to Terminal Island along with the S.S. Lane Victory to where the vacant coke dock is located. I feel that this would be a good location for them, as it would provide plenty of parking and would offer a convenient location for both operations. With the Catalina Terminal relocated, there would be another available spot for a passenger vessel. The Port of L.A. would also be saving money, as they could do a remodel of the Catalina terminal rather than build a new passenger facility.

WINKL-3

Please let me know if this concept as been suggested before, as I look forward in hearing from you. You can contact me at: (310) 833-7455 or email: [WJohnhwjr@aol.com](mailto:WJohnhwjr@aol.com)

Sincerely yours,



John Winkler

1 **John Winkler (WINKL)**

2 **Response to Comment WINKL-1**

3 Thank you for your comment. Your support in favor of a Downtown Harbor for the  
4 tugboats but not the S.S. Lane Victory will be forwarded to the Board of Harbor  
5 Commissioners. It should be noted that the tugboats and the S.S. Lane Victory would  
6 be berthed at the proposed North Harbor.

7 **Response to Comment WINKL-2**

8 Thank you for your comment. Your support for placing the cruise terminals in a  
9 central location rather than two separate locations will be forwarded to the Board of  
10 Harbor Commissioners for consideration.

11 **Response to Comment WINKL-3**

12 Thank you for your comment. Your support for relocating the Catalina Terminal and  
13 the S.S. Lane Victory to Terminal Island to allow for additional cruise berthing space  
14 will be forwarded to the Board of Harbor Commissioners. These suggestions were  
15 not considered as part of the proposed Project. Additionally, a cruise ship would not  
16 be able to berth at the existing Catalina Terminal due to the height of the Vincent  
17 Thomas Bridge. The bridge is not high enough for cruise vessels to travel beneath  
18 the bridge, which is one of the reasons the Outer Harbor Terminals are being  
19 proposed to accommodate the larger, newer vessels.

From: [Becky Johns](#)  
To: [Ceqacomment:](#)  
Subject: San Pedro Waterfront Project  
Date: Wednesday, December 03, 2008 1:53:19 PM

---

BJOH-1

I would like to comment in favor of the San Pedro Waterfront Project. I have had a close connection with San Pedro all of my life. My father was born and grew in San Pedro and met my mother there when she worked for the Chamber of Commerce. His father was a longshoreman and founding member of the Local 13.

BJOH-2

From my childhood, I have wonderful memories of visiting San Pedro, the harbor and Ports O' Call Village. It saddens me to see Ports O' Call now. It is embarrassing that the huge number of cruise passengers have limited destinations to visit while in port. San Pedro and the harbor area have so many places with special history and character. I believe that it is important to preserve and maintain such places and keep alive the character that makes San Pedro unique. Yet there is a tremendous need for revitalization. One of the greatest but simplest needs is just to do a 'clean up'. Traveling to many cities, I notice that sidewalks are steam cleaned each night. What a difference this makes!

I will soon be moving to one of the new condominium complexes in downtown San Pedro. I am thrilled that developers had the faith and vision to bring new living space to this area. I am hopeful that retail and entertainment business will follow that vision. I am anxious to become involved in this community again.

Best regards,

Becky Johns

1 **Becky Johns (BJOH)**

2 **Response to Comment BJOH-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment BJOH-2**

6 Thank you for your comment. Your support for revitalization of the proposed project  
7 area will be forwarded to the Board of Harbor Commissioners.

**From:** [OLPOWELL@aol.com](mailto:OLPOWELL@aol.com)  
**To:** [Ceqacomments;](#)  
**cc:** [OLPOWELL@aol.com](mailto:OLPOWELL@aol.com);  
**Subject:** San Pedro Waterfront Project  
**Date:** Wednesday, December 03, 2008 2:10:02 PM

---

To whom it may concern,

POW-1 | I am a frequent visitor to San Pedro. I fully support the Port's "Proposed Project" for the San Pedro Waterfront.

POW-2 | I support the cruise ship terminals at the outer harbor being able to receive "state of the art" cruise ships as outlined in the proposed project.

POW-3 | I also support having the entire Ports O' Call Area redeveloped by a master developer as outlined in the Proposed Project.

Sincerely,

Odie L. Powell

9021 Rhodesia Dr.  
Huntington Beach Ca. 92646

---

Make your life easier with all your friends, email, and favorite sites in one place. [Try it now.](#)



1 **Odie Powell (POW)**

2 **Response to Comment POW-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment POW-2**

6 Thank you for your comment. Your support for the Outer Harbor Cruise Terminals  
7 will be forwarded to the Board of Harbor Commissioners.

8 **Response to Comment POW-3**

9 Thank you for your comment. Your support for the redevelopment of Ports O'Call  
10 will be forwarded to the Board of Harbor Commissioners.



December 3, 2008

DEC

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

Re: San Pedro Waterfront Project EIR

Dear Dr.Appy,

- CC-1 | The North American cruise industry continues to grow as more American and International travelers discover the value, satisfaction and the terrific vacation experience that a cruise provides. In 2008, Cruise Lines International Association (CLIA) forecasts that 12.8 million guests will cruise, an increase over the 12.56 million that sailed on CLIA member lines in 2007. And, in the period between 2009 and 2012, the CLIA member lines will introduce 31 new cruise ships at a capital investment of over \$20 billion. The industry needs new and improved port facilities.
- CC-2 | CLIA is in support of the San Pedro Waterfront Project. We believe that the goal of sustainable development will bring additional cruise passengers and prosperity to the Waterfront of the Port of Los Angeles. According to the findings of the CLIA 2007 Cruise Industry Economic Impact Study, the State of California already holds the number
- CC-3 | two position in American in terms of cruise related economic impact. In 2007 California received \$2.2 billion in cruise industry direct spending and this spending generated nearly 48,000 jobs totaling almost \$2.4 billion in income for California workers. This terminal development project can increase calls at the Port of Los Angeles and further improve the cruise leadership position of the Port of Los Angeles and the State of California.
- CC-4 | We support the idea of creating an environmentally friendly cruise terminal and one that best meets the needs of the passengers, community and the port. In reviewing the project
- CC-5 | proposals, alternative number 2 with the parking for cruise passengers at both the inner harbor and at the new outer harbor development appears to be the best solution for efficient and cost effective operations as well as for the cruise customer. The industry needs terminals that can accommodate the cruise ship of today and for the ships of tomorrow.



We are excited about the new opportunities of an improved Port of Los Angeles and a revitalized waterfront and look forward to seeing this project move forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gregg L. Michel".

Gregg L. Michel  
Chairman, Cruise Lines International Association  
President, Crystal Cruises

1 **Crystal Cruises (CC)**

2 **Response to Comment CC-1**

3 Thank you for your comment. Your comments demonstrating the need for new and  
4 improved Port facilities to accommodate a growing cruise industry will be forwarded  
5 to the Board of Harbor Commissioners.

6 **Response to Comment CC-2**

7 Thank you for your comment. Your support for the proposed San Pedro Waterfront  
8 Project will be forwarded to the Board of Harbor Commissioners.

9 **Response to Comment CC-3**

10 Thank you for your comment. Your comments indicating that the proposed terminal  
11 development can increase calls at the Port and further improve the cruise leadership  
12 position of the Port of Los Angeles and the State of California will be forwarded to  
13 the Board of Harbor Commissioners.

14 **Response to Comment CC-4**

15 Thank you for your comment. It is LAHD's goal to be the greenest port on the West  
16 Coast. The Outer Harbor Cruise Terminal would be designed to attain Leadership in  
17 Energy and Environmental Design (LEED) Gold status consistent with the Port of  
18 Los Angeles Green Building Policy. The San Pedro Waterfront Project is intended to  
19 showcase LAHD's commitment to sustainability and includes a number of mitigation  
20 measures to reduce environmental impacts associated with cruise ships and cruise  
21 terminals.

22 **Response to Comment CC-5**

23 Thank you for your comment. Your support for Alternative 2 will be forwarded to  
24 the Board of Harbor Commissioners.



December 3, 2008

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

Re: San Pedro Waterfront Project EIR

Dear Dr.Appy,

TDCLIA-1

The North American cruise industry continues to grow as more American and International travelers discover the value, satisfaction and the terrific vacation experience that a cruise provides. In 2008, Cruise Lines International Association (CLIA) forecasts that 12.8 million guests will cruise, an increase over the 12.56 million that sailed on CLIA member lines in 2007. And, in the period between 2009 and 2012, the CLIA member lines will introduce 31 new cruise ships at a capital investment of over \$20 billion. The industry needs new and improved port facilities.

TDCLIA-2

CLIA is in support of the San Pedro Waterfront Project. We believe that the goal of sustainable development will bring additional cruise passengers and prosperity to the Waterfront of the Port of Los Angeles. According to the findings of the CLIA 2007 Cruise Industry Economic Impact Study, the State of California already holds the number two position in American in terms of cruise related economic impact. In 2007 California received \$2.2 billion in cruise industry direct spending and this spending generated nearly 48,000 jobs totaling almost \$2.4 billion in income for California workers. This terminal development project can increase calls at the Port of Los Angeles and further improve the cruise leadership position of the Port of Los Angeles and the State of California.

TDCLIA-3

TDCLIA-4

TDCLIA-5

We support the idea of creating an environmentally friendly cruise terminal and one that best meets the needs of the passengers, community and the port. In reviewing the project proposals, alternative number 2 with the parking for cruise passengers at both the inner harbor and at the new outer harbor development appears to be the best solution for efficient and cost effective operations as well as for the cruise customer. The industry needs terminals that can accommodate the cruise ship of today and for the ships of tomorrow.

We are excited about the new opportunities of an improved Port of Los Angeles and a revitalized waterfront and look forward to seeing this project move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry Dale".

Terry Dale  
President, Cruise Lines International Association.

## 1 **Cruise Lines International Association, Inc. (TDCLIA)**

### 2 **Response to Comment TDCLIA-1**

3 Thank you for your comment. Your comments demonstrating the need for new and  
4 improved Port facilities to accommodate a growing cruise industry will be forwarded  
5 to the Board of Harbor Commissioners.

### 6 **Response to Comment TDCLIA-2**

7 Thank you for your comment. Your support for the proposed San Pedro Waterfront  
8 Project will be forwarded to the Board of Harbor Commissioners.

### 9 **Response to Comment TDCLIA-3**

10 Thank you for your comment. Your comments indicating that the proposed terminal  
11 development can increase calls at the Port and further improve the cruise leadership  
12 position of the Port of Los Angeles and the State of California will be forwarded to  
13 the Board of Harbor Commissioners.

### 14 **Response to Comment TDCLIA-4**

15 Thank you for your comment. It is LAHD's goal to be the greenest port on the West  
16 Coast. The Outer Harbor Cruise Terminals would be designed to attain Leadership in  
17 Energy and Environmental Design (LEED) Gold status consistent with the Port of  
18 Los Angeles Green Building Policy. The San Pedro Waterfront Project is intended to  
19 showcase LAHD's commitment to sustainability and includes a number of mitigation  
20 measures to reduce environmental impacts associated with cruise ships and cruise  
21 terminals. As discussed in Section 2.4.2.4 of the draft EIS/EIR, solar power would  
22 be incorporated into all new development to the maximum extent feasible. Recycled  
23 water would be used for landscaping and water features. Also, LEED certification is  
24 required for all new development over 7,500 square feet, including the cruise  
25 terminal, Ports O'Call development, office buildings, and museums. Sustainable  
26 engineering design guidelines would be followed in the siting and design of new  
27 development. Sustainable construction guidelines would be followed for  
28 construction of the proposed Project.

### 29 **Response to Comment TDCLIA-5**

30 Thank you for your comment. Your support for Alternative 2 will be forwarded to  
31 the Board of Harbor Commissioners.



www.metrocruiseservices.com

P. O. Box 547  
Wilmington, CA 90748-0547

720 East E Street  
Wilmington, CA 90744-6014

Tel: (310) 816-6500  
Fax: (310) 816-6519

December 4, 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, California 93001

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

**Re: San Pedro Waterfront Project EIR**

Dear Dr. MacNeil and Dr. Appy:

METR-1

As the operator of the World Cruise Center for the Port of Los Angeles, Pacific Cruise Ship Terminals LLC has a significant stake in the future of the Port. We are supportive of the waterfront project that seeks to enhance the visitor serving portions of the Port. Our customers, the cruise lines, their guests and crew members have a direct relationship with the waterfront businesses and the businesses adjacent to the waterfront such as hotels, shops, and transportation. In addition, the cruise ships utilize harbor area suppliers for much of the ships' operations and employ local labor for our shoreside operations.

METR-2

Pacific Cruise Ship Terminals LLC (as terminal operator) and Metro Cruise Services LLC (as stevedores to all cruise lines calling at Port of Los Angeles) welcome the opportunity to comment on the San Pedro Waterfront EIR, and we are in support of the San Pedro Waterfront Project and the goal of sustainable development that will bring people, prosperity and revitalization to the waterfront of the Port of Los Angeles.

**METRO CRUISE SERVICES**  
*A Nautilus Enterprise*



METR-3

While the proposed project meets most of our cruise line customers' needs, **alternative number 2** with the parking for cruise passengers at both the inner harbor and at the new outer harbor development is our preferred option. We feel this is the best solution for efficient and cost-effective operations, and we further opine that this would be the best solution for our customers.

METR-4

We support the idea of building the greenest cruise terminal possible and reiterate our support in working with the port to help design cruise terminals that meet the needs of the passengers, community and the Port.

METR-5

All parties involved need to develop terminals that work for the ships calling today and in the future. In developing these terminals, it is important to understand and embrace the desire to have the public interact with the waterfront and park areas near the cruise terminal while also maintaining a safe and secure operation for the ships. It is important to note the waterside security zone and the effect it has on small boats in the harbor. Metro Cruise Services LLC currently complies fully with the security regulations promulgated by the U.S. Coast Guard, and wants to work with the concerned

METR-6

parties to utilize all the options available in creating a secure environment for the cruise ships and their passengers. Of note is the "floating barrier" concept discussed in the EIR, which is the type of alternative that creates a good secure location while also addressing the concerns of the small boat community.

We are excited about the prospects of revitalizing the waterfront and are encouraged by the steps the Port has taken to move this project to the next level.

Sincerely,



Stefano Borzone-Pinna

President

Pacific Cruise Ship Terminals LLC

Metro Cruise Services LLC

1 **Metro Cruise (METR)**

2 **Response to Comment METR-1**

3 Thank you for your comment. Your support for the proposed San Pedro Waterfront  
4 Project will be forwarded to the Board of Harbor Commissioners.

5 **Response to Comment METR-2**

6 Thank you for your comment. Your support for the proposed San Pedro Waterfront  
7 Project will be forwarded to the Board of Harbor Commissioners.

8 **Response to Comment METR-3**

9 Thank you for your comment. Your support for Alternative 2 will be forwarded to  
10 the Board of Harbor Commissioners.

11 **Response to Comment METR-4**

12 Thank you for your comment. It is LAHD’s goal to be the greenest port on the West  
13 Coast. The Outer Harbor Cruise Terminal would be designed to attain Leadership in  
14 Energy and Environmental Design Gold status consistent with the Port of Los  
15 Angeles Green Building Policy. The San Pedro Waterfront Project is intended to  
16 showcase LAHD’s commitment to sustainability and includes a number of mitigation  
17 measures to reduce environmental impacts associated with cruise ships and cruise  
18 terminals.

19 **Response to Comment METR-5**

20 Thank you for your comment. It is a goal of the proposed San Pedro Waterfront  
21 Project to create a waterfront area and Ports O’Call that promotes an interaction  
22 between the public and the cruise ship industry. Security of the Port and its cruise  
23 ships is handled by the Port Police and the USCG, and LAHD would design the  
24 cruise terminals and operate the cruise vessels in such a manner as to fully comply  
25 with all security requirements to maintain safety of both the cruise vessels and small  
26 harbor craft.

1 **Response to Comment METR-6**

2 Thank you for your comment. Your willingness to work with concerned parties to  
3 ensure proper security, specifically acknowledging the floating security barrier as a  
4 potential security solution, will be forwarded to the Board of Harbor Commissioners.



PACIFIC CRUISE SHIP TERMINALS LLC

*www.pcsterminals.com*

December 4, 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, California 93001

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

**Re: San Pedro Waterfront Project EIR**

Dear Dr. MacNeil and Dr. Appy:

PCST-1

As the operator of the World Cruise Center for the Port of Los Angeles, Pacific Cruise Ship Terminals LLC has a significant stake in the future of the Port. We are supportive of the waterfront project that seeks to enhance the visitor serving portions of the Port. Our customers, the cruise lines, their guests and crew members have a direct relationship with the waterfront businesses and the businesses adjacent to the waterfront such as hotels, shops, and transportation. In addition, the cruise ships utilize harbor area suppliers for much of the ships' operations and employ local labor for our shoreside operations.

PCST-2

Pacific Cruise Ship Terminals LLC (as terminal operator) and Metro Cruise Services LLC (as stevedores to all cruise lines calling at Port of Los Angeles) welcome the opportunity to comment on the San Pedro Waterfront EIR, and we are in support of the San Pedro Waterfront Project and the goal of sustainable development that will bring people, prosperity and revitalization to the waterfront of the Port of Los Angeles.

PCST-3

While the proposed project meets most of our cruise line customers' needs, **alternative number 2** with the parking for cruise passengers at both the inner harbor and at the new outer harbor development is our preferred option. We feel this is the best solution for efficient and cost-effective operations, and we further opine that this would be the best solution for our customers.

PCST-4

We support the idea of building the greenest cruise terminal possible and reiterate our support in working with the port to help design cruise terminals that meet the needs of the passengers, community and the Port.

PCST-5

All parties involved need to develop terminals that work for the ships calling today and in the future. In developing these terminals, it is important to understand and embrace the desire to have the public interact with the waterfront and park areas near the cruise terminal while also maintaining a safe and secure operation for the ships. It is important to note the waterside security zone and the effect it has on small boats in the harbor. Metro Cruise Services LLC currently complies fully with the security regulations promulgated by the U.S. Coast Guard, and wants to work with the concerned

PCST-6

parties to utilize all the options available in creating a secure environment for the cruise ships and their passengers. Of note is the "floating barrier" concept discussed in the EIR, which is the type of alternative that creates a good secure location while also addressing the concerns of the small boat community.

We are excited about the prospects of revitalizing the waterfront and are encouraged by the steps the Port has taken to move this project to the next level.

Sincerely,



Stefano Borzone-Pinna

President

Pacific Cruise Ship Terminals LLC

Metro Cruise Services LLC

1 **Pacific Cruise Ship Terminals, LLC (PCST)**

2 **Response to Comment PCST-1**

3 Thank you for your comment. Your support for the proposed San Pedro Waterfront  
4 Project will be forwarded to the Board of Harbor Commissioners.

5 **Response to Comment PCST-2**

6 Thank you for your comment. Your support for the proposed San Pedro Waterfront  
7 Project will be forwarded to the Board of Harbor Commissioners.

8 **Response to Comment PCST-3**

9 Thank you for your comment. Your support for Alternative 2 will be forwarded to  
10 the Board of Harbor Commissioners.

11 **Response to Comment PCST-4**

12 Thank you for your comment. It is LAHD’s goal to be the greenest port on the West  
13 Coast. The Outer Harbor Cruise Terminals would be designed to attain Leadership in  
14 Energy and Environmental Design Gold status consistent with the Port of Los  
15 Angeles Green Building Policy. The San Pedro Waterfront Project is intended to  
16 showcase LAHD’s commitment to sustainability and includes a number of mitigation  
17 measures to reduce environmental impacts associated with cruise ships and cruise  
18 terminals.

19 **Response to Comment PCST-5**

20 Thank you for your comment. It is a goal of the proposed Project to create a  
21 waterfront area and Ports O’Call that promotes an interaction between the public and  
22 the cruise ship industry. Security of the Port and its cruise ships is handled by the  
23 Port Police and the USCG, and LAHD would design the cruise terminals and operate  
24 the cruise vessels in such a manner as to fully comply with all security requirements  
25 to maintain safety of both the cruise vessels and small harbor craft.

1 **Response to Comment PCST-6**

2 Thank you for your comment. Your willingness to work with concerned parties to  
3 ensure proper security, specifically acknowledging the floating security barrier as a  
4 potential security solution, will be forwarded to the Board of Harbor Commissioners.



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.

Name EPHRAIM R. MENDOZA Telephone/Fax 1-310-832-8739  
Organization/Company SAN PEDRO WED-CLUB  
Address 1290 W 3RD ST  
City/State/Zip Code SAN PEDRO, CA 90732  
E-Mail mendozacephraim@ca.vh.com

EMEN-1

I SUPPORT THE PORT'S NEW SAN PEDRO WATERFRONT  
PLAN. I HOPE YOU BUILD SOON.

THANK YOU

*Ephraim Mendoza*

RECEIVED  
DEC - 5 2008

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to 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



1 **Ephraim Mendoza (EMEN)**

2 **Response to Comment EMEN-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

November 20, 2008

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



San Pedro Waterfront Project

Dear Dr. Appy,

LBEZ-1

I have seen a presentation of the San Pedro waterfront development project and I like the plan very much. I am in support of the Port's Proposed Project. I have lived in San Pedro for over 65 years and have seen our waterfront become dilapidated. What happened to Port O' Call? It is a total disgrace. Our family would often go down there to eat and shop but not any more. The buildings need to be torn down, including the restaurant and completely rebuilt. Why can't we have anything nice?

LBEZ-2

LBEZ-3

My husband and I would go on many cruises and always wondered why San Pedro had such a lousy terminal. I support the outer harbor cruise ship terminal so we can get the nice big ships into San Pedro. I would love to see a Disney ship docked at the outer harbor. I think that it would just be stunning.

LBEZ-4

When I was younger I used to work in the cannery. The Port used to have many jobs for our local residents. You could work in the cannery, the shipyard, teenagers would work at Ports O' Call. All of these jobs are gone! My family made a living off of this Port and I for one would like to see the jobs come back here again. Please build the new cruise ship terminal, rebuild Ports O' Call and make us a prosperous place to live again.

LBEZ-5

We have so much to offer here. I have been to the new fountain many times. It's a shame that we don't have any retail business to go along with the new fountain. I am getting old and would like to see these things happen in my lifetime. Please make it happen the sooner the better - we have waited far too long!

Sincerely,

  
Lena Bezmalinovich

1 **Lena Bezmalinovich (LBEZ)**

2 **Response to Comment LBEZ-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment LBEZ-2**

6 Thank you for your comment. The proposed Project would allow for the  
7 redevelopment of approximately 150,000 square feet of existing development and  
8 would provide for 150,000 square feet of new development within the Ports O'Call.  
9 Your support for redevelopment of Ports O'Call will be forwarded to the Board of  
10 Harbor Commissioners.

11 **Response to Comment LBEZ-3**

12 Thank you for your comment. Your support for the proposed Outer Harbor Cruise  
13 Terminals as part of the proposed Project will be forwarded to the Board of Harbor  
14 Commissioners.

15 **Response to Comment LBEZ-4**

16 Thank you for your comment. Your support for the proposed Outer Harbor Cruise  
17 Terminals and redevelopment of Ports O'Call as part of the proposed Project will be  
18 forwarded to the Board of Harbor Commissioners.

19 **Response to Comment LBEZ-5**

20 Thank you for your comment. Your support for the proposed Project will be  
21 forwarded to the Board of Harbor Commissioners.

From: [jerry blaskovich](#)  
To: [Ceqacomments;](#)  
Date: Sunday, December 07, 2008 12:35:28 AM

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***Jerry Blaskovich, M.D.***  
***Diplomate American Board of Dermatolgy***  
***6220 Via Canada***  
***Rancho Palos California 90275***  
***(310) 548-4336***

5 December 2008

Reference: San Pedro Waterfront Project  
Attention: Dr. Ralph Appy

Dear Dr. Appy,

I have resided in San Pedro since 1947 and during most of my adult life I've been active in community affairs. Aside from serving the community as a physician for over thirty years, I also served on the Board of Directors of the Boys Club of San Pedro for a like period. Additionally, I was one of the founders and first President of the Croatian Catholic Family Guild of Mary Star of the Sea Parish in San Pedro.

Based upon my background and input I received from numerous friends and colleagues I believe my opinion can be characterized as a microcosm for the majority of the community. There are the myriad of problems facing San Pedro, but after studying the proposal of the Waterfront Project in depth, I concluded the project is precisely what San Pedro and its citizens need. Not only would the project enhance San Pedro's

BLA-1  
CONT.

image, it most importantly, would provide a marked stimulus for the local economy and increase tax revenues for the city. Once the operation is underway it would particularly be a big plus in the present economic climate. Therefore I wish to lend my wholehearted support to the proposed San Pedro Waterfront Project.

BLA-2

Presently the harbor provides the City of Los Angeles with its major source of revenue, but as you may know, this source will be short lived once the Panama Canal is widened and the container terminal now being built south of Ensenada, Mexico is completed. The port will be faced with major competition. San Pedro needs to look to the future now. And part of that future will be the cruise ship industry. There is no reason why San Pedro could have an infrastructure, such as Vancouver, B.C.; Sydney, Australia; Seattle to support the influx of tourists.

BLA-3

A first step would be to redevelop the 'Ports of Call' area. Regardless of your decision on the project, at least rehabilitate the facility. I am certain you know the history of how mismanagement caused the near slum like condition. This condition can only worsen if drastic measures are not taken soon.

If you wish any further input I am at your disposal. Thank you for your consideration.  
Sincerely,  
Jerry Blaskovich, M.D.

1 **Jerry Blaskovich (BLA)**

2 **Response to Comment BLA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment BLA-2**

6 Thank you for your comment. The comments regarding the need to expand the  
7 cruise industry are correct. The cruise industry within the Port is projecting growth  
8 in both passenger volume and ship size over the next 10 to 20 years. The  
9 infrastructure to serve these new, larger ships is not available at the existing Cruise  
10 Center, but it is required in order for the Port to accommodate demands in the cruise  
11 industry. In addition, the Port's existing available cruise berths will not meet future  
12 cruise berth occupancy demand.

13 **Response to Comment BLA-3**

14 Thank you for your comment. Your support for the Ports O'Call redevelopment will  
15 be forwarded to the Board of Harbor Commissioners.

From: [Andrea Bezmalinovich](#)  
To: [Ceqacomments:](#)  
Subject: San Pedro Waterfront Project  
Date: Sunday, December 07, 2008 4:05:46 PM

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To Whom It May Concern:

ABEZ-1

As a concerned third generation resident of San Pedro, I completely support the Port's proposed waterfront project. It is imperative to the growth of our town and community that we capitalize on the resources right at our doorsteps. This includes cruise ship terminals at the outer harbor in order to receive state-of-the-art cruise ships in Los Angeles and having a master developer redevelop Ports O'Call as outlined in the proposal. Both of these issues will put San Pedro back on the map as a place for locals and tourists to turn our local economy around.

ABEZ-2

ABEZ-3

Thank you,  
Andrea Bezmalinovich  
1629 W. O'Farrell St.  
San Pedro, CA 90732

1 **Andrea Bezmalinovich (ABEZ)**

2 **Response to Comment ABEZ-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment ABEZ-2**

6 Thank you for your comment. Your support for the Outer Harbor Cruise Terminals  
7 will be forwarded to the Board of Harbor Commissioners.

8 **Response to Comment ABEZ-3**

9 Thank you for your comment. Your support for the redevelopment of Ports O'Call  
10 will be forwarded to the Board of Harbor Commissioners.



From: [Steve Blount](#)  
To: [Ceqacommments:](#)  
Subject: San Pedro Waterfront Prog. Draft EIS/EIR  
Date: Sunday, December 07, 2008 9:51:44 PM  
Attachments: [Oct 27th SP Waterfront.doc](#)

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Dear Dr's Appy & MacNeil:

BLO-1 | Thank you for making the waterfront project a seven to nine year construction project rather than a thirty year construction project after spending thirty years studying elements of the project and alternatives.

BLO-2 | In February of 2007 I submitted twenty-nine pages of comments to the waterfront EIS/EIR offering of 2007. Attached is one page reiterating what I presented orally October 27h of this year. That is to say I am very pleased with the current offering, with the one suggestion that I spoke about, which I think it would please a lot of people and be the better part of wisdom if embraced and acted upon.

BLO-3 | I trust adequate provision has been planned for to insure the structural integrity of the Los Angeles Maritime Museum during the construction of the watercuts along side it.

"You Can Count on Blount"  
Steve Blount  
Candidate in the 67th Assembly District  
"Making History & Changing the World Together"

Days: 562-803-8675 ext. 18  
Evenings & Weekends: 714-995-2128

9371 Alderbury Street  
Cypress, CA 90630-2806

9371 Alderbury Street  
Cypress, CA 90630-2806  
December 7, 2008

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

Dr. Spencer D. MacNeil, U.S. Army Corp of Engineers, L.A. District  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001

Dr's. Appy & MacNeil:

It is with very low regard that I hold Peterson Reporting Video & Litigation Services and Ms. Ja'nal M. Carter, CSR No. 12813. The most positive thing I can say about how she recorded my verbal comments is that she was practicing on the stakeholders of the Port. I do not want to think about evidence in a court of law that has been suppressed, and depositions that have been thrown out because of her inaccuracies in the transcription of verbal testimony.

I do not speak from notes or a script instead I speak from having rehearsed many times in my head what I am to say. Perhaps hundreds of time in my many campaigns, the latest for the 67<sup>th</sup> Assembly District this year, I speak in a similar fashion to my comments October 27<sup>th</sup>. I introduce myself, establish my credentials, connect with the audience, and drive home a point concerning an issue important to the audience, often closing with an illustration. I carefully arrange words in phrases, phrases in sentences, sentences in paragraphs, and paragraphs in discourses to have maximum impact and effectiveness.

In the past I have suffered what all public figures have suffered in that what we said was reported, with quotation marks, what the reporter or correspondent inferred was said or thought was meant.

Perhaps I am unfair and wrong to expect perfection in transcribing what I said or anyone else said that night or is ever said in a court of law. My greatest concern is that down the road an opponent of mine for political office will use the transcript to smear my ability to put thoughts together and articulate them. My opponent in the general election this year for the 67<sup>th</sup> Assembly District in past elections has had transcripts of public meetings used against him, not for their content, but for how he expressed himself.

Yours for a better California, Port of L.A., and San Pedro,

“You Can Count on Blount”

Steve Blount

“Making History & Changing the World Together”

Days: 562-803-8675, ext. 18

Evenings & Weekends: 714-995-2128

BLO-4

# October 27, 2008 Pubic Comments

## Correction to Actual

Thank you for pronouncing my name correctly. I am from Rhode Island; not North Carolina.

I'm a candidate in the adjacent Assembly District which encompasses Seal Beach and Huntington Beach, that have some of the same community concerns, environmental and energy issues as doe San Pedro.

I'm a former member of the San Pedro Peninsula Chamber of Commerce and a current member of the Harbor Association of Industry and Commerce. I worked for Union Minerals and Alloys at berth 52, and for Mobil Oil at Berth 46.

I'd like to address the issue of the safety, navigational hazard of cruise ships being berthed at 46. I would like to have the two berths shifted around the corner to 48 and 52 -- 50. That way it would eliminate a lot of the navigational hazard, the maneuvering a mega cruise ship would have in that area and lessen the concern of the marina residents, boat owners, and patrons in doing it.

I want to give you an illustration of how hazardous this can be. In the heat of another campaign in 2004, I completely forgot my wedding anniversary. So as to compensate for that, my wife required me to take her on a seven-day cruise. We left L.A. Harbor on the Vision of the Seas in late May 2005. When we got to Warehouse 1, we entered pea soup fog. From then on it was a battle with a sailboat. It was reported that this cruise ship clearly heard the following conversation aboard the ship – now, never mind whether the apparatus, the device, the instrument mentioned in the conversation would have made any difference, but the fact is it was pea soup fog. This conversation was clearly heard by the crew, and I'll end it with this point well made.

The following conversation between a man and a woman:

“Where is the GPS? You were in charge of the equipment.”

“Why me? It's your brother's boat.”

1 **Steve Blount (BLO)**

2 **Response to Comment BLO-1**

3 Thank you for your comment. Your support for the 7- to 9-year timeframe for the  
4 construction of the proposed Project rather than a 30-year project will be forwarded  
5 to the Board of Harbor Commissioners.

6 **Response to Comment BLO-2**

7 Thank you for your comment. Your support for the proposed Project will be  
8 forwarded to the Board of Harbor Commissioners.

9 **Response to Comment BLO-3**

10 Thank you for your comment. The potential impacts associated with the water cuts  
11 on both sides of the Maritime Museum (Historic Ferry Terminal Building) are  
12 addressed in Section 3.5, "Geology." The water cuts would be engineered to  
13 substantially reduce the potential for damage to the Maritime Museum during  
14 excavation for the water cuts. Such engineering practices may include installation of  
15 sheet piling at the perimeter of the excavation, underpinning the foundation of the  
16 museum so that the foundation support extends below the level of the excavation, and  
17 implementation of ground instrumentation such as inclinometers to monitor lateral  
18 deformation of the ground adjacent to the excavation. Impacts were determined to be  
19 less than significant.

20 **Response to Comment BLO-4**

21 Thank you for your comment. LAHD regrets the mistakes in the transcripts from the  
22 public meeting. Your comments correcting the transcripts will be forwarded to the  
23 Board of Harbor Commissioners.

December 7, 2008

Dear Port Officials,

CJOH-1

Two is too many!! See attached photo. The Port of Los Angeles stuck the residents of San Pedro with pier 400, and now you want to build more of the same, how absurd.

I live less than one half of a mile from the pier at the end of the channel. This is the location where the port's proposal to add a second terminal would be built. See attached photo. This photo is the view from my home.

CJOH-2

Forget the expensive environmental impact reports that are not followed any how. Instead you are invited to come and spend the night at my home so you experience first hand the pollution from all levels of pier 400.

You think it is not effecting the city? Come by at night when the terminal are in mass operation. You can hear the beeps from the fork lifts, feel the hum from the trucks, feel the vibration from the electricity burning up, and see the horrible yellow lights at night clogging up the skyline. And this is from Terminal Island. Imagine how it would sound at Cabrillo Beach right next door?

CJOH-3

Every inch of cement that is filled into the harbor creates more heat. Pier 400 and China Shipping are very negative creations by the Port of L.A. Pier 400 has even affected the surf outside the harbor and the once beautiful hurricane gulch. I bet that was not in the environmental impact report! It is now longer hurricane gulch because all the wind has been sucked out of the area by cement with the building of the terminals. There are no trees on the pier 400, no nature was planned at the massive expansion. The pollution of the pier 400 is so vile, how could you ever consider doing this again?

Take a look at other well planned major harbors built all over the world. You can see that residential areas are not burdened with industrial waste lands of terminals for shipping. Other world city planners work around communities and nature preservers. Perhaps you could learn from these types of port planners. This was suggested in one of the surveys sent to me in 2004 by your department. I gave you Sydney Harbor in Australia as one example.

CJOH-4

I hope that you will take away the plans to destroy this last little spot of character and charm that is left in the port of L.A. There are just a few birds and eco system left at Cabrillo Beach. Please leave the pier and the area a park for the protection of the residents and nature.

CJOH-5

Think about the health of the community for a change, and skip the profits. You the employees of the Port have an opportunity to do something good for us all, don't let the residents and the planet down one more time. Say no to more industrial development.

Sincerely,

Caroline A. Johns  
Resident of San Pedro







## 1 **Caroline Johns (CJOH)**

### 2 **Response to Comment CJOH-1**

3 Thank you for your comment. Your opposition to the Outer Harbor terminals will be  
4 forwarded to the Board of Harbor Commissioners.

### 5 **Response to Comment CJOH-2**

6 Thank you for your comment. The association of the activities at Pier 400 with those  
7 of the proposed cruise terminals are incomparable. Pier 400 is a container terminal  
8 that operates into the late hours of the night. The cruise terminal operations would  
9 generally be limited to the hours between dawn and dusk. The cruise terminals  
10 would not require bright lights for backland operations in the same manner as those  
11 of the container terminal. In addition, the number of trucks and terminal equipment  
12 used at the container terminals dwarfs that of a cruise terminal. Cabrillo Beach users  
13 would not experience the impacts that are described for Pier 400 at the proposed  
14 Outer Harbor Cruise Terminals.

### 15 **Response to Comment CJOH-3**

16 Thank you for your comment. As described in Chapter 2, “Project Description” of  
17 the draft EIS/EIR, the proposed San Pedro Waterfront Project would create  
18 approximately 297,100 square feet (6.82 acres) of new water area and cover  
19 approximately 230,600 square feet (5.29 acres) for a net increase of approximately  
20 66,500 square feet (1.53 acres) of water area. As such, the proposed San Pedro  
21 Waterfront Project would not result in extensive harbor fill. Furthermore, as  
22 described in Section 2.4.2.1.9, “Outer Harbor Park,” the proposed Project also  
23 includes development of a park at the Outer Harbor, which would replace a largely  
24 asphalt and concrete surface with more than 6 acres of landscaping and open space.  
25 In all, the proposed San Pedro Waterfront Project would increase the amount of  
26 navigable water area available in the harbor, would increase the number of parks, and  
27 would increase the recreational opportunities available to the public compared to  
28 existing uses.

### 29 **Response to Comment CJOH-4**

30 Thank you for your comment. The proposed Project does not propose to remove the  
31 pier or the park at Cabrillo Beach. The proposed Outer Harbor Cruise Terminals  
32 would not be located at Cabrillo Beach.

1 **Response to Comment CJOH-5**

2 Thank you for your comment. Your opposition to the proposed Project will be  
3 forwarded to the Board of Harbor Commissioners. The health impacts have been  
4 adequately assessed in Section 3.2, “Air Quality and Meteorology.”

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

Subject: Comments Submittal for the Draft Supplemental EIR/EIS for the San Pedro Waterfront Project

Dear Dr. Appy and Dr. MacNeil,

We appreciate the opportunity to submit comments regarding the Subject Project Environmental impacts and hereby state our request that the Proposed Project be revised to implement the elements and changes defined in the Sustainable Waterfront Plan (SWP) and as described below.

JONWAR-1

We endorse the Sustainable Waterfront Plan and we further address the comments in this letter to the Board of Harbor Commissioners (BHC). We ask that they pay particular attention to the sections below on Process Failure and the description of the Sustainable Waterfront Plan under General Recommendations and Specific Comments. We draw their attention to these areas because Port Executive Director Geraldine Knatz has stated publicly and to the TraPac appellants that she fully expects the BHC to use the DEIR process, especially the comment letters and hearing comments, to become fully involved in evaluating the project, its possible alternatives and permutations, and to craft from these their own proposed project. This BHC project, and any possible alternatives, would then be recirculated to the public to complete the DEIR process.

JONWAR-2

We live within view of the area in question and have lived here and raised our two daughters to adulthood. As a family, we have frequented Cabrillo Beach. We as a family and as individuals are particularly disturbed with the cavalier attitude toward preservation of the beach and the multiple and varied recreational and educational opportunities of the Outer Harbor. The plan to berth cruise ships at Kaiser Point is shortsighted both from a resource and economic point of view. The Port should be reserving the area south of 22<sup>nd</sup> Street for non-industrial uses, as described below. This is a precious and irreplaceable resource. In 50 years, people of Los Angeles and the state of California will look back at this project and this moment in time. They will either revere a BHC that understood the need to reserve this area forever for public uses or they will look back with low regard on a Board that squandered this resource by allotting it to the cruise ship industry.

General Comments

JONWAR-3

The proposed project is built on a mistaken concept that is opposed by most organizations and people in San Pedro. If it is built, the people in our neighborhood will breathe dirtier air, suffer more noise pollution, drive on more congested streets, operate boats in near collision with cruise ships, swim in less clean water, and see more negative impacts on their recreational space,

JONWAR-3  
CONT. health, night skies and to their well-being than any other people in the City of Los Angeles or the State of California.

JONWAR-4 When earlier iterations of this project were publicized in previous years, we reviewed them and said we could not support the project without certain revisions, and chief among these was that the project cause no increase in air pollution on or offsite, and that NO cruise ship facilities be built nor ships permanently berthed in the Outer Harbor. Clearly, that stipulation has not been met.

JONWAR-5 We conclude that we must oppose the Port proceeding with the Project under an action that states the air quality, water, recreation, biological resources, aesthetics, view, light, ground transportation, geology and other impacts are “considered significant, adverse, and unavoidable” after the proposed mitigation measures have been applied, but accepts them on the basis of “overriding concerns”. We remind the Port and the Corps of Engineers that the affected area remains a Federal non-attainment area for air quality and that the proposed Project as currently defined could only be implemented through consideration of “overriding importance” (reference Socioeconomic Impact) or through “Overriding Considerations (if necessary)” (reference Executive Summary and Introduction).

JONWAR-6 We recommend that the Port require the mitigation efforts for the Project as defined in the Clean Air Action Plan. If projected emissions still create residual significant air quality impacts after full application of all feasible mitigation measures, further mitigation measures must be required for existing sources in closest proximity to the Project. The mitigations applicable to sources other than the Project provide the opportunity to reduce the residual emissions to below significant levels on a port-wide basis. We believe that the Port and the Corps of Engineers has the capability and the responsibility to require the application of currently available mitigations such that the impacts to air quality can be reduced to a level that will not require application of Overriding Considerations.

JONWAR-7 Furthermore, we note that Executive Director Geraldine Knatz and other Port staff have stated that current and larger cruise ships can navigate the Main Channel. We observe that they do so regularly without the aid of tugboats. The desire to avoid backing down the channel is an issue of convenience rather than navigational safety. A larger and newer generation cruise ship will arrive at the current terminal in February and will back down the channel without the aid of tugs, several Port officials have confirmed. Surely, if there were navigational issues, tugs would be deployed.

JONWAR-8 Finally, we question the economic assumptions and erroneous navigational explanations that are being used to underpin the cruise ship expansion and need for Outer Harbor cruise berths. These economic assumptions are built on trend lines analyzed and in existence two years ago. The Port acknowledges that its industry analysis is based on a consultant report done for it in 2006. The data pre-dates that analysis. It is highly unlikely that those economic assumptions, and trend lines showing booming cruise ship business, are still valid.

## Process Failure

JONWAR-9 We regret that we are required to say that there were major and significant problems with the DEIR process, including failure to evaluate a known and widely supported alternative proposal; predetermination in favor of the proposed project, and piecemealing of the waterfront project. We believe these problems violate applicable environmental laws and regulations.

Early this spring, the LA Working group— a coalition of state, regional and local environmental advocates, community members, business people and elected members of neighborhood councils – informed the Port that the coalition had drafted a viable plan for waterfront development, the Sustainable Waterfront Plan (SWP). The coalition asked that the SWP be included in the DEIR and fully analyzed as an alternative. The Port Community Advisory Committee (PCAC) made a similar recommendation in the summer.

JONWAR-10 The SWP was six months in the drafting and it drew on years of community input and expertise. It was an elaboration of a plan approved in 2005-06 by the previous Harbor Commissioners. The SWP was created because it became apparent to many advocates that the Port staff would press forward with its own ideas for the San Pedro waterfront, ignoring the consensus arrived at after years of work by previous administrations, commissioners, urban experts and various community interest groups. The Port plan, these people understood, would be unresponsive to community concerns. It would permanently berth cruise ships in the Outer Harbor and neglect downtown in favor of an unsustainably overdeveloped Ports of Call village. It would lack shared parking and significant transit and pedestrian links between the waterfront and San Pedro. (Details of this critique are contained under specific comments, below.)

The existence of the SWP was well known to top Port officials as early as June of 2008. In fact, details of the SWP were hand-delivered and explained in separate meetings in June and July between coalition members, Board president David Freeman, and Port Executive Director Geraldine Knatz.

Notwithstanding these efforts, the SWP was not analyzed or even discussed in the DEIR.

JONWAR-11 However, during a September pre-release presentation to the Board of Harbor Commissioners (BHC) on the Waterfront Plan, Executive Director Knatz made several very clear statements with regard to the even-handed and open manner in which the DEIR process would be conducted. She presented the proposed plan and the alternatives. She also made mention of the SWP and some of its ideas. She told the commissioners the Port staff had done its best work and that now the DEIR process would proceed, with the public making its wishes known after evaluating the various alternatives. She asked the BHC to consider public input in addition to the alternatives enumerated in the DEIR and to craft its own solution. She suggested that the BHC could and should come up with its own best ideas from among the various alternatives. She explained that not all possible permutations could be included in the DEIR, but she made clear that she wanted an open process and that recirculation of the DEIR was a likely prospect once the public and BHC had refined the alternatives.

JONWAR-12 Unfortunately, the SWP had been handicapped from the start. It was left out of the DEIR and Port management refused a request to provide it an equal footing or funds to publicize the SWP. Accordingly, it has not received the widespread and multi-media publicity provided the proposed plan or the Port-created alternatives. Those have been published on the Port website, sent out on tens of thousands of CDs, presented around San Pedro in Powerpoints and included on mailings to tens of thousands. In addition, Port staff has made dozens of presentations in San Pedro, all without inclusion of the SWP.

This has been done despite requests from both the TraPac appellants and PCAC to provide equal publicity for the Port-created alternatives and the SWP. In fact, PCAC approved a motion in September asking that the SWP be published on the Port website and disseminated through Port email lists. Similar motions were approved by several Harbor area neighborhood councils. This

was not done. Port staff did not even forward these requests to the BHC. The only step toward “equality” was to let SWP proponents make a presentation at the public hearing in October.

JONWAR-12  
CONT.

As a result, public comments on the issue are skewed to support either the proposed plan or one of the Port-created alternatives, while ignoring SWP about which stakeholders have very limited knowledge. Supporters of the SWP have been required to do their own publicity and spend their own funds. As set forth below, we understand that SWP would have gained much wider endorsement from among the public and other public bodies if it had been one of the included alternatives.

JONWAR-13

We believe it is a violation of CEQA and NEPA for the Port to have failed to evaluate and distribute as part of the DEIR this valid and widely supported alternative.

JONWAR-14

Notwithstanding these facts, the CSPNC has endorsed the SWP; and its basic structure and details have been backed by other organizations. For instance, both the San Pedro Chamber of Commerce and the Central San Pedro Chamber have endorsed “an enhanced version” of Alternative Four in the DEIR, which provides for NO cruise terminal or permanent cruise ship berthing in the Outer Harbor. The enhancements, which include links to downtown and shared parking, make their proposals almost identical to SWP. Both organizations made clear in their discussions that the SWP was not considered SOLELY because it was not included in the DEIR. These organizations feared that to endorse the SWP would mean endorsing something that was not on the table and therefore the BHC would ignore their input, or if heeded, the result would be to delay the project. We feel that the BHC must take this issue into account in trying to assess various alternatives and whether there would have been more and broader support for SWP. Furthermore, BHC should acknowledge that Executive Director Knatz has repeatedly told members of the public that she fully expects a recirculation because the DEIR was designed to draw out public opinion and narrow the alternatives.

JONWAR-15

Moving to another issue, we believe the exclusionary nature of the DEIR process as described above was skewed toward the proposed project and therefore resulted in a CEQA- and NEPA-prohibited act of predetermination on the part of the Port. Despite Executive Director Knatz’s clear statement that Port staff had concluded their work and it now was the community’s turn to speak, Port staff have tried to tilt the playing field during the DEIR review period. There have been numerous elaborate presentations by Port staff on the proposed alternative with little or nothing discussed about alternatives, and NO mention of the SWP. Worse still, Port staff have taken an active role in lobbying and recruiting support for the proposed plan during the DEIR period, reportedly lobbying at private meetings in restaurants, at lunches at the Port building and also presenting Port knickknacks and tokens to potential supporters.

## **General Recommendations on the Sustainable Waterfront Plan (SWP)**

JONWAR-16

1. The cruise ship industry should be concentrated in the North Harbor so that it will benefit San Pedro businesses and local tourism. Temporary and occasional berthing of visiting ships is permissible in the Outer Harbor but no terminal or permanent passenger or baggage facilities can be part of the plan.
2. Linkages between Ports of Call and downtown should be maximized, with transit and pedestrian pathways.

3. Harbor Boulevard must remain two-way between Sampson Way and 22nd Street, as in current configuration. New roads cannot be wider than four lanes and must include bicycle paths.
4. Elevated parking structures greater than two stories above ground must be placed in locations where waterfront views/vistas are preserved. Parking on the waterfront should be minimized. Offsite parking for cruise visitors should be developed on Gibson Blvd. and Terminal Island.
5. The Ports of Call complex should be redesigned and improved to continue in a total footprint of 150,000 square feet of commercial space, and maintain key existing businesses.
6. The Salinas de San Pedro should be expanded up to 10 acres and the boat launch ramp moved to Kaiser Point with adequate parking for boat trailers. The former Boy Scout Camp will not be razed.
7. The area south of 22nd Street should be reserved for recreational, research, educational, habitat preservation, people-friendly and compatible business uses.
8. The waterfront project should not unsustainably overdevelop Ports of Call or focus the waterfront on the cruise ship industry in a way that impinges on creating a recreation-, science-, and habitat-based attraction for all of Southern California south of 22nd Street.
9. The resulting Final Project Description should be designed such that declaration of “overriding considerations” to accept “significant and unavoidable environmental impacts” is not necessary.
10. The resulting Final Project Description must be consistent with widely sanctioned design concepts for urban waterfront projects as set forth in the Sustainable Waterfront Plan.

JONWAR-16  
CONT.

## Specific Comments on the Sustainable Waterfront Plan

1. All berths to be located at the inner harbor.
  - a. Set aside Cabrillo Beach/Outer Harbor area for recreational/educational uses that preclude cruise service.
  - b. Maintain all berths as shared berths, with no terminals dedicated to one vender.
  - c. Create some agreement that a limited temporary berth at existing Kaiser Point location may continue with restrictions.
  - d. No new terminal or parking at Berth 46.
2. Provide linkages to downtown and community.
  - a. Create pedestrian-oriented design, from bridge to breakwater and to downtown.
  - b. Incorporate/enhance regional transportation, such as express and Amtrak buses to L.A., Long Beach, Wilmington and other regional destinations, in order to reduce car trips to waterfront, beaches and off-site parking areas.
  - c. Run the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to Dock One, to Kaiser Point, to the north harbor cruise ship terminal and through downtown.

JONWAR-17

JONWAR-18

JONWAR-18  
CONT.

- d. Build land bridges between downtown and Ports of Call, including roof gardens and pedestrian walkways on the parking structures and east-west connecting walkways.
- e. Create pedestrian links to downtown, both physical and economic, to provide access to the water and Ports of Call.
- f. Maintain the scenic 2-way designation of Harbor Boulevard, preserving views and view corridors. Maintain four-lane access.

JONWAR-19

- 3. Provide links to and protection of existing open space.
  - a. Enhance link to Bandini Canyon, Leland Park and Peck Park.
  - b. Incorporate links to Harbor View Trail.
  - c. Incorporate/complete California Coastal Trail through San Pedro Waterfront, including pedestrians, jogging, skating and bicyclists' lanes.
  - d. Enhance Coastal Trail links to Royal Palm Beach, White Point Nature Conservancy, Angels Gate and Point Fermin Park.
  - e. Create a promenade from the Bridge to the Breakwater along the waterfront.
  - f. Create a second pedestrian walkway on the landside of Ports of Call.
  - g. Create an Outer Harbor Park along the east edge of Kaiser Point.

JONWAR-20

- 4. Expand by 10 acres the tidal pool and salt marsh habitat at Salinas de San Pedro.

JONWAR-21

- 5. Plan/Develop Ports Of Call.
  - a. Develop/enhance 150,000 square feet of commercial space, a conference center, open space and a promenade in Ports of Call.
  - b. Commit to extensive "commons" area between shops.

JONWAR-22

- 6. Create a diversity of parking options without obstructing the waterfront.
  - a. Encourage pedestrian activity downtown, discourage traffic/pollution.
  - b. Create shared parking facilities for downtown and the waterfront.
  - c. Minimize parking and roadways in tidelands, waterfront and beach areas.
  - d. Create off-site parking, not just in downtown, but possibly between San Pedro and Wilmington for full day and longer use.
  - e. Move parking, especially long-term parking, away from the waterfront by undergrounding day-trip visitor parking along Harbor Boulevard, and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island.
  - f. Create no parking structures on the waterfront that block view corridors.

JONWAR-23

- 7. Create a plan that reflects the Port's sustainability goals.
  - a. Require AMPing of all cruise ships.



JONWAR-23  
CONT.

- b. Plan the entire waterfront as an integrated whole, including Westways, Warehouse One, Fruit Terminal and Boy Scout Camp. The current project promotes piecemealing, which is a violation of CEQA/NEPA.
- c. Maintain Cabrillo Bay/Outer Harbor for recreational use. Relocate boat launch to Kaiser Point. Convert Boy Scout Camp to public use.
- d. Incorporate sustainable infrastructure and development such as green streets, bicycle streets, urban runoff treatment, constructed wetlands and LEED buildings.
- e. Create a waterfront business plan to describe the economic development goals, determine the mix of commercial, retail and educational/cultural uses development and enhance downtown businesses.
- f. Create a steering committee comprised of a variety of business, neighborhood and environmental stakeholders to meet with the Port and their designated planning consultant.
- g. Increase park space for the residents in the adjacent community who are currently so greatly underserved, rather than the decrease which would result from the Proposed Project.

### Specific comments on the DEIR

JONWAR-24

- 1. Create a plan that requires less mitigation and that does not rely on impacts that cannot be mitigated and must be approved through overriding considerations. The following environmental impacts related to the Proposed Project with construction and operation of Cruise Terminal at South Harbor are significant and cannot be mitigated:

JONWAR-25

- a. Aesthetics – The Project elements would eliminate water views and cover green space to such a great extent that the aesthetic appeal of the waterfront area would be severely reduced.

JONWAR-26

- b. Public Services – The Project includes a great number of retail establishments that would require greatly increased public services and would degrade resources available to existing residents, organizations, and businesses.

JONWAR-27

- c. Utilities/Service Systems– The Project elements’ many retail structures would require greatly increased utilities/service systems and would degrade service to existing facilities.

JONWAR-28

- d. Cultural Resources – The Project elements are distinct from the surrounding recreational uses and would eliminate the current community’s long-standing capabilities for marine recreation.

JONWAR-29

- e. Recreation – The Project would eliminate precious waterfront space principally in the area where park and recreational space is most needed and where current park space greatly under-serves the surrounding community.

JONWAR-30

- f. Land Use/Planning – The Project includes elements contrary to existing uses and which would dilute plans for improvements/continued commercial use of the business district on 6th and 7th Streets and along Pacific Avenue.

JONWAR-31

- g. Transportation/Traffic – The Project would include elements requiring greatly increased traffic flow/capacity in the coastal area thereby resulting in very severely increased impact on surrounding communities.

h. Air Quality – As the affected area currently suffers as a Federal non-attainment area for air quality, the following impacts are stated:

JONWAR-32 | i. The Project would result in significant and unavoidable impacts which cannot be mitigated, would increase air pollution in an area known to exceed federal standards of cancer risk by several magnitudes, and would increase the inhumane expose of thousands of residents to toxic air emissions known to cause cancer, multiple heart and respiratory illnesses, and death.

JONWAR-33 | ii. The Project would increase greenhouse gas emissions by several orders of magnitude beyond that for Alternative 4, which excludes the outer Harbor Cruise Terminal.

JONWAR-34 | iii. The EIR/EIS clearly demonstrates that significant impacts can largely be reduced, saving countless lives, through revision to exclude the Cruise Terminal at South Harbor.

2. The following mitigation measures applicable to Air Quality require revision as stated:

JONWAR-35 | a. The MM-AQ-9 should require 100% Alternative Maritime Power (AMP) for Cruise Vessels immediately on start of Project operations. Reference current phase-in stated as, “30% in 2009 and 80% in 2013;” and, “97% in 2013 and thereafter” at Outer Harbor.

JONWAR-36 | b. The MM AQ-3 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference current requirement stated as, “January 1, 2009 to December 31, 2011, shall comply with EPA 2004.”

JONWAR-37 | c. The MM AQ-15 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference MM AQ-15 currently stated as, “20% in 2009, 40% in 2012, and 80% in 2015 and thereafter.”

JONWAR-38 | d. All Project measures applicable to Low Sulfur Fuel (LSF) in Cruise Vessels require revision to ensure use of 0.2 percent maximum sulfur content fuel immediately on start of Project operations. Refer to MM AQ-10, “Inner Harbor – 30% in 2009 and 90% in 2013 and thereafter;” and, “Outer Harbor – 90% in 2013.”

JONWAR-39 | e. All uses planned for LNG-Powered Shuttle Busses require change to implement electric-powered busses. Reference MM QA-14, LNG-Powered Shuttle Busses.

f. The MM AQ-18 requires the following revisions:

JONWAR-40 | i. Require full EPA Tier 2 compliance at start of Project operations until implementation of Tier 3. Currently stated phase-in of Tier 2 is 30% in 2010 and 100% in 2014.

ii. Require full EPA Tier 3 compliance in year 2015. Currently stated phase-in of Tier 3 is 20% in 2015, 50% in 2018, and 100% in 2020.

JONWAR-41 | g. The MM AQ-21 must require EPA Tier 2 compliance at 100% in 2010 rather than as currently stated, 30% in 2010 and 100% in 2014.

JONWAR-42 | h. The MM AQ-22 should state the basis of periodic review such as once yearly and no less frequently than every five years. Currently stated measure includes no timing requirement for review.

JONWAR-43 | i. The MM QA-23 should be revised to include no less than two additional review cycles between the years of 2022 and 2037.

3. The following impacts applicable to Air Quality require revision as stated:

JONWAR-44 | a. Significant understatement in AQ-9 regarding cumulative impacts that would result from the Proposed Project requires correction and clarification. The statement under the section, Impact AQ-9, page 3.2-124, "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" demonstrates a fundamental misapplication in consideration of cumulative impacts. Reasonable minds would agree that pollution from Port operations exists within the environment of regional pollution and that the communities closest to the Port and to goods transport are affected most significantly. The Port has the responsibility to reduce impacts on project-specific basis without relief for application of the concept that pollution results on a global scale and as such, project-specific pollution is more acceptable.

JONWAR-45 | b. Likely significant under estimation for on road vehicle emissions in AQ-3 results from the Port's mistaken calculation of pollution resulting from transport of people to and from the Outer Harbor Cruise terminal as follows:

JONWAR-46 | i. The corrected total number of shuttle buses required in optimal circumstances (maximum participation in shuttle bus option) is a quantity of 640 loaded shuttle trips per day to unload and separately load a ship on the days of arrivals/departures; a total of 16,000 passengers coming and going, for a total of 1280 trips in each direction. Note the following numeric elements: two ships; 4,000 people per ship; one arrival and one departure per ship; 8,000 passengers arriving and 8,000 departing, with 25 persons per shuttle bus. . (That is  $16,000/25=640$ .)

JONWAR-47 | ii. A significant quantity of Cruise Ship passengers will chose private transport to the Outer Harbor, resulting in significant increase in on-road vehicle emissions, not included in the Port's calculation.

JONWAR-48 | iii. Where the DEIR reports fewer bus trips, there will be 10 to 15 additional vehicles for these same passengers for every bus not employed, with an attendant increase in pollution. This results from passengers being dropped off individually or in pairs by shuttle, cab or personal vehicle.

4. With regard to Cultural Resources and Aesthetics:

JONWAR-49 | a. The Port area has several sites of California historical significance and are considered significant for CEQA compliance, and the entire area is considered 'archaeologically sensitive' but only one archaeological site - Mexican Hollywood or El Barrio - which is located under berths 90 and 91, is within the proposed project boundaries and remains intact (though buried). There are several buildings or sites considered by CEQA as significant because of their status or eligibility for NHRP, including the Municipal Wholesale Fish Market, San Pedro Boat Works (Berth 44), Westway/Pan American Oil Company Pump House (Berth 70), Duffy's Ferry Landing (5th Street, Berths 84&85).

JONWAR-50 | b. According to the DEIR analysis there are no significant impacts for any of the proposed project alternatives on any of the identified sites – but this remains an important issue: when construction begins, any site or building may be impacted.

JONWAR-51 | c. The DEIR fails to identify as significant the aesthetic impacts of the cruise ship berthing on the Outer Harbor on views from Cabrillo Beach.

5. With regard to Transportation and Circulation (Ground) Impacts, and Recreation Impacts:

JONWAR-51 | a. The two CEQA issues identified as being “unable to be mitigated” are the load impacts to key Harbor Blvd. intersections (incl. Interstate 110 ramps) and residential West 17th Street segment between Center and Palos Verdes Blvd. These impacts are directly related to expected increase in surface traffic because of the Outer Harbor Berths. The DEIR identifies “a significant operational impact” with regard to these streets.

JONWAR-52 | b. The proposed project scope does not include any plan for providing mass transit improvements and assumes only visitor traffic by automobile.

c. The DEIR inadequately describes the traffic load from the bussing of passengers from the long-term parking lots to the terminal in the Outer Harbor. Traffic to and from the terminals will create a virtual wall of busses, as well as a constant blur of cars and support vehicles. There will be as many as 1280 bus trips daily through San Pedro to serve a terminal at Kaiser Point. This will sharply impede the public access to Ports of Call and the waterfront, and intimidate the public through the volume of traffic that is more like a freeway than a commercial street.

JONWAR-53 | As there is a disagreement about the size of the busses to be deployed (the Port suggests motor coaches, others suggest smaller vehicles), for this example we will use the Port-suggested 50-passenger busses, rather than what we believe are more likely, 25-passenger busses as described in the Air Quality discussion. We will assume that about 40 people and their luggage are loaded on each larger bus.

Assuming loading and unloading takes place primarily over 2 hours, there will be more than three busses per minute passing a single point on Sampson Way (one every 18 seconds). If we use the fully loaded 25-passenger vehicle from the Air Quality section, there would be over five busses a minute (one every 11 seconds).

These results are based on the following calculations: A terminal at Kaiser Point will require 200 bus trips of 40 passengers per trip to carry passengers from two 4000-passenger ships to their cars parked at the north end of town. That is 200 trips with loaded busses traveling in one direction, or 400 one-way bus trips. These 400 trips would be repeated twice daily, once in the morning for arriving passengers and once in the afternoon for departing ones, for a total of 800 trips daily. Where the DEIR reports fewer bus trips, there will be 20 to 30 additional vehicles for these same passengers for every bus not employed. This results from passengers being dropped off individually or in pairs by shuttle, cab or personal vehicle.

JONWAR-54 | d. The proposed project will sharply interfere with recreational boating and access to and from the West Channel. Numerous boat owners and at least one yacht club have objected to the berthing at Kaiser Point because the required 100-meter security zone around each cruise ship will make navigation in and out of the West Channel very difficult.

In addition, transit times of cruise ships during weekends will occur when recreational boat traffic from the West Channel is at its highest, on afternoons leading to and during weekend afternoons. This will require closing the area to recreational boating during those times. Unlike the Main Channel berthing near downtown, the navigational path to the proposed berths at Kaiser Point would conflict directly with the navigational path used by almost all recreational boaters in the harbor. The problem is further exacerbated because

JONWAR-54  
CONT.

the Port is executing a major expansion of the marinas in that use the West Channel. This expansion will further heighten the navigation complexities and traffic jam

JONWAR-55

This problem will occur even with the proposed mitigation of floating security barriers to narrow the security zone around cruise ships. Furthermore, the US Coast Guard has not approved the floating barrier, and has stated that it will not fully review it until the project is in place. Therefore it is impossible for the Port to state with any certainty that the mitigation will be possible. Even if the mitigation is deemed acceptable by the Coast Guard, the mitigation will not eliminate the need to shut the area to small craft during cruise ship transit.

JONWAR-56

- e. Security zones at any Kaiser Point terminal will sharply limit access to the waterfront there. Currently, non-passengers are barred from the cruise terminal area and parking lots when the ships are not at berth. Similar restrictions, including added restrictions on non-passengers when the ships are at berth, are anticipated to ensure cruise port security.

Sincerely,

Melanie Ellen Jones

And

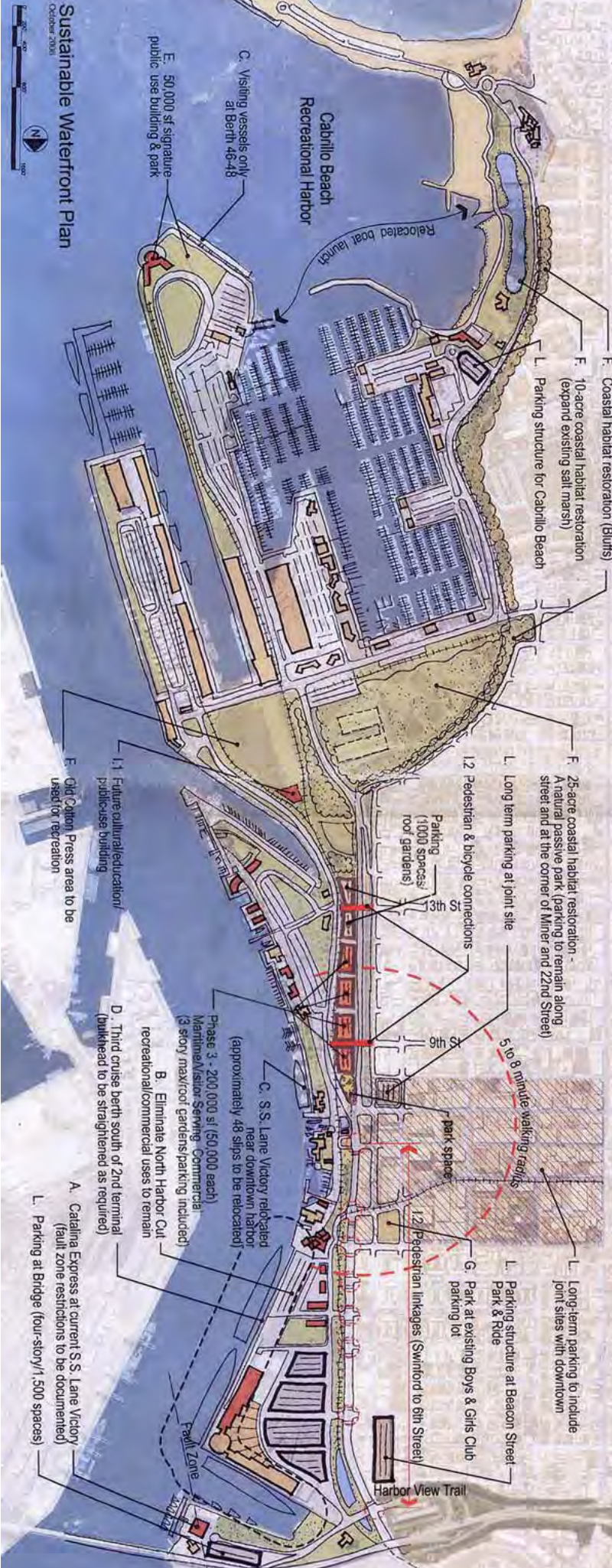
Peter M. Warren

619 West 38 Street

San Pedro, CA 90731

**GENERAL ITEMS:**

- F. 50 total acres "Coastal Habitat Restoration"
- G. Relocate parking to joint-use facilities Downtown
- L1. Total development at 1,911,585 sf (50% education / cultural)
- J. Identify public art locations in accordance with Art Master Plan
- K. Knoll Hill outside Bridge to Breakwater project area



- L. Long-term parking to include joint sites with Downtown & other remote sites
- M. All new buildings to be LEED™ Platinum, Green development utilizing renewable resources

- N. Integrated transportation system including long-term parking off Port Lands & feasibility studies of rail links and public transit to Long Beach, Wilmington, LAX, Metro Blue Line, & Downtown Los Angeles.

**Sustainable Waterfront Plan**

October 2006



## 1 **Melanie Ellen Jones and Peter M. Warren (JONWAR)**

### 2 **Response to Comment JONWAR-1**

3 Thank you for your comment. Your comments on the Sustainable Waterfront Plan  
4 will be forwarded to the Board of Harbor Commissioners for consideration during  
5 their deliberations on the proposed Project and alternatives. Because there are no  
6 new significant impacts or significant new information, recirculation of the document  
7 is not required. Please see Master Response 1 for further discussion regarding the  
8 Sustainable Waterfront Plan.

9 Please be advised that recirculation is only necessary under CEQA and NEPA when  
10 significant new information is added to the EIS/EIR after public notice is given of the  
11 availability of the draft EIS/EIR for public review under Section 15087 but before  
12 certification (CEQA Guidelines Section 15088.5; 40 CFR Section 1502.9(c) and 33  
13 CFR Section 230.13(b)). This comment does not provide any significant new  
14 information that would warrant recirculation.

15 This issue is also discussed in Response to Comments CSPNC3-2 and CSPNC3-3.

### 16 **Response to Comment JONWAR-2**

17 Thank you for your comment. Your objection to cruise berths at the Outer Harbor  
18 will be forwarded to the Board of Harbor Commissioners. It should be noted that the  
19 Outer Harbor cruise terminals would incorporate a 6-acre park and waterfront  
20 promenade for recreational uses and enjoyment by the public. Please see Master  
21 Response 2 for further discussion regarding the proposed Cruise Terminals at the  
22 Outer Harbor.

### 23 **Response to Comment JONWAR-3**

24 Thank you for your comment. The range of alternatives under consideration includes  
25 both the presence and absence of cruise ship berths in the Outer Harbor, and all  
26 impacts were evaluated accordingly in the draft EIS/EIR, as identified in Master  
27 Response 2. The draft EIS/EIR adequately analyzes and discloses the potential  
28 impacts to air quality (Section 3.2, "Air Quality and Meteorology"), noise (Section  
29 3.9, "Noise"), traffic (Section 3.11, "Transportation and Circulation (Ground)"),  
30 maritime vessel transportation (Section 3.12, "Transportation and Navigation  
31 (Marine)"), water quality (Section 3.14, "Water Quality, Sediments, and  
32 Oceanography"), recreation (Section 3.10, "Recreation"), health (Section 3.2, "Air  
33 Quality and Meteorology"), and aesthetics (Section 3.1, "Aesthetics"), and identifies  
34 mitigation to avoid or minimize impacts to the greatest degree feasible. Please note  
35 that before adopting a project that would have significant and unavoidable impacts,

1 the Board of Harbor Commissioners must weigh those impacts against the project’s  
2 economic, legal, social, technological or other benefits and would adopt a Statement  
3 of Overriding Considerations as part of their deliberations on the project, weighing  
4 the impacts with the project benefits supported by substantial evidence in the record  
5 (see CEQA Guidelines Section 15093). Similarly, the USACE weighs a project’s  
6 detriments against its benefits in its decision making. Your comment in opposition to  
7 the Outer Harbor Terminals will be forwarded to the Board of Harbor  
8 Commissioners. No additional response is necessary as this comment does not  
9 address the adequacy of the draft EIS/EIR. This issue is also discussed in Response to  
10 Comment CSPNC3-6.

## 11 **Response to Comment JONWAR-4**

12 Thank you for your comment. Your opposition to the Outer Harbor Cruise Terminals  
13 will be forwarded to the Board of Harbor Commissioners. LAHD staff designed the  
14 proposed Project and addressed any viable alternatives according to CEQA and  
15 NEPA, as discussed in Master Responses 1 and 2. Multiple alternatives are  
16 incorporated, and both Alternatives 4 and 5 involve no development of Outer Harbor  
17 Cruise Terminals. The approval of the proposed Project or any proposed alternative  
18 has yet to be determined because that is up to the Board of Harbor Commissioners  
19 and the USACE. With respect to air quality, none of the alternatives would achieve  
20 no net increase in air emissions. This has been adequately disclosed in Section 3.2,  
21 “Air Quality and Meteorology.” This issue is also discussed in Response to  
22 Comment CSPNC3-7.

## 23 **Response to Comment JONWAR-5**

24 Thank you for your comment. Significant adverse and unavoidable impacts to air  
25 quality, water quality, recreation, biological resources, aesthetics, view, light, ground  
26 transportation, geology, and other resources have been adequately disclosed in the  
27 draft EIS/EIR. Should the Board of Harbor Commissioners decide to approve the  
28 proposed Project or any of the alternatives, a Statement of Overriding Considerations  
29 would be required pursuant to CEQA, in which the Board of Harbor Commissioners  
30 would find that the benefits of the proposed Project outweigh the environmental  
31 impacts. Similarly, the USACE would balance the proposed Project’s detriments  
32 against its benefits in its decision making. This issue is also discussed in CSPNC3-8.

## 33 **Response to Comment JONWAR-6**

34 Thank you for your comment. The CAAP is a lasting emission-reduction plan for  
35 reduction of criteria pollutants. The mitigation measures contained in the draft  
36 EIS/EIR conform to CAAP measures, would be in effect over the life of the proposed  
37 Project or alternative, and would minimize emissions from construction and  
38 operation of the proposed Project or alternative. The CAAP, the construction  
39 mitigation, and the proposed Project-level mitigation included in the draft EIS/EIR,  
40 combined with federal, state, and regional regulations, would result in a substantial  
41 reduction of emissions at the Port and in the South Coast Air Basin. Table 3.2-25 of



1 the draft EIS/EIR provides a comparison between proposed project mitigation  
2 measures and CAAP measures. LAHD believes that appropriate and feasible  
3 mitigation measures have been analyzed for the proposed Project or alternatives.  
4 Additional measures beyond CAAP are also applied to the operation of the proposed  
5 Project or alternatives. However, significant air quality impacts remain despite the  
6 implementation of all feasible CAAP measures. There are currently no technologies  
7 that have been tested that can reduce all air quality impacts to below significance  
8 thresholds. This issue is also discussed in Response to Comment CSPNC3-9. Please  
9 note that while the USACE is not required to prepare a Statement of Overriding  
10 Considerations (CEQA requirement), the USACE will balance the proposed Project's  
11 detriments against its benefits in its decision making.

## 12 **Response to Comment JONWAR-7**

13 Thank you for your comment. Cruise ships do not typically require the use of  
14 tugboats. While it is possible for larger cruise vessels to back down the Main  
15 Channel, it would not be as convenient, and cruise vessel captains as well as Port  
16 pilots have expressed concern over having to back down the Main Channel. The  
17 larger ships are not able to turn into Berth 93 and are not able to cross under the  
18 Vincent Thomas Bridge due to the height of the bridge, requiring these vessels to  
19 back down the Main Channel. As discussed in the Master Response 2 regarding the  
20 proposed cruise terminals at the Outer Harbor, backing down the Main Channel is  
21 possible; however, such maneuvering narrows the margin of safety and increases risk  
22 with passing vessels. This has become increasingly challenging because other  
23 vessels, such as container ships, that berth along the main channel have increased in  
24 size as well. Therefore, the Outer Harbor provides for the most viable location for  
25 expansion of the cruise berths at the Port of Los Angeles. Responses are required  
26 only for those comments that address the adequacy of the draft EIS/EIR. This issue  
27 is also discussed in Response to Comment CSPNC3-10.

## 28 **Response to Comment JONWAR-8**

29 Thank you for your comment. Navigational reasons for the placement of cruise  
30 terminals at the Outer Harbor have been addressed in the Response to Comment  
31 JONWAR-7 as well as in Master Response 2 and are also discussed in CSPNC3-11.  
32 With respect to the economic support for the proposed Outer Harbor Cruise  
33 Terminals, the projections made in the cruise ship study referenced in the draft  
34 EIS/EIR reflect long-term trends and are expected to continue to reflect a long-term  
35 need for additional cruise ship facilities.

36 As noted by the commenter, this particular study was conducted in 2006, predating  
37 the current economic recession and therefore not taking into account weakened cruise  
38 passenger demand. For this reason, the Port commissioned an update to the 2006  
39 study, the Port of Los Angeles Cruise Market Demand Evaluation Study, completed  
40 by Menlo Consulting Group in February 2009. This study determined that the most  
41 likely future growth scenario is one in which growth projections are more in line with  
42 the historical growth rates at the Port of Los Angeles, around 2.88% per year. This  
43 updated study projects a 2- to 3-year period of flat or no-growth in cruise activity,

1 followed by a period of recovery which would bring cruise passenger growth rates to  
2 historical rates of growth in the long-term.

3 According to the updated study, even a conservative assumption of historic rates of  
4 cruise passenger growth show that demand would still outstrip capacity at the  
5 existing Cruise Center within the next 10 to 20 years. In addition, the existing  
6 landside infrastructure and available berths at the Cruise Center will not meet the  
7 growth in cruise passenger demand and the growth in the size of the ships that  
8 regularly call on the Port. In terms of environmental impacts, the analysis in the draft  
9 EIS/EIR assumed a much higher rate of cruise passenger growth and cruise ship calls  
10 at the Port than are likely to be realized when compared to the revised projections in  
11 the latest update to the cruise ship study. Therefore, the impacts analyzed in the draft  
12 EIS/EIR are considered very conservative and would not be exceeded by the  
13 proposed San Pedro Waterfront Project.

14 Although one of the proposed Project's objectives is to expand cruise ship facilities  
15 and related parking to capture a significant share of anticipated West Coast growth in  
16 the cruise demand, as described in Section 2.3.1 of the draft EIS/EIR, Alternatives 1,  
17 3, 4, and 5, evaluate the potential impacts under scenarios without one or both cruise  
18 ship berths at the Outer Harbor.

## 19 **Response to Comment JONWAR-9**

20 Thank you for your comment. Please see Master Response 1 for further discussion  
21 regarding the Sustainable Waterfront Plan. LAHD addressed a reasonable range of  
22 alternatives according to CEQA and NEPA guidelines in the draft EIS/EIR. As  
23 demonstrated by the comments received on the draft EIS/EIR, approximately 35  
24 individual comments out of 1,185 comments (less than 3%) referenced support for  
25 the Sustainable Waterfront Plan, which does not represent wide support for the  
26 alternative. LAHD considered the comments and determined that a new alternative  
27 would not be added to the process. Neither LAHD nor the USACE have  
28 predetermination in favor of the proposed Project. Five development alternatives in  
29 addition to the proposed Project are under consideration at a co-equal level of detail.  
30 While LAHD staff has developed the proposed Project, the Board of Harbor  
31 Commissioners and the USACE will independently evaluate the merits of each  
32 alternative and render their decisions on which alternative, if any, to approve. The  
33 waterfront project has not been piecemealed. Each of the previous improvement  
34 projects along the waterfront is independent of one another and does not rely on past  
35 or future projects in order to be viable on their own. Therefore, this does not  
36 constitute piecemealing or project segmenting under CEQA or NEPA. This issue is  
37 also discussed in Response to Comments CSPNC3-12 and CSPNC3-26.

## 38 **Response to Comment JONWAR-10**

39 Thank you for your comment. Please see the detailed Response to Comment  
40 JONWAR-9 above and Master Response 1 for further discussion regarding the  
41 Sustainable Waterfront Plan. Approval of the proposed Project or any alternative has

1 yet to be determined, and will be decided by the Board of Harbor Commissioners and  
2 the USACE. This issue is also discussed in Response to Comment CSPNC3-13.

### 3 **Response to Comment JONWAR-11**

4 Thank you for your comment. LAHD and the USACE have met and exceeded the  
5 CEQA and NEPA policies for public participation. This comment does not provide  
6 any significant new information that would warrant recirculation. Furthermore,  
7 because there are no new significant impacts or significant new information,  
8 recirculation of the document is not required. Should the Board of Harbor  
9 Commissioners or the USACE determine that another alternative is desired, then  
10 recirculation may be warranted. Please see Responses to Comments JONWAR-1 and  
11 JONWAR-9, as well as Master Responses 1 and 7, for further discussion regarding  
12 the Sustainable Waterfront Plan, the range of alternatives selected, and recirculation  
13 issues. Additionally, this issue is also discussed in Response to Comment  
14 CSPNC3-14.

### 15 **Response to Comment JONWAR-12**

16 Thank you for your comment. Your comments regarding the TraPac appellants,  
17 PCAC, and neighborhood councils are acknowledged. LAHD staff designed the  
18 proposed Project and addressed any viable alternatives according to CEQA and  
19 NEPA guidelines. Neither CEQA nor NEPA requires the lead agency to publicize  
20 material not analyzed in the draft EIS/EIR. What is required is that the EIS/EIR  
21 provides a reasonable range of alternatives. Please see Master Response 1 for  
22 discussion CEQA and NEPA alternative requirements and for discussion of the  
23 Sustainable Waterfront Plan. However, please note that all comments, including  
24 those which contain material on the Sustainable Waterfront Plan, are included and  
25 distributed as part of the final EIS/EIR and will be forwarded to the proposed  
26 Project's decision makers. Furthermore, approval of the proposed Project or any  
27 alternative has yet to be determined and will be decided by the Board of Harbor  
28 Commissioners and the USACE. Please see the detailed Responses to Comments  
29 JONWAR-1 and JONWAR-9 above for additional details. This issue is also  
30 discussed in Response to Comment CSPNC3-15.

### 31 **Response to Comment JONWAR-13**

32 Thank you for your comment. The draft EIS/EIR was prepared consistent with  
33 NEPA and CEQA requirements, as discussed in Master Response 1, including a  
34 reasonable range of alternatives. Please see the detailed Response to Comment  
35 JONWAR-9 above for additional details. Additionally, this issue is also discussed in  
36 Response to Comment CSPNC3-16.

## 1 Response to Comment JONWAR-14

2 Thank you for your comment. Please see the detailed Responses to Comments  
3 JONWAR-1 and JONWAR-9 above. Your comments regarding the CSPNC and the  
4 San Pedro Chamber of Commerce and Central San Pedro Chamber are  
5 acknowledged. Comments received from each of these organizations are addressed in  
6 separate responses in this chapter.

7 LAHD staff designed the proposed Project and addressed any viable alternatives  
8 according to CEQA and NEPA. Approval of the proposed Project or any alternative  
9 has yet to be determined, and will be decided by the Board of Harbor Commissioners  
10 and the USACE. Please also see Master Response 1 for discussion of CEQA and  
11 NEPA alternative requirements and for discussion of the SWP.

12 As discussed in the comment letter, the Sustainable Waterfront Plan is similar to  
13 Alternative 4 with some variations. CEQA and NEPA do not require an EIS/EIR to  
14 consider multiple variations on the alternatives analyzed in the draft EIS/EIR. “What  
15 is required is the production of information sufficient to permit a reasonable choice of  
16 alternatives so far as environmental aspects are concerned” (*Village Laguna of*  
17 *Laguna Beach, Inc. v. Board of Supervisors of Orange County* (1982) 134  
18 Cal.App.3d 1022).

19 Furthermore, this comment does not provide any significant new information that  
20 would warrant recirculation. This issue is also discussed in Response to Comment  
21 CSPNC3-17.

## 22 Response to Comment JONWAR-15

23 Thank you for your comment. Approval of the proposed Project or any alternative  
24 has yet to be determined and will be decided by the Board of Harbor Commissioners  
25 and the USACE. Please see Master Response 1 for discussion CEQA and NEPA  
26 alternative requirements and for discussion of the Sustainable Waterfront Plan. As  
27 discussed in the Master Response, “there are literally thousands of ‘reasonable  
28 alternatives’ to the proposed Project... But, no one would argue that the EIR is  
29 insufficient for failure to describe the alternative [suggested in the comment letters]”  
30 (*Village Laguna* (1982) 134 Cal.App3d at 1028). While the Sustainable Waterfront  
31 Plan was not analyzed, there is a reasonable range of alternatives presented in the  
32 draft EIS/EIR and the Sustainable Waterfront Plan is a variation on those alternatives.  
33 The fact that the draft EIS/EIR did not analyze the thousands of potentially feasible  
34 alternatives or variations thereof does not constitute predetermination but is simply a  
35 result of the nature of the CEQA and NEPA process. Please see the detailed  
36 Responses to Comments JONWAR-1 and JONWAR-9 above for additional details.  
37 Additionally, this issue is also discussed in Response to Comment CSPNC3-18.

## 1 Response to Comment JONWAR-16

2 Thank you for your comment. As described in Master Response 1, the proposed  
3 Project and each of the alternatives would provide linkages to downtown and the  
4 community. As described on Pages 2-19 through 2-21 (Section 2.4.2.1.1) of the draft  
5 EIS/EIR, substantial waterfront access design considerations and linkages are  
6 provided for pedestrians, bicycles, and watercraft. One of the key features of the  
7 proposed Project is to provide enhanced public access to the waterfront (see Section  
8 2.3, Project Purpose; Section 2.3.1, CEQA Objectives; and Section 2.3.2, NEPA  
9 Purposes and Need, of the draft EIS/EIR). Pedestrian and bicycle access to the San  
10 Pedro Waterfront is an important element that has been discussed in many forums in  
11 recent years. These nonvehicular access principles were incorporated to maximize  
12 the opportunity to access the waterfront in numerous locations by foot or bicycle.  
13 These principles are contained in the proposed Project and all alternatives (See  
14 Section 2.4.2.1.1).

15 The proposed Project and each of the build alternatives would create pedestrian-  
16 oriented design, from bridge to breakwater and to downtown. A continuous  
17 promenade would be developed primarily along the water's edge except in areas  
18 where loading vessels or other maritime activity would make pedestrian access  
19 unsafe (see Section 2.4.2.1.2 of the draft EIS/EIR). Enticing and attractive  
20 connections would be created from downtown San Pedro and residential areas to  
21 provide pedestrian access over the bluff and downtown to the waterfront. Signage  
22 and hardscape treatment would be installed that clearly identifies pedestrian crossings  
23 and pedestrian access to the waterfront and downtown San Pedro. Physical barriers  
24 to the waterfront would be eliminated, such as fences required for freight rail activity  
25 (see Section 2.4.2.1.1 of the draft EIS/EIR).

26 In addition, in response to the suggestion in the comment to increase transit  
27 connections to downtown, please see Section 3.11.2.5 in the draft EIS/EIR regarding  
28 the discussion of existing public transit. Currently there are a number of public  
29 transit options which go to and from the proposed Project area. The draft EIS/EIR  
30 incorporates coach buses, taxis, shuttle buses, and Waterfront Red Car line as part of  
31 the proposed Project in order to reduce car trips. LAHD has jurisdictional authority  
32 and is directly responsible for all property and buildings within its jurisdictional  
33 boundaries. Therefore, it cannot propose an extension of public transit infrastructure  
34 outside of Port jurisdiction, for example to connect with downtown San Pedro.

35 Please see Master Response 1 for a discussion of each of the other elements  
36 suggested in this comment as well as CEQA and NEPA alternative requirements and  
37 for a discussion of the Sustainable Waterfront Plan. Your comment providing  
38 general recommendations on the Sustainable Waterfront Plan will be forwarded to  
39 the Board of Harbor Commissioners for consideration during their deliberations on  
40 the proposed Project and alternatives. This issue is also discussed in Response to  
41 Comment CSPNC3-19.

## 1 Response to Comment JONWAR-17

2 Thank you for your comment. Please see Master Response 1 for a discussion of  
3 CEQA and NEPA alternative requirements and for a discussion of the Sustainable  
4 Waterfront Plan. Please also note that the draft EIS/EIR analyzes several alternatives  
5 with no outer harbor cruise ship berths (see Alternatives 4, 5, and 6). In addition,  
6 Alternatives 4 and 5 analyzed all berths and parking at the Inner Harbor. Your  
7 comment providing specific suggestions for elements on the Sustainable Waterfront  
8 Plan will be forwarded to the Board of Harbor Commissioners for consideration  
9 during their deliberations on the proposed Project and alternatives. This issue is also  
10 discussed in Response to Comment CSPNC3-20.

## 11 Response to Comment JONWAR-18

12 Thank you for your comment. The proposed Project provides increased public access  
13 and connections between the waterfront area and the San Pedro Community.  
14 Furthermore, pedestrian and bicycle access is an important element of the proposed  
15 Project. These were incorporated to maximize the opportunity to access the  
16 waterfront in numerous locations by foot or bicycle. For example, the proposed San  
17 Pedro Waterfront Project contains new pathways for pedestrians (California Coastal  
18 Trail) and bicyclists as seen in Figure 2-6a along with several other pedestrian  
19 oriented features described in Section 2.4.2.1.1 of the draft EIS/EIR. Furthermore, the  
20 Waterfront Red Car would be extended but not to downtown because LAHD does not  
21 have jurisdiction beyond its boundaries.

22 As discussed in Master Response 1, the draft EIS/EIR analyzes a reasonable range of  
23 alternatives that permit the decision makers to make a reasoned choice regarding  
24 project/alternative approval, approval with modifications, or disapproval. Additional  
25 alternatives are therefore not needed to comply with CEQA and NEPA. These  
26 issues are also discussed in Response to Comment CSPNC3-21. Your comment  
27 providing specific comments on the Sustainable Waterfront Plan will be forwarded to  
28 the Board of Harbor Commissioners for consideration during their deliberations on  
29 the proposed Project and alternatives.

## 30 Response to Comment JONWAR-19

31 Thank you for your comment. Pedestrian linkages have been designed in the  
32 proposed Project and alternatives to connect to various recreational and open spaces  
33 in the vicinity of the proposed project site. As discussed in Section 3.10,  
34 "Recreation," of the draft EIS/EIR, the California Coastal Trail (CCT) currently  
35 exists throughout the proposed project site, and the proposed Project would enhance  
36 the CCT by creating a wide waterfront promenade, providing pedestrians and  
37 bicyclists enhanced access to the waterfront. In addition, the proposed Project  
38 includes the Outer Harbor Park on Kaiser Point, which would incorporate  
39 landscaping, hardscape, lighting, signage, and outdoor furniture. Other suggested  
40 improvements beyond the Port boundaries are not considered because LAHD's  
41 jurisdiction is limited to areas within its boundaries. The draft EIS/EIR considered a

1 reasonable range of alternatives that best accomplish the proposed Project's  
2 objectives while minimizing the impacts to the environment. CEQA and NEPA do  
3 not require the environmental document to consider every possible permutation of  
4 each alternative (CEQ Forty Questions, No. 1b; CEQA Guidelines Section  
5 15126.6(a), (f)). Please see Master Response 1 for further discussion regarding the  
6 Sustainable Waterfront Plan. No further response is required because the comment  
7 does not address significant environmental issues regarding the content or adequacy  
8 of the EIS/EIR. This issue is also discussed in Response to Comment CSPNC3-22.

## 9 **Response to Comment JONWAR-20**

10 Thank you for your comment. Expansion and enhancement of the salt marsh is  
11 proposed and was analyzed in Section 3.3, "Biological Resources," of the draft  
12 EIS/EIR. These activities would mitigate proposed mudflat impacts at Berth 78  
13 (proposed Project and Alternatives 1-4) as well as salt marsh and mudflat impacts  
14 associated with expanding and enhancing native estuarine habitats at Salinas de San  
15 Pedro Salt Marsh. The mitigation entails the creation of a new mudflat area at a ratio  
16 of 1:1 as part of the proposed salt marsh habitat enhancement/expansion described in  
17 Mitigation Measure MM BIO-4. Please see Response to Comment EPA-29 for  
18 further discussion of this issue. The draft EIS/EIR considered a reasonable range of  
19 alternatives that best accomplish the proposed Project's objectives while minimizing  
20 the impacts to the environment. Unfortunately, it is not feasible to consider every  
21 possible permutation of each alternative, and neither NEPA nor CEQA require this.  
22 Please see Master Response 1 for further discussion regarding the Sustainable  
23 Waterfront Plan. No further response is required because the comment does not  
24 address significant environmental issues regarding the content or adequacy of the  
25 draft EIS/EIR. Your comment providing specific comments on the Sustainable  
26 Waterfront Plan will be forwarded to the Board of Harbor Commissioners for  
27 consideration during their deliberations on the proposed Project and alternatives.  
28 This issue is also discussed in Response to Comment CSPNC3-23.

## 29 **Response to Comment JONWAR-21**

30 Thank you for your comment. Your comment providing specific comments on the  
31 Sustainable Waterfront Plan will be forwarded to the Board of Harbor  
32 Commissioners for consideration during their deliberations on the proposed Project  
33 and alternatives. Alternative 3 envisions up to 150,000 square feet of commercial  
34 space at Ports O'Call with a promenade and public plaza areas.

35 Furthermore, the draft EIS/EIR analyzes a reasonable range of alternatives, which  
36 permit the decision makers to make a reasoned choice regarding project/alternative  
37 approval, approval with modifications, or disapproval. Please see Master Response 1  
38 for further discussion regarding the Sustainable Waterfront Plan. Additional  
39 alternatives are therefore not needed to comply with CEQA and NEPA. However,  
40 your suggestions are appreciated and will be forwarded to the Board of Harbor  
41 Commissioners for consideration during its deliberations on the proposed Project and  
42 alternatives. This issue is also discussed in Response to Comment CSPNC3-24.

## 1 Response to Comment JONWAR-22

2 Thank you for your comment. The decision to include parking near the waterfront as  
3 part of the proposed Project was carefully balanced between enabling the greatest  
4 public access and making the best use of limited space for recreational and  
5 commercial land uses. The proposed Project includes surface parking lots only at the  
6 Outer Harbor, and thus would have a minimal profile near the waterfront. In addition,  
7 the proposed bluff site parking structures would eliminate the need for the current  
8 surface parking areas serving the Ports O'Call area and would thus open up areas for  
9 public open space by consolidating the Ports O'Call parking into a vertical structure  
10 (draft EIS/EIR, Page 3.1-31). Please see the Response to Comment SCHVTF-20 for  
11 further explanation regarding parking.  
12

13 In addition, the draft EIS/EIR analyzed a reasonable range of alternatives, including  
14 several alternatives with reduced parking, as seen in Figures ES-4, Figure 2-17  
15 (Alternative 1; changes to Outer Harbor parking), Figure 2-19 (Alternative 2;  
16 changes to Outer Harbor parking), Figure 2-21 (Alternative 3; no parking at SP  
17 Railyard), Figure 2-22 (Alternative 4; reduced parking in the Inner and Outer  
18 Harbors); Figure 2-23 (Alternative 5; reduced parking in the Inner and Outer  
19 Harbors), Figure 2-24 (Alternative 6, no new parking).

20 Also, LAHD is limited to providing proposed project elements within its boundaries.  
21 Downtown San Pedro is outside of LAHD's jurisdiction; therefore, no downtown  
22 parking is included as part of the proposed Project or any of its alternatives.

23 Please see Master Response 1 for further discussion regarding the Sustainable  
24 Waterfront Plan. Your comment providing specific comments on the Sustainable  
25 Waterfront Plan will be forwarded to the Board of Harbor Commissioners for  
26 consideration during their deliberations on the proposed Project and alternatives.

27 These issues are also discussed in Response to Comment CSPNC3-25.

## 28 Response to Comment JONWAR-23

29 Thank you for your comment. Please see Master Response 1 for further discussion  
30 regarding the Sustainable Waterfront Plan. Your comment providing specific  
31 comments on the Sustainable Waterfront Plan will be forwarded to the Board of  
32 Harbor Commissioners for consideration during their deliberations on the proposed  
33 Project and alternatives. Many of the features identified are included in the proposed  
34 Project and/or alternatives. It is LAHD's goal to be the greenest port on the West  
35 Coast. The San Pedro Waterfront Project is intended to showcase LAHD's  
36 commitment to sustainability, and the comment regarding LAHD lacking incentives  
37 for Marine Terminals to make changes that would be less harmful to the environment  
38 is inaccurate. As presented on Page 2-41 of the draft EIS/EIR, the proposed Project  
39 includes a number of sustainable features that are consistent with LAHD's  
40 sustainability program and policies, including Leadership in Energy and  
41 Environmental Design (LEED) Certification (minimum Silver) for all new



1 development over 7,500 square feet, including the cruise terminals. Additionally, as  
2 presented in Section 3.2, “Air Quality and Meteorology,” the proposed Project would  
3 incorporate mitigation measures to reduce environmental impacts associated with the  
4 cruise ships and cruise terminals, including requirements for cruise vessels calling at  
5 the Port to use alternative maritime power (AMP) while hotelling in the Port. This  
6 issue is also discussed in Response to Comment CSPNC3-26. The waterfront project  
7 has not been piecemealed. Each of the previous improvement projects along the  
8 waterfront is independent of one another and does not rely on past or future projects  
9 in order to be viable on their own. Therefore, this does not constitute piecemealing  
10 or project segmenting under CEQA or NEPA. This issue is also discussed in  
11 Response to Comment CSPNC3-12 and CSPNC3-26.

## 12 **Response to Comment JONWAR-24**

13 Thank you for your comment. Your comment suggesting that a plan be created that  
14 requires less mitigation and does not rely on overriding considerations is  
15 acknowledged and will be forwarded to the Board of Harbor Commissioners for  
16 consideration during their deliberations on the proposed Project and alternatives.  
17 Responses are required only for those comments that address the adequacy of the  
18 draft EIS/EIR. Responses to your comments on specific resource areas are provided  
19 below. This issue is also discussed in Response to Comment CSPNC3-27.

## 20 **Response to Comment JONWAR-25**

21 Thank you for your comment. The draft EIS/EIR adequately analyzes the aesthetic  
22 impacts of the proposed Project on the waterfront area in Section 3.1, “Aesthetics.”  
23 As discussed in that section, the proposed Outer Harbor Cruise Terminals would not  
24 eliminate water views or cover green space to such a great extent that the aesthetic  
25 appeal of the waterfront area would be severely reduced. The proposed Project was  
26 designed to increase public access to the waterfront through development of a  
27 waterfront promenade and continuous bike path through the proposed project area  
28 with connections to the California Coastal Trail. In the Outer Harbor, the proposed  
29 Project would convert a largely asphalt and concrete surface into a 6-acre public park  
30 and waterfront promenade, providing additional access to waterfront views. The  
31 proposed 18-acre San Pedro Park would be developed in conjunction with the future  
32 16-acre 22<sup>nd</sup> Street Landing Park and would enhance the area with maintained open  
33 space. Additionally, the 3-acre Fishermen’s Park would be developed at Ports  
34 O’Call, and access to the existing John S. Gibson Jr. Park would be enhanced through  
35 its development as an integral component of the Town Square Area. Linear footage  
36 of the water’s edge would be increased at the proposed Downtown Harbor, and this,  
37 combined with proposed adjacent plaza features that would link to downtown San  
38 Pedro, would enhance access opportunities to waterfront resources. Overall, the  
39 proposed Project would increase maintained open space, access, and public viewing  
40 opportunities to waterfront resources. As detailed in Section 3.1, “Aesthetics,” the  
41 analysis concluded that aesthetic impacts would be less than significant. Responses  
42 are required only for those comments that address the adequacy of the draft EIS/EIR.

1 The only significant impact to aesthetic resources would occur as a result of the Inner  
2 Harbor parking structures, which would block views of the Vincent Thomas Bridge  
3 from a small segment of Harbor Boulevard. However, the parking structures would  
4 be aligned to maintain water views from local streets that access the affected area of  
5 Harbor Boulevard. See Section 3.1.4.3.1 in Section 3.1, “Aesthetics,” of the draft  
6 EIS/EIR for further detail. These issues are also discussed in Response to Comment  
7 CSPNC3-28.

## 8 **Response to Comment JONWAR-26**

9 Thank you for your comment. The comment provides no evidence to support the  
10 claim that proposed retail establishments would require greatly increased public  
11 services or would degrade existing resources. In fact, as analyzed in Section 3.13,  
12 “Utilities and Public Services,” the proposed retail establishments would not require  
13 greatly increased public services and would not degrade resources available to  
14 existing residents, organizations, and businesses. Full analysis and disclosure of  
15 impacts to public services has been provided and analyzed in the draft EIS/EIR  
16 according to CEQA and NEPA, and impacts were determined to be less than  
17 significant. Significant degradation of services available to residents, organizations,  
18 and businesses would not occur from the proposed Project. This issue is also  
19 discussed in CSNPC3-29.

## 20 **Response to Comment JONWAR-27**

21 Thank you for your comment. The comment provides no evidence to support the  
22 claim that proposed retail establishments would require greatly increased  
23 utilities/service systems or would degrade service to existing facilities. In fact, as  
24 analyzed in Section 3.13, “Utilities and Public Services,” with implementation of  
25 Mitigation Measures MM PS-2 through MM PS-6, construction and operation of the  
26 proposed retail establishments would not require greatly increased utilities or public  
27 services and would not degrade service to existing facilities. Full analysis and  
28 disclosure of impacts to utilities and services has been provided and analyzed in the  
29 draft EIS/EIR, and impacts were determined to be less than significant. Significant  
30 degradation of services available to existing facilities would not occur from the  
31 proposed Project. This issue is also discussed in Response to Comment CSNPC3-30.

## 32 **Response to Comment JONWAR-28**

33 Thank you for your comment. The proposed Project would neither eliminate nor have  
34 a significant adverse impact on resources with respect to marine recreation (note:  
35 cultural resources typically refers to historic resources). Marine recreation impacts  
36 are fully analyzed in Section 3.10, “Recreation,” of the draft EIS/EIR and were  
37 determined to be less than significant as a result of the Outer Harbor Cruise Terminal.

38 As mentioned in Chapter 2, “Project Description,” of the draft EIS/EIR, preliminary  
39 discussions with the U.S. Coast Guard (USCG) suggest that a floating security barrier  
40 providing a 75-foot buffer would provide adequate security, would reduce the

1 security radius around the cruise ship while at berth, and would keep at a minimum  
2 any interference with small recreational boating in the vicinity of the Outer Harbor  
3 berths. While this concept has not been finalized, the USCG has indicated a  
4 willingness to work with LAHD to ensure adequate access is maintained into and out  
5 of the West Channel. However, even if the floating security barrier were not  
6 approved by the USCG and a full 100-yard barrier were necessary while a cruise ship  
7 were docked at the Outer Harbor, this would not preclude access to the marinas in the  
8 West Channel and would not require LAHD to deny access or close the marinas. In  
9 the worst-case scenario assuming a 100-yard security barrier in place at the Outer  
10 Harbor, recreational boaters would have a channel approximately 80 yards wide to be  
11 able to navigate around the security zone while a cruise ship is docked in this  
12 location.

13 No further response is required because the comment does not address the adequacy  
14 of the EIS/EIR. Your comment has been noted. This issue is also discussed in  
15 Response to Comment CSNPC3-31.

## 16 **Response to Comment JONWAR-29**

17 Thank you for your comment. This comment is unsubstantiated. The proposed  
18 Project would add recreation opportunities that currently do not exist, expanding the  
19 recreational opportunities available to the community to access the waterfront. The  
20 proposed Project would add approximately 28 acres of parks and open space that do  
21 not currently exist in the proposed project area, including the Town Square and  
22 Downtown Civic Fountain, Fishermen's Park, Outer Harbor Park, and San Pedro  
23 Park. Responses are required only for those comments that address the adequacy of  
24 the draft EIS/EIR. Your comment has been noted. This issue is also discussed in  
25 Response to Comment CSPNC3-32.

## 26 **Response to Comment JONWAR-30**

27 Thank you for your comment. The proposed Project is not contrary to existing uses,  
28 nor would it dilute plans for improvements or continued commercial use of the  
29 business district on 6<sup>th</sup> and 7<sup>th</sup> Streets and along Pacific Avenue. As discussed in  
30 Section 7.4.2.2.1 of the draft EIS/EIR, differences in character between the  
31 downtown commercial district and the waterfront commercial district would result in  
32 a low potential for competition between the two commercial districts and for  
33 downtown businesses to relocate to the waterfront. Please see Master Response 5 for  
34 further discussion regarding the proposed San Pedro Waterfront Project and potential  
35 impacts to San Pedro businesses. Responses are required only for those comments  
36 that address the adequacy of the EIS/EIR. Your comment has been noted. This issue  
37 is also discussed in Response to Comment CSPNC3-33.

## 38 **Response to Comment JONWAR-31**

39 Thank you for your comment. The proposed Project would include elements  
40 requiring increased traffic flow and capacity, thereby resulting in increased impacts

1 to local roadways. A detailed traffic study was prepared for the proposed Project that  
2 adequately analyzes and discloses potential impacts to area roadways, the results of  
3 which are presented in Section 3.11, “Transportation and Circulation (Ground).” The  
4 entire study is presented in Appendix M.1. Pages 3.11-36 through 3.11-44 of the  
5 draft EIS/EIR describe the proposed mitigation measures developed to address traffic  
6 impacts associated with the proposed Project. Mitigation measures are identified to  
7 minimize impacts to the greatest degree possible; however, some impacts would  
8 remain significant and unavoidable. This issue is also discussed in Response to  
9 Comment CSPNC3-34.

## 10 **Response to Comment JONWAR-32**

11 Thank you for your comment. Currently, there are no federal standards for cancer  
12 risk, and it is assumed that the commenter is referring to the Port standard for  
13 incremental cancer risk for residential receptors, the threshold of which is currently  
14 greater than or equal to 10 in 1 million. However, criteria pollutants do have air  
15 quality standards—the National Ambient Air Quality Standards (NAAQS).  
16 Modeling results presented in Appendix D2 show that criteria pollutants of most  
17 concern are NO<sub>2</sub>, CO, PM10, and PM2.5. Results presented in Appendix D2 show  
18 that for the mitigated proposed Project and alternatives there are no exceedances of  
19 the federal air quality standards for CO. For NO<sub>2</sub>, the mitigated proposed Project  
20 does show the potential for exceeding the federal air quality standard if the maximum  
21 project concentration occurred contemporaneously with the maximum observed  
22 background concentration. However, it should also be noted that even for the No  
23 Project Alternative (Alternative 6), the maximum concentration is also shown to be  
24 potentially higher than the federal standard and even higher than the proposed  
25 Project.

26 The SCAB is in nonattainment for PM10 and PM2.5, unlike CO and NO<sub>2</sub>. This  
27 means the area already exceeds the NAAQS for PM10 and PM2.5. The proposed  
28 Project would add to the to the PM10 and PM2.5 nonattainment burden (see  
29 measured background concentrations as shown in Tables 3.2-2 and 3.2-3 of the draft  
30 EIS/EIR). However, under the nonattainment status the SCAQMD defines an impact  
31 as significant if the project increases ambient concentrations by more than 2.5 µg/m<sup>3</sup>  
32 for PM10 or PM2.5; therefore, the comparison for significance is based on this  
33 comparison rather than the NAAQS. In regards to cancer risk, the mitigated proposed  
34 Project’s residential incremental cancer risk is below the LAHD’s acceptable  
35 threshold level of risk increase of 10 in 1 million.

36 It should be noted that the mitigation measures provided in the draft EIS/EIR are  
37 consistent with the San Pedro Bay Clean Air Action Plan (CAAP), which has  
38 undergone extensive public review and serves as the overall guide to minimizing  
39 Port-wide air quality impacts to local communities. It is the intention of LAHD to  
40 directly reduce or eliminate the source of emissions and, therefore, to reduce any  
41 long-term health care costs that might be associated with Port project development.  
42 This issue is also discussed in Response to Comment CSPNC3-35.

## 1 Response to Comment JONWAR-33

2 The proposed Project would not increase GHG emissions by several orders of  
3 magnitude over Alternative 4. As shown in Section 3.2.4.3 of the final EIS/EIR, the  
4 maximum increase in operational GHG emissions with the proposed Project over  
5 Alternative 4 occurs with the unmitigated proposed Project and Alternative 4  
6 mitigated, for 2037 and equals 27,649 MT/yr CO<sub>2</sub>e. This is a 13.2% increase over  
7 Alternative 4 Mitigated. This issue is also discussed in Response to Comment  
8 CSPNC3-36 and PCACAQS-5.

## 9 Response to Comment JONWAR-34

10 Thank you for your comment. Exclusion of the Outer Harbor Cruise Terminals  
11 would not allow existing cruise facilities to meet projected increase of passengers or  
12 new larger ships. The draft EIS/EIR analysis demonstrates that an increase in cruise  
13 calls in the Inner Harbor, necessary to meet projected demand, would increase health  
14 impacts in an area closest to sensitive receptors (Alternatives 4, 5 and 6). The  
15 placement of a cruise terminal in the Outer Harbor takes advantage of the Outer  
16 Harbor's location, which is further removed from sensitive receptors. The placement  
17 of a cruise terminal in the Outer Harbor also takes advantage of the meteorological  
18 conditions in that location that allow for greater dispersion and lower ground-level  
19 pollutant concentrations. Please see Master Response 2 for additional discussion  
20 regarding the Outer Harbor. Alternatives that do not include the construction of an  
21 Outer Harbor Terminal were analyzed in the draft EIS/EIR and will be considered by  
22 the Board of Harbor Commissioners and the USACE. This issue is also discussed in  
23 Response to Comment CSPNC3-37.

## 24 Response to Comment JONWAR-35

25 Thank you for your comment. The comment calls for consistency of alternative  
26 maritime power (AMP) requirements between the proposed Project and other Port  
27 projects and calls for 100% AMP of all calls immediately on start of operations and  
28 thereafter at both the Inner and Outer Harbor Cruise Terminals.

29 Please see the detailed Response to Comment SCAQMD-9, which addresses the  
30 compliance rate assumptions for Mitigation Measure MM AQ-9, Alternative Marine  
31 Power (AMP) for Cruise Vessels. The AMP mitigation measure compliance rate at  
32 the Outer Harbor is 97% to allow time for ships to tie up to AMP and to  
33 accommodate occasional visiting vessels that do not regularly call upon the Port.  
34 The lower AMP compliance rate at the Inner Harbor terminal is driven by existing  
35 lease agreements with home-ported vessels and to accommodate occasional visiting  
36 vessels that do not regularly call upon the Port.

37 Mitigation measures were developed based on industry standards, technology  
38 developments, cruise industry expertise, input from community advisory groups, and  
39 mitigation measures deemed feasible for other Port projects. However, it is  
40 important to note that each project, and thus mitigation measures appropriate to that

1 project, carry individual technological feasibility, operational feasibility, and lease  
2 agreement considerations. Although mitigation measures from other projects were  
3 considered in developing mitigation measures for the draft EIS/EIR, final mitigation  
4 measures are project-specific, are based on feasibility and existing lease agreements,  
5 and are not required to be consistent with other Port projects.

6 This issue is also addressed in Response to Comments CSPNC3-38 and PCACAQS-  
7 8.

## 8 **Response to Comment JONWAR-36**

9 Thank you for your comment. Most of the on-road delivery trucks are owned and/or  
10 leased by individual vendors who are not LAHD tenants. The phased-in schedule for  
11 on-road trucks was established to allow time for LAHD tenants to inform and  
12 encourage their vendors to implement the use of EPA 2007 emission standard trucks  
13 during fleet turnover period. This issue is also discussed in Response to Comments  
14 CSPNC3-39, PACAQS-9, and PACAQS-10.

## 15 **Response to Comment JONWAR-37**

16 Thank you for your comment. Mitigation Measure MM AQ-15 applies to delivery  
17 trucks associated with the operation of the proposed Project. During the construction  
18 phases, Mitigation Measure MM AQ-3 applies to on-road trucks delivering  
19 construction materials. The mitigation measure requires trucks to meet the EPA 2004  
20 emission standards for the years 2009 through 2011 and EPA 2007 emissions  
21 standards for post-year 2011. This issue is also discussed in Response to Comments  
22 CSPNC3-40, PCACAQS-9, and PACAQS-10.

## 23 **Response to Comment JONWAR-38**

24 Your comment regarding the use of low sulfur fuel is noted. Mitigation Measure  
25 MM AQ-10 states that 100% of ships calling at the Inner and Outer Harbor Cruise  
26 Terminals will use low-sulfur fuel (maximum sulfur content of 0.2%) in auxiliary  
27 engines, main engines, and boilers within 40 nautical miles of Point Fermin  
28 (including hotelling for non-alternative maritime power ships) beginning on day one  
29 of operation. Ships with mono-tank systems or having technical issues prohibiting  
30 use of low-sulfur fuel would be exempt from this requirement.

31 Although the mitigation measure stipulates 100% compliance upon commencement  
32 of the proposed Project, the following annual participation rates were conservatively  
33 assumed in the air quality analysis:

34 Inner Harbor:

- 35 ■ 30% of all calls in 2009, and
- 36 ■ 90% of all calls in 2013 and thereafter.

1 Outer Harbor:

2 ■ 90% of all calls in 2013.

3 The incremental mitigation benefits of accelerating the implementation of Mitigation  
4 Measure MM AQ-10 have not been quantified. Nevertheless, it is certain that  
5 accelerated implementation of Mitigation Measure MM AQ-10 would result in  
6 emissions lower than those identified in the draft EIS/EIR, although not sufficiently  
7 low that any significant and unavoidable impact identified in the draft EIS/EIR would  
8 be reduced to a less-than-significant level. Therefore, the findings in the draft  
9 EIS/EIR with regard to air quality impacts would remain the same.

10 To allow for some margin of error and product contamination in the distribution  
11 system, when a shipping line orders 0.2% sulfur fuel, the shipping line is actually  
12 receiving a fuel with a lower sulfur content of between 0.13 and 0.16% (POLA  
13 2007). Therefore, if the mitigation measure required 0.1% fuel, the supplier would  
14 have to provide fuel at a content of lower than 0.1%, which might not be possible in  
15 current refineries (POLA 2007). Additionally, 0.2% is consistent with the *San Pedro*  
16 *Bay Clean Air Action Plan* (CAAP). In developing and approving the CAAP, the  
17 Ports of Los Angeles and Long Beach met and collaborated with agencies (including  
18 CARB, South Coast Air Quality Management District [SCAQMD], and EPA),  
19 environmental and community groups, and the shipping industry. As a result of this  
20 collaborative process, 0.2% sulfur fuel was found to be the lowest sulfur-level fuel  
21 feasible Port-wide and for mitigation of the impacts of the proposed Project

22 There is a CARB regulation that requires 0.1% starting in 2012 (current regulations  
23 restrict fuel to 1.5% or 0.5% sulfur, depending on source fuel). However, this  
24 requirement to meet 0.1% is contingent on results of a feasibility study slated to start  
25 12–18 months prior to 2012. The 0.1% fuel represents a goal under the CARB rule  
26 and may be amended due to the results of the study. However, if 0.1% fuel was  
27 found to be feasible, all ships would be subject to the CARB regulation starting in  
28 2012. Mitigation Measure MM AQ-10 simply accelerates and ensures compliance  
29 pending legal or other regulatory delays with the statewide measure and provides a  
30 stopgap to 0.2% low sulfur fuel if the 0.1% fuel is found infeasible.

31 The mitigation measure also states that the tenant will notify LAHD of any vessels  
32 that are unable to use 0.2% low sulfur fuel due to technical reasons prior to arrival  
33 and will make every effort to retrofit such ships within 1 year. It is infeasible to  
34 retrofit ships within 6 months since ships are only removed from the water for regular  
35 maintenance at a minimum of once a year.

36 This issue is also discussed in Response to Comments SCAQMD-10, CSPNC3-41,  
37 and PCACAQS-11.

## 38 **Response to Comment JONWAR-39**

39 Thank you for your comment. LAHD conducted a survey in early 2008 of shuttle  
40 buses and vehicle providers, including information on future vehicle orders. As a

1 result of this survey, it was found that electric-powered buses would not be available  
2 in large quantities. However, LAHD would encourage use of the cleanest available  
3 shuttle buses. As indicated in the final EIS/EIR, all shuttle buses would meet LEV  
4 (low-emission vehicle) standards. This issue is also discussed in Response to  
5 Comments CSPNC3-42 and PCACAQS-12.

## 6 Response to Comment JONWAR-40

7 Thank you for your comment. The comment calls for tugboat engines to meet Tier 3  
8 standards by 2014, and Tier 4 standards when marine engines meeting Tier 4  
9 standards become available.

10 All tugboats would meet CARB's Harbor Craft rule, which sets a schedule for engine  
11 replacement/retrofit for harbor craft home-ported in the SCAQMD. Mitigation  
12 Measure MM AQ-18 accelerates CARB's tugboat engine replacement schedule by  
13 requiring 100% fleet turnover to Tier 2 (at minimum) in 2014 and 100% fleet  
14 turnover to Tier 3 (at minimum) in 2020.

15 The EIS/EIR analysis conservatively assumed Tier 2 standards for all tugboats by the  
16 end of 2014, even though some operators may replace ferry engines with Tier 3  
17 engines, as would be dictated by the CARB Harbor Craft rule in the year of retrofit.  
18 The analysis also conservatively assumed Tier 3 standards for all tugboats by the end  
19 of 2020, even though some operators may replace ferry engines with Tier 4 engines,  
20 as would be dictated by the CARB Harbor Craft rule in the year of retrofit.

21 The Mitigation Measure MM AQ-18 language has been altered to better reflect the  
22 intent of the accelerated replacement as follows:

23 Tugboats calling at the North Harbor cut shall be repowered to meet the cleanest  
24 existing marine engine emission standards or EPA Tier 2, whichever is more  
25 stringent at the time of engine replacement, as follows (minimum percentages):  
26 30% in 2010 and 100% in 2014.

27 Tugs calling at the North Harbor cut shall be repowered to meet the cleanest  
28 existing marine engine emission standards or EPA Tier 3, whichever is more  
29 stringent at the time of engine replacement, as follows (minimum percentages):  
30 20% in 2015, 50% in 2018, and 100% in 2020.

31 This issue is also discussed in Response to Comments SCAQMD-14, CSPNC3-4,  
32 and PCACAQS-12.

33

## 34 Response to Comment JONWAR-41

35 Thank you for your comment. Mitigation Measure MM AQ-21 applies only to  
36 Catalina Ferries, which are not subject to CAAP. Mitigation Measure MM AQ-21  
37 language has been altered to better reflect the intent of the accelerated replacement



1 and requires all ferries calling at the Catalina Express Terminal to be 100%  
2 repowered to meet the cleanest marine engine emissions standards in existence at the  
3 time of repowering as follows (minimum percentages): 30% in 2010 and 100% in  
4 2014.

5 Table 3.2-141, Mitigation Monitoring for Air Quality and Meteorology, of the draft  
6 EIS/EIR erroneously identifies tugboat operators Crawley and Millennium as the  
7 responsible parties under this measure (Mitigation Measure MM AQ-21). The  
8 language in Table 3.2-141 has been changed to refer to the Catalina Express Ferries  
9 and LAHD.

10 This issue is discussed in Response to Comment SCAQMD-15, which addresses  
11 Mitigation Measure MM AQ-21, Engine Standards for Catalina Express Ferries. It is  
12 also discussed in CSPNC3-44 and PCACAQS-14.

### 13 **Response to Comment JONWAR-42**

14 Thank you for your comment. Mitigation Measure MM AQ-22 provides a process to  
15 consider new or alternative emission control technologies in the future and an  
16 implementation strategy to ensure compliance. Under Mitigation Measure  
17 MM AQ-22, the opportunity to add new measures to the lease would occur not less  
18 frequently than once every 7 years. The periodic review time frame required by  
19 Mitigation Measure MM AQ-22 is based on a historical average for tenants  
20 requesting terminal modifications, thereby allowing lease modifications.

21 Regarding the recent proposal by the International Maritime Organization (IMO),  
22 LAHD fully supports such efforts. The IMO regulation, however, sets emissions  
23 limits and does not dictate specific technology. The effectiveness of Mitigation  
24 Measure MM AQ-22 depends on the advancement of new technologies and the  
25 outcome of future feasibility or pilot studies. Until such time as advanced  
26 technologies become feasible and available, LAHD cannot require such technology.

27 This issue is also discussed in Response to Comment SCAQMD-13, which addresses  
28 Mitigation Measure MM AQ-22, periodic review time frame. It is also discussed in  
29 Response to Comments CSPNC3-45 and PCACAQS-14.

### 30 **Response to Comment JONWAR-43**

31 The comment calls for a revision to Mitigation Measure MM AQ-23 to include more  
32 frequent review cycles between 2022 and 2037. The review cycles are tied to the  
33 years in which air emissions were quantified and air dispersion modeling was  
34 conducted, namely 2011, 2015, 2022, and 2037. These analysis years were chosen  
35 based on project milestones and regulatory actions. Adding review cycles that do not  
36 correspond to analysis years would not allow for valid comparison, since no analysis  
37 would have been done in that year.

1 This issue is also addressed in Response to Comment CSPNC3-46, which addresses  
2 Mitigation Measure MM AQ-23, Throughput Tracking, and Response to Comment  
3 PCACAQS-16.

#### 4 **Response to Comment JONWAR-44**

5 The draft EIS/EIR identifies cumulative impacts on air quality and greenhouse gases  
6 as significant and unavoidable. The draft EIS/EIR identifies all feasible measures to  
7 reduce or avoid impacts of the proposed project contributions to cumulative effects.  
8 Under CEQA, cumulative impacts from a proposed project are based on a project's  
9 ability to contribute to an existing significant cumulative impact to a considerable  
10 degree. The context of global climate change is inherently global, and impacts  
11 resulting from climate change, while experienced locally, are on a global scale.  
12 Therefore, the proposed Project's contribution of greenhouse gasses to existing  
13 global greenhouse gasses is the appropriate method of determining whether or not the  
14 proposed Project would result in a cumulatively considerable contribution of  
15 greenhouse gasses that could affect climate change. Other emissions containing  
16 greenhouse gasses that result in acute impacts are analyzed accordingly. Therefore,  
17 the statement under Impact AQ-9 in the draft EIS/EIR is appropriate. This issue is  
18 also addressed in Response to Comment CSPNC3-47.

#### 19 **Response to Comment JONWAR-45**

20 The proposed project coach and shuttle bus trips were obtained from the trip  
21 generation data in the traffic report (Fehr & Peers 2008). The projected trip  
22 generation data for shuttle trips were based on the capacity of four cruise ship calls.  
23 The comment does not provide reasonable assumptions for shuttle bus operations.  
24 Shuttle busses would be used by people parking at the Inner Harbor. The Outer  
25 Harbor Cruise Terminal would accommodate drop off and pick-up activities at the  
26 terminal by charter bus, taxi, and other modes of transportation, which were all  
27 factored as part of the traffic study presented in Section 3.11, "Transportation and  
28 Circulation (Ground)," of the draft EIS/EIR. The mode assumptions used in the  
29 analysis were based on empirical data taken at the Inner Harbor Cruise Terminal and  
30 are reasonable assumptions for use in the analysis. This issue is also addressed in  
31 Response to Comment CSPNC3-48.

#### 32 **Response to Comment JONWAR-46**

33 Thank you for your comment. The proposed project passenger vehicle routes are  
34 shown on Figure 3.2-4 (highlighted in green) in the draft EIS/EIR. All vehicle trips  
35 were modeled and are accounted for in the analysis (Appendix M.1). The mode split  
36 between arrival methods at the terminals accounts for private transport, based on  
37 empirical data collected at the Inner Harbor Cruise Terminal. Some passenger  
38 vehicles would enter the Outer Harbor Terminal for passenger pick-up and/or drop  
39 off. Since there would be no sufficient long-term parking available for the passenger  
40 vehicles to park at the Outer Harbor Cruise Terminal, passenger vehicles seeking  
41 parking spaces would need to park at the Inner Harbor Cruise Terminal parking

1 structures. The LEV (low-emission vehicle) shuttle buses would be available to  
2 move passengers between the Inner Harbor parking structure and the Outer Harbor  
3 Cruise Terminal. Please also see the detailed Response to Comment JONWAR-45.  
4 This issue is also addressed in Response to Comment CSPNC3-49.

## 5 **Response to Comment JONWAR-47**

6 Thank you for your comment. Please see Response to Comment JONWAR-45. The  
7 mode split between arrival methods at the terminals accounts for private transport,  
8 based on empirical data collected at the Inner Harbor Cruise Terminal. This issue is  
9 also discussed in Response to Comment CSPNC3-50.

## 10 **Response to Comment JONWAR-48**

11 Thank you for your comment. The draft EIS/EIR lists all of the known cultural  
12 resources within the proposed project area and within a 1-mile radius of the proposed  
13 project area. The specific cultural resources listed in the comment are all included in  
14 Section 3.4, “Cultural Resources,” of the draft EIS/EIR and an impact analysis was  
15 appropriately conducted and included therein. The analysis concludes that  
16 construction of the proposed Project would result in significant impacts that would  
17 potentially damage or destroy the archaeological site known as “Mexican  
18 Hollywood.” Implementation of Mitigation Measures MM CR-1 and MM CR-2a and  
19 MM CR-2b would reduce impacts to less-than-significant levels. None of the  
20 sensitive buildings or sites identified in the comment would be significantly impacted  
21 as a result of the proposed Project. Please note that with respect to Duffy’s Landing,  
22 the following text has been added to the final EIS/EIR to clarify this site: “Duffy’s  
23 Landing, at the foot of 5<sup>th</sup> Street, now the site of Berths 84 and 85, served as a  
24 landing site for the first ferry service connecting Terminal Island to the central San  
25 Pedro waterfront in 1892. Presently, there are no structures and no known  
26 archaeological remains associated with this ferry landing. However, a historic  
27 archaeological component may be present subsurface in this location.” This  
28 statement has been added to clarify that there are no structures or remains associated  
29 with this site, and the addition of this statement does not change the impact  
30 determination in the draft EIS/EIR. Any impacts to historic subsurface  
31 archaeological components would be fully mitigated through the implementation of  
32 Mitigation Measure MM CR-3. This issue is also discussed in Response to Comment  
33 CSPNC3-51.

## 34 **Response to Comment JONWAR-49**

35 Thank you for your comment. As discussed in Section 3.4.4.3 of the draft EIS/EIR all  
36 impacts to cultural resources under the significance criteria in Sections 3.4.4.2.1 and  
37 3.4.4.2.2 would be less than significant or reduced to less than significant with  
38 mitigation. As discussed under Impact CR-3, there would be no demolition or major  
39 alteration that would cause an adverse change in historical significance to a historical  
40 resource; no significant effects would occur during construction or operation.  
41 Furthermore, no damage is anticipated during construction because construction

1 safety precautions, barriers, and other protective measures would prevent damage to  
2 nearby historic buildings and structures. To ensure impacts to archaeological  
3 resources would be less than significant, several mitigation measures have been  
4 included in the draft EIS/EIR. Mitigation Measures MM CR-1, MM CR-2a, and MM  
5 CR-2b address impacts to archaeological resources at Mexican Hollywood.  
6 Mitigation Measure MM CR-3 addresses impacts to unknown archaeological  
7 resources. If unknown archaeological resources are encountered during construction,  
8 mitigation measures for discovery of such resources would be followed according to  
9 federal and state laws and guidelines. Since there would be no demolition or major  
10 alterations that would cause an adverse change in historical significance to a  
11 historical resource, no significant effects would occur during construction. Responses  
12 are required only for those comments that address the adequacy of the draft EIS/EIR.  
13 Your comment has been noted. This issue is also discussed in CSPNC3-52.

## 14 Response to Comment JONWAR-50

15 The draft EIS/EIR concludes that the proposed Project would not substantially  
16 degrade the existing visual character or quality of the site or its surroundings at Key  
17 Observation Point C (KOP C), Inner Cabrillo Beach, and that the impact would be  
18 less than significant (draft EIS/EIS, Page 3.1-34). Experts presented with the same  
19 information may nevertheless reach different conclusions regarding the impact a  
20 project may have on the environment. However, the existence of differing opinions  
21 is not a basis for finding an EIR to be inadequate (CEQA Guidelines Section 15151;  
22 *See Ass'n of Irrigated Residents v. county of Madera et al.* (2003) 107 Cal.App.4<sup>th</sup>  
23 1383, 1398). The lead agency can choose to accept one expert's conclusion over  
24 another as long as the agency has been presented with adequate information to ensure  
25 its decision is informed and balanced and its decision is supported by substantial  
26 evidence (CEQA Guidelines Section 15151; *See Ass'n of Irrigated Residents v.*  
27 *county of Madera et al.* (2003) 107 Cal.App.4<sup>th</sup> 1383, 1398). LAHD and USACE  
28 relied on state of the art analysis for analyzing aesthetic impacts. The methods used  
29 for evaluating the proposed Project's aesthetic impacts and the analysis upon which  
30 the conclusions are based are detailed in Section 3.1, "Aesthetics," of the draft  
31 EIS/EIR and are briefly set forth below.

32 As discussed in the evaluation of the impacts of the Outer Harbor cruise ships on  
33 aesthetics (draft EIS/EIR Section 3.1, "Aesthetics," Pages 3.1-33 through 3.1-35), the  
34 viewing experience is highly subjective. In order to evaluate an individual's response  
35 to views and changes in the view, a number of strategies have been developed to help  
36 reduce this subjectivity. The analysis in the draft EIS/EIR was based, in part, upon a  
37 process developed by the Federal Highway Administration (FHWA) in which visual  
38 quality is evaluated according to the degree of vividness, intactness, and unity that  
39 exists within a landscape. Using this set of criteria, changes to the visual landscape  
40 resulting from the proposed Project were evaluated based upon the visual relationship  
41 between the proposed Project and surrounding landscape. Since all views of a  
42 project cannot be examined, key observation points were identified to provide  
43 representative views from the surrounding community to the proposed Project  
44 (Figures 3.1-17 through 3.1-23). Views were evaluated and, in areas that were  
45 considered most sensitive to changes in the view (because of proposed project

1 elements and/or sensitive viewer groups such as residents, recreationists, or drivers),  
2 photographic simulations were developed representing the proposed Project in place.  
3 This provided comparative before and after photos in order to assess changes  
4 resulting from the proposed Project. These photographic simulations are provided as  
5 Figures 3.1-24 through 3.1-29 in the draft EIS/EIR.

6 To better understand the effects of the proposed cruise ships on visual quality from  
7 Cabrillo Beach, photographic simulations were developed that placed the proposed  
8 cruise ships into the existing setting at the Outer Harbor (see Figures 3.1-26a through  
9 3.1-26e). Based upon this process, it was determined that the cruise ships at berth  
10 would not be inconsistent with the visual elements of the working port and would not  
11 have a substantial adverse effect on the highly textured, functionally dynamic, visual  
12 character of the Outer Harbor and its surroundings.

13 A widely accepted practice in visual impact assessment is to evaluate the relative  
14 importance of visual changes in the context of the viewer's sensitivity to those  
15 changes. As demonstrated by their choice of beach, there is an implied viewer  
16 preference among Cabrillo Beach users for views to Port-related activities. This  
17 indicates that viewers would not be highly sensitive to the type of visual changes that  
18 would occur when the cruise ships are at berth. Based on this preference, the  
19 berthing of cruise ships was determined not to have a significant adverse effect on  
20 visual resources for these visitors because of their enjoyment of and receptivity to the  
21 industrial, maritime, and recreational elements of the working port. (draft EIS/EIR,  
22 Pages 3.1-33 through 3.1-34.)

23 This issue is also discussed in Responses to Comments CSPNC3-53, WOO-20, and  
24 LIT-5.

## 25 **Response to Comment JONWAR-51**

26 Thank you for your comment. The draft EIS/EIR included a detailed traffic impact  
27 study that assesses the ability of the surrounding street system to accommodate the  
28 projected increases in future traffic, both from the proposed Project and from other  
29 sources. The traffic study is produced in Appendix M.1 and is summarized in  
30 Section 3.11, "Transportation and Circulation (Ground)," of the draft EIS/EIR.  
31 Mitigation measures were proposed that would increase capacity and would fully or  
32 partially mitigate the identified proposed project impacts at most of the significantly  
33 impacted locations. The proposed Mitigation Measures MM TC-6 through MM TC-  
34 13 are capacity enhancements on Harbor Boulevard, which would improve its ability  
35 to accommodate the projected traffic flows, including trips related to the Outer  
36 Harbor Cruise Terminal. These mitigation measures propose improvements such as  
37 signalization and the conversion of parking to roadway lanes, as identified in the San  
38 Pedro Community Plan.

39 Full analysis and disclosure of all environmental impacts resulting from the proposed  
40 Project have been presented in the draft EIS/EIR. In addition, Alternatives 4 and 5  
41 analyze keeping all berths at the existing location in the Inner Harbor. This analysis  
42 will be presented to the Board of Harbor Commissioners for consideration during

1 their deliberations on the proposed Project and alternatives. Where impacts would be  
2 significant and unavoidable, the Board of Harbor Commissioners will have to  
3 consider whether or not to adopt a Statement of Overriding Considerations as part of  
4 their deliberations on the proposed Project, weighing the impacts with the proposed  
5 project benefits. Similarly, the USACE will balance the proposed Project's  
6 detriments against its benefits in its decision making.

7 These issues are also discussed in Response to Comments SER-2 and CSPNC3-54.

## 8 **Response to Comment JONWAR-52**

9 The comment expresses concern that the transportation impact analysis (Section 3.11,  
10 "Transportation and Circulation (Ground)," of the draft EIS/EIR) does not offer a  
11 plan to increase or improve public transit service as part of the proposed Project. The  
12 proposed Project, as described on Pages 2-40 through 2-41 of the draft EIS/EIR,  
13 includes the extension of the Waterfront Red Car from its current terminus near  
14 Harbor Boulevard and 22<sup>nd</sup>/Miner Street to the Outer Harbor along Miner Street, and  
15 to Cabrillo Beach along Shoshonean Road. Additionally, proposed Project-related  
16 impacts to the regional transit system were analyzed and determined to be less than  
17 significant. This information is provided on Page 3.11-48 of the draft EIS/EIR and  
18 on Pages 84–85 of Appendix M.1 of the draft EIS/EIR. LAHD is only required to  
19 mitigate significant impacts. Further, a plan for providing mass transit improvement  
20 is outside LAHD's jurisdiction. Please also note that the analysis of traffic impacts  
21 assumed that the majority of visitors would travel to the site by automobile to be  
22 conservative in estimating impacts. A discussion of trip generation estimates is  
23 included in Section 3.11.4.1.2 of the draft EIS/EIR. This issue is also discussed in  
24 Response to Comment CSPNC3-55.

## 25 **Response to Comment JONWAR-53**

26 Thank you for your comment. The comment incorrectly assumes that all passengers  
27 embarking and disembarking at the Outer Harbor Cruise Terminal would  
28 arrive/depart via buses. While the math in the commenter's calculation is correct  
29 (8,000 passengers / 40 passengers per bus = 200 buses; 400 one-way bus trips / 2  
30 hours = 3.33 buses per minute), the assumptions that all passengers would use the  
31 shuttle and that all of these trips would be concentrated in a 2-hour period are not.  
32 Thus, the conclusion drawn by the commenter is incorrect. Furthermore, it is not  
33 clear how the commenter calculated that there would be "1,280 bus trips daily  
34 through San Pedro to serve a terminal at Kaiser Point." Neither calculation is  
35 consistent with the information presented in the draft EIS/EIR.

36 The passenger capacity of cruise ships calling at the Outer Harbor and percentage of  
37 passengers arriving/leaving via parked passenger vehicle were obtained from a 2006  
38 Port of Los Angeles Cruise Study (Bermello, Ajamil & Partners 2006). Peak hour  
39 and daily trip generation rates for private buses/coaches were based on turning count  
40 movement by vehicle type data collected at the Port on Friday, January 11, 2008. The  
41 number of daily bus trips under the proposed Project in 2015 and 2037 was based on

1 this information, which can be found in Appendix M.1 of the draft EIS/EIR. As  
2 described in footnote 15, 16 and 17 of Tables 7 and 8 in Appendix M.1 of the draft  
3 EIS/EIR, estimating that 30% of cruise passengers would ride the shuttle buses and  
4 that each has an average occupancy of 85% and applying a passenger car equivalent  
5 (PCE) factor of 2.0, the draft EIS/EIR number of PCE shuttle trips (twice the number  
6 of actual shuttle bus trips) is calculated at 302 per day in 2015 and 454 per day in  
7 2037. Adding to this the estimated number of full size coaches that would travel to  
8 and from the Outer Harbor Cruise Terminal yields the number of buses projected in  
9 the draft EIS/EIR (748 and 1,148 PCE bus trips per day) to travel along Harbor  
10 Boulevard on a typical two-ship day in 2015 and 2037, respectively. In the AM peak  
11 hour, 75 inbound and 45 outbound PCE bus trips would occur along Harbor  
12 Boulevard in 2015, and 113 inbound and 67 outbound PCE bus trips would occur  
13 along Harbor Boulevard in 2037. Because these trips are multiplied by a PCE factor  
14 of 2.0, the actual number of buses traveling on Harbor Boulevard reaches  
15 approximately one per minute (southbound) during the AM peak hour.

16 The draft EIS/EIR included a detailed traffic impact study (Appendix M.1,  
17 summarized in Section 3.11, "Transportation and Circulation (Ground)") that  
18 assesses the ability of the surrounding street system to accommodate the projected  
19 increases in future traffic, both from the proposed Project, which includes the bus  
20 trips to/from the Outer Harbor, and from other sources. That analysis showed that  
21 impacts to traffic at numerous intersections would be significant and unavoidable.  
22 Among them are one intersection on Harbor Boulevard in the year 2015 (weekend  
23 midday peak hour) and 5 intersections in the year 2037 (four intersections in the AM  
24 peak hour and four intersections in the weekend midday peak hour). Furthermore, a  
25 subsequent cruise study conducted by Menlo Consulting Group (February 2009) has  
26 revised the projected cruise passenger demand downwards compared to the 2006  
27 cruise study; therefore, the passenger demand and associated traffic impacts analyzed  
28 in the draft EIS/EIR is a conservative estimate of the potential impacts that would  
29 occur with implementation of the proposed San Pedro Waterfront Project. Should the  
30 Board of Harbor Commissioners choose to approve the proposed San Pedro  
31 Waterfront Project with these significant impacts, a statement of overriding  
32 considerations would be required

33 This issue is also discussed in Response to Comment CSPNC3-56.

## 34 **Response to Comment JONWAR-54**

35 Thank you for your comment. Detailed analyses of potential impacts to recreational  
36 boating have been provided in Section 3.7, "Hazards and Hazardous Materials," and  
37 Section 3.10, "Recreation." The analysis concludes that the operation of the Outer  
38 Harbor Cruise Terminal and berths would not restrict or reduce the ability of  
39 recreational vessels to utilize the marinas, the Outer Harbor, or the ocean. Therefore,  
40 impacts on recreational vessels would be less than significant (draft EIS/EIR, Page  
41 3.10-46).

1 The 100-yard security zone would not interfere with recreational boating access.  
2 Preliminary discussions with the U.S. Coast Guard suggest that a floating security  
3 barrier providing a 75-foot buffer would provide adequate security, would reduce the  
4 security radius around the cruise ship while at berth, and would keep at a minimum  
5 any interference with small recreational boating in the vicinity of the Outer Harbor  
6 berths. While this concept has not been finalized, the USCG has indicated a  
7 willingness to work with LAHD to ensure adequate access is maintained into and out  
8 of the West Channel. However, even if the floating security barrier were not  
9 approved by the USCG and a full 100-yard barrier were necessary while a cruise ship  
10 is docked at the Outer Harbor, the draft EIS/EIR discloses that the Outer Harbor  
11 berths would not preclude access to the marinas in the West Channel and would not  
12 require the USCG to deny access or close the marinas. In the worst-case scenario  
13 assuming a 100-yard security barrier in place at the Outer Harbor, recreational  
14 boaters would have a channel approximately 80 yards wide to navigate around the  
15 security zone while a cruise ship is docked in this location.

16 The West Channel would not be closed to recreational boaters during weekend  
17 afternoons. Cruise traffic to the Port is seasonal and peaks between October and  
18 April with a marked decrease in the summer months. This is opposite of the peak  
19 season for recreational vessels, which normally peaks during the summer months  
20 with an off season from October to May (see draft EIS/EIR Section 3.10, Impact  
21 REC-1b). Neither the duration nor the frequency of the delays to recreational boaters  
22 caused by cruise or cargo ship security zones would increase above existing  
23 conditions (draft EIS/EIR, Pages 3.10-44 through 3.10-46).

24 The navigational path used by recreational boaters in the West Channel would not be  
25 substantially reduced. It would remain wide enough for recreational vessels to safely  
26 maneuver in and out of the marina while a cruise ship is docking or departing. (draft  
27 EIS/EIR, Pages 3.10-45 through 3.10-46.)

28 The concern noted by the commenter that the expansion of the marinas using the  
29 West Channel in conjunction with construction and operation of the proposed Project  
30 would heighten navigational complexities in this area resulting in a “traffic jam” is  
31 unfounded by substantial evidence. As noted by the commenter, an expansion of the  
32 Cabrillo Way Marina Phase II project is scheduled for construction through  
33 approximately June 2011. As discussed in Section 2.4.4 of the draft EIS/EIR,  
34 construction of the Outer Harbor Cruise Ship Terminals and berths would begin in  
35 December 2010 and take approximately 2 years to complete. Operation of cruise  
36 ships out of the Outer Harbor facilities would not occur until after construction is  
37 complete in 2013, at which time construction of the Cabrillo Way Marina Phase II  
38 project would also be complete. As a result, there would be no potential for  
39 navigational hazards relating to construction at the Cabrillo Way Marina Phase II and  
40 concurrent cruise ship activity at the Outer Harbor. As discussed in Section 3.12,  
41 “Transportation and Navigation (Marine),” of the draft EIS/EIR, construction and  
42 operation of the proposed San Pedro Waterfront Project would not interfere with the  
43 operation of designated vessel traffic lanes or impair the level of safety for vessels  
44 navigating the Main Channel, West Basin area, or precautionary areas. Furthermore,  
45 as discussed in the cumulative analysis in Section 4.2.12, the proposed San Pedro



1 Waterfront Project would have less than cumulatively considerable marine navigation  
2 and safety impacts in relation to construction and operation of nearby projects,  
3 including the Cabrillo Way Marina Phase II project.

4 Overall, operation of the proposed Project would enhance recreational opportunities  
5 of the open waters of the harbor by providing increased total open water space as a  
6 result of the North Harbor, Downtown Harbor, and 7<sup>th</sup> Street Harbor water cuts.  
7 Please see Section 3.10, "Recreation," of the draft EIS/EIR for a complete analysis of  
8 the proposed Project's impacts on marine recreation.

9 These issues are also discussed in Response to Comments CSPNC3-57, LIT-2, and  
10 MEL-2.

## 11 **Response to Comment JONWAR-55**

12 Thank you for your comment. As discussed in Response to Comment JONWAR-54  
13 above, implementation of the cruise terminals and security barriers at the Outer  
14 Harbor Cruise Terminals would not require LAHD to deny or close access to the  
15 marinas while a cruise ship is docked in this location. In addition, the floating  
16 security barrier concept is a project design feature, not a mitigation measure as stated  
17 in the comment. Additionally, recreational boaters and windsurfers would have  
18 adequate space to navigate around the security zone while a cruise ship is in transit or  
19 while it is docked. These issues are also discussed in Response to Comment  
20 CSPNC3-58.

## 21 **Response to Comment JONWAR-56**

22 Thank you for your comment. As mentioned in Chapter 2, "Project Description,"  
23 security zones would restrict non-passenger movement around the cruise terminals  
24 consistent with the security plan required to operate the Outer Harbor Cruise  
25 Terminal. However, the proposed Project would include construction of the 6-acre  
26 Outer Harbor Park, which would be designed to maximize harbor views, facilitate  
27 public access to the water's edge, encourage special events, and segregate park  
28 visitors from the secure areas of the proposed Outer Harbor Cruise Terminal. The  
29 Outer Harbor Park would incorporate landscaping, hardscape, lighting, signage, and  
30 outdoor furniture. The Outer Harbor Park and waterfront promenade are envisioned  
31 to be open to the public during cruise activity at the Outer Harbor Cruise Terminal.  
32 No additional security restrictions are reasonably foreseeable that would limit public  
33 access to the waterfront in this area. This issue is also discussed in Response to  
34 Comment CSPNC3-59.

From: [Joshua Stecker](#)  
To: [Ceqacomments:](#)  
Subject: San Pedro Waterfront Project  
Date: Sunday, December 07, 2008 1:48:26 PM

---

To Whom it May Concern:

STE-1 | I Fully Support the Port's "Proposed Project" for the San Pedro Waterfront.

STE-2 | 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.

STE-2 | San Pedro and the LA Waterfront desperately need to develop the Outer Cruise Ship Terminal so the newer, modern cruise ships can bolster our local economy.

STE-3 | I support having a master developer redevelop the entire Ports O' Call Area as outlined in the Proposed Project. It's long overdue.

Thanks for your consideration.

Joshua Stecker  
Editor, San Pedro Magazine  
1472 W. Santa Cruz St.  
San Pedro, CA 90732  
310-923-4084

1 **Joshua Stecker (STE)**

2 **Response to Comment STE-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment STE-2**

6 Thank you for your comment. Your support for the Outer Harbor Cruise Terminal  
7 will be forwarded to the Board of Harbor Commissioners.

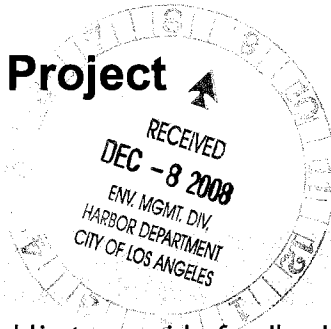
8 **Response to Comment STE-3**

9 Thank you for your comment. Your support for the redevelopment of Ports O'Call  
10 by a master developer will be forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name MA ANTONIETTE DIPLOMA Telephone/Fax 3105484446-48

Organization/Company ADRIATIC TRAVEL

Address 777 W. 9th St.

City/State/Zip Code SAN PEDRO, CA 90731

E-Mail toni@adriatictours.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.)

DIP-1

*I fully support the project.*

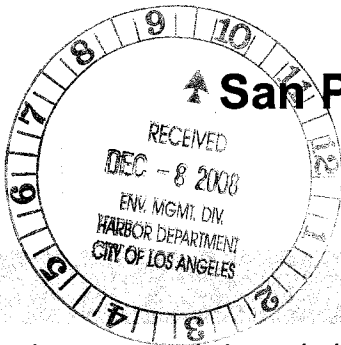
1 **Antoniette Diploma (DIP)**

2 **Response to Comment DIP-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Mrs. Frida J. Vadgama Telephone/Fax 562-505-8723

Organization/Company \_\_\_\_\_

Address 12724 PALM STREET

City/State/Zip Code CERRITOS, CA, 90703

E-Mail fridavadgama@hotmail.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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Mrs. Frida Vadgman (FJVAD)**

2 **Response to Comment FJVAD-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps of Engineers



# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name JAMES GATSON Telephone/Fax 310-323-7983

Organization/Company \_\_\_\_\_

Address 16605 ERMAWITHAVE

City/State/Zip Code TORRANCE CA 90504

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.)

GAT-1 **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.
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- 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.



1 **James Gatson (GAT)**

2 **Response to Comment GAT-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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of Engineers



# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name DR. JAY VADGANA Telephone/Fax (562) 505-8584

Organization/Company \_\_\_\_\_

Address 12724 Palm Street

City/State/Zip Code Cerritos, CA 90703

E-Mail JVadgana@ucla.edu

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.)

✓ 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.
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- I support new water cuts (the North, Downtown and 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

JVAD-1

1 **Dr. Jay Vadgana (JVAD)**

2 **Response to Comment JVAD-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name YAG NESH VADGAMA Telephone/Fax 562-335-5847

Organization/Company \_\_\_\_\_

Address 12724 PALM ST.

City/State/Zip Code CERRITOS, CA 90703.

E-Mail yvadgama@gmail.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.)

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- 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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

YVAD-1

1 **Yagnesh Vadgama (YVAD)**

2 **Response to Comment YVAD-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

From: [Jack Alden](#)  
To: [Ceqacomments;](#)  
cc: [jack\\_alden@ahm.honda.com](mailto:jack_alden@ahm.honda.com); "Jack Alden";  
Subject: RE: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
Date: Monday, December 08, 2008 9:08:47 PM

---

ALD-1

Further to the below, with regard to the visual impact, the EIR assumes that the visual impact of a 1000+ foot, static 20 story cruise ship at the proposed outer berths is the same as either (a) a cruise ship or cargo ship moving down the center channel or (b) a static bulk cargo ship docked at berths 45-47. They are not. A static immense cruise ship, which cumulatively will be docked for over 50% of the daylight hour in any given week, is the same as having a 5 twenty story buildings constructed in front of your house, obscuring your view of everything but that building. Among the views that would be lost would be views of the Center Channel, San Gregornio and San Jacinto mountains, which during the winter can be covered in snow and are quite a beautiful contrast to the harbor scene, as well as views of Reservation Point, downtown Long Beach, the Maresk cranes on Pier 400 and the cargo activities on Pier 400.

By comparison, a static bulk cargo ship generally is no higher than the wharf at which it is docked, with the exception of a relatively narrow superstructure that is, at best, 7 stories high. A moving ship, of course, changes its relationship to the environment at all times, and thus is quite interesting. Neither type of vessel, both of which are part of Point Fermin residents' current views, effectively obscure any view point for any significant time. The report's dismissal of this difference (when discussing view points C and D) as being "insignificant" utterly fails to understand what makes a harbor view interesting and beautiful.

Jack Alden  
3714 Bluff Place  
San Pedro, CA 90731  
[Jack\\_alden@ahm.honda.com](mailto:Jack_alden@ahm.honda.com)  
[jwajack@sbcglobal.net](mailto:jwajack@sbcglobal.net)  
(310) 521-9078

-----Original Message-----

From: [jack\\_alden@ahm.honda.com](mailto:jack_alden@ahm.honda.com) [[mailto:jack\\_alden@ahm.honda.com](mailto:jack_alden@ahm.honda.com)]  
Sent: 08 December, 2008 19:04  
To: [ceqacomments@portla.org](mailto:ceqacomments@portla.org)  
Cc: [jwajack@sbcglobal.net](mailto:jwajack@sbcglobal.net)  
Subject: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)

- ALD-2 | Noise: Outer harbor cruise ship stevedoring, as well as early a.m. arrivals, will increase noise impact on Point Fermin residents. Sound travels quite well across the open water of the west basin; Pt. Fermin residents can hear, quite clearly, activities at Pier 400 and at the current bulk terminal where the outer cruise ship terminal is proposed. Nighttime noise will affect sleep and enjoyment of ocean sounds.
- ALD-3 | Visual: Massive cruise ships docked at proposed outer terminal will obscure view of center channel, as well as Long Beach and other distant views, for people at Cabrillo Beach and residents of Point Fermin neighborhood. At night, Point Fermin residents will have increased light impact from 20 story cruise ships, much closer in to residents than current port operations.
- ALD-4 | Recreation: Analysis of outer terminal cruise ship impact on recreational opportunities in west basin fails to consider impact of 20 story cruise ships on wind for sailing activities -- wind lifts from ocean/harbor surface well before hitting an object like a tall ship, creating a massive wind shadow. Cruise ships will negatively impact wind speed in west basin, an area that is known for and highly regarded for its wind speeds.
- ALD-5 | Analysis also assumes that current security regulations (with 100 yard stay-away requirement) will remain unchanged. This is unlikely, as it is inevitable that some terrorists will attack a berthed vessel/cruise ship and the stay-away distance will be increased. If the distance is increased to 200 yards or more, the presence of a cruise ship at the proposed outer harbor terminal will bottle up all recreational boaters in the Cabrillo Marina area -- making the slips there less attractive, creating economic harm for the owners and stranding investments, literally and figuratively -- and also quite limit the ability for sail boats, sailboats, and windsurfers to sail in the west basin. In addition, on-land restrictions could make the Outer Harbor park unusable, wasting all the monies that are invested in it.
- ALD-6 | Alternatives -- placing an outer cruise ship terminal directly (at existing fishing cut) or nearly adjacent (where current gas facilities are) to Ports O'Call will avoid all of the above effects, will decrease traffic impacts of cruise ship patrons, and will create a synergy of captive customers for Ports O'Call.

Jack Alden

3714 Bluff Place

San Pedro, CA 90731

jack\_alden@ahm.honda.com (comments here are personal) jwajack@sbcglobal.net

## 1 Jack Alden (ALD)

### 2 Response to Comment ALD-1

3 Thank you for your comment. The effect on visual quality of cruise ships berthed in  
4 the Outer Harbor was analyzed in Section 3.1, “Aesthetics,” of the draft EIS/EIR, and  
5 adequate evidence is provided to support a less-than-significant determination.  
6 Experts presented with the same information may nevertheless reach different  
7 conclusions regarding the impact a project may have on the environment. However,  
8 the existence of differing opinions is not a basis for finding an EIR to be inadequate  
9 (CEQA Guidelines Section 15151; *See Association of Irrigated Residents v. County of*  
10 *Madera* (2003) 107 Cal.App.4th 1383, 1398). The lead agency can choose to accept  
11 one expert’s conclusion over another as long as the agency has been presented with  
12 adequate information to ensure its decision is informed and balanced and its decision  
13 is supported by substantial evidence (CEQA Guidelines Section 15151; *See*  
14 *Association of Irrigated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383,  
15 1398). The methods used for evaluating the proposed Project’s aesthetic impacts and  
16 the analysis upon which the conclusions are based are detailed in Section 3.1,  
17 “Aesthetics,” of the draft EIS/EIR and are briefly set forth below.

18 As explained in the evaluation, in order to better understand the effects of the  
19 proposed cruise ships on visual quality, visual simulations were developed that  
20 placed the proposed cruise ships into the existing setting at the Outer Harbor.  
21 Visualizations of cruise ships docked at the Outer Harbor were developed for a  
22 number of key observation points (KOPs), including a beachfront view at Inner  
23 Cabrillo Beach, and representative views from residential neighborhoods at  
24 elevations ranging from 40 to 160 feet above and 0.75 to 1 mile distance from the  
25 proposed Outer Harbor cruise ship site. Since all views of a project cannot be  
26 examined, these KOPs were selected as representative views for sensitive viewer  
27 groups, including residents, recreationists, and drivers, and from designated scenic  
28 viewing areas. As discussed by the commenter and shown in Figures 3.1-25 through  
29 3.1-29 of the draft EIS/EIR, the cruise ships at berth in the Outer Harbor would  
30 partially block views to the San Geronio and San Jacinto Mountains, as well as  
31 views to the Center Channel, Pier 400, Reservation Point, and downtown Long Beach  
32 for Inner Cabrillo Beach users and Bluff Street residents (represented by KOPs C and  
33 D in the draft EIS/EIR).

34 Analysis indicated that the cruise ships would not substantially degrade existing  
35 visual quality of the site and its surroundings. The cruise ships are compatible with  
36 the existing elements of form, line, color, and texture. The existing scenic quality of  
37 the lay berth is low, a flat barren asphalt expanse punctuated by a series of 100-foot-  
38 tall light standards and deteriorating piers. The Outer Harbor terminal with its  
39 proposed turf areas and landscaping would add texture and interest to an area that is  
40 currently visually subordinate.



1 The photographs for the visualizations were taken with a 50mm equivalent focal  
2 length lens, which approximates the magnification and view cone of the human eye.  
3 The view cone in the visualizations is approximately 40°. The superior topographic  
4 position of the coastal San Pedro residential neighborhoods affords extensive  
5 panoramic views. The Outer Harbor berthing of the transient cruise ships would  
6 occupy only a portion of the entire viewshed. Depending on one's angle of view,  
7 views to the Vincent Thomas Bridge, the distant coastline and the mountain  
8 backdrop, the Federal Breakwater and ships entering and exiting the Port, as well as  
9 Catalina Island and the ocean horizon would be retained. Although partially  
10 interrupted by the ships at berth, this natural setting would continue to frame the  
11 view.

12 The ships would be located approximately 3,400 feet (about 10 city blocks) from the  
13 closest residents represented by the Bluff Street KOP. Although views would change  
14 when the cruise ships are at berth, this change was not interpreted as a significant  
15 impact because the visual quality of the site and its surrounding area would not be  
16 substantially reduced. The visual character of the site would be retained because the  
17 Port's highly industrial landscape, contrasting visual elements, and framework of  
18 natural elements would continue to characterize the view when the ships are at berth.

19 The effect of the cruise ships would be more pronounced for visitors to Inner Cabrillo  
20 Beach because of the proximity of the beach to the cruise ships. However, it is  
21 anticipated that the change in view due to the cruise ships at berth would not have a  
22 significant impact for Cabrillo Beach visitors, who demonstrate an implied  
23 preference for the highly textured, large-scaled, industrial views of the Port.

## 24 Response to Comment ALD-2

25 The Point Fermin Lighthouse is over 1 mile from the Outer Harbor. The residents  
26 that are located just north of the Point Fermin Lighthouse (Point Fermin residents)  
27 are as close as 0.67 mile from the Outer Harbor, so all Point Fermin residences are  
28 between 0.67 and 1 mile from the Outer Harbor. Based upon the noise levels that  
29 were measured at San Pedro for the proposed Project, the typical, ambient, daytime,  
30 average noise level ( $L_{eq}$ ) at any Point Fermin residence would not be expected to be  
31 less than the lowest  $L_{eq}$  that was measured at any of the San Pedro locations because  
32 less noise producing activity occurred at the quietest location than what typically  
33 occurs in a residential neighborhood such as Point Fermin. The  $L_{eq}$  of the quietest  
34 location for the proposed Project measured about 53 dBA. The highest noise  
35 increase experienced by any Point Fermin resident due to cruise ship stevedoring at  
36 the Outer Harbor would be the noise increase experienced at the Point Fermin  
37 residence that is closest to the Outer Harbor, 0.67 mile away.

38 The noise level at the Outer Harbor during stevedoring would be similar to noise  
39 levels at existing terminals during stevedoring operations. Long-term noise  
40 measurements taken at the Terminal 93 building showed that when a docked cruise  
41 ship is located about 160 feet from the sound meter, the noise from operations (e.g.,  
42 stevedoring) on that ship produced a  $L_{eq}$  noise level of about 65 dBA. For ship

1 operations at the Outer Harbor, the  $L_{eq}$  noise impacts to Point Fermin residents 0.67  
2 mile away would be about 38 dBA. Noise impacts to Point Fermin residents due to  
3 ship operations at the Outer Harbor would be less than significant.

4 Depending upon the actual course that a cruise ship takes when it leaves or arrives at  
5 the Outer Harbor, it may travel closer Point Fermin Lighthouse than 0.67 mile, and  
6 the ship may then be closer than 0.67 mile to a Point Fermin residence. Because the  
7 cruise ship would be moving, any noises made during its closest approach to  
8 residents would only be transitory, so ship-generated noise, including that due to  
9 early morning arrivals, would not contribute significantly to the average daily noise  
10 levels at these Point Fermin residences.

### 11 **Response to Comment ALD-3**

12 Thank you for your comment. Please see the detailed Response to Comment ALD-1  
13 for a discussion of the visual impacts of proposed cruise ships at the Outer Harbor.

14 The commenter points out that the Point Fermin residents would have an increased  
15 light impact from the cruise ships. As discussed under Impact AES-5, lighting  
16 effects in the Outer Harbor would be decreased and softened under the proposed  
17 Project. The existing 100-foot-tall standards and floodlights provide a source of light  
18 pollution in the Outer Harbor and would be removed and replaced with lower-  
19 intensity light uses, including cruise ship lighting. It is anticipated that cruise ships  
20 would be at berth between 6 a.m. and 6 p.m., Friday through Sunday, with peak  
21 traffic occurring October through April, so lighting of the cruise ships in the Outer  
22 Harbor would be temporary, of short duration, and for a short time of year.

23 As discussed under Impact AES-5 in the draft EIS/EIR, all proposed project lighting  
24 components would comply with the *San Pedro Waterfront and Promenade Design*  
25 *Guidelines* (Appendix C-2 of the draft EIS/EIR), which provides standards to  
26 minimize light pollution, light trespass, and glare. Included are shielding standards to  
27 reduce glare and light trespass through the provision of louvers and shields.  
28 Additionally, lighting would comply with the PMP, which requires an analysis of  
29 design and operational effects on the existing community.

### 30 **Response to Comment ALD-4**

31 Thank you for your comment. Both the Inner and Outer Cabrillo Beach areas have  
32 favorable wind conditions for windsurfing and kitesurfing activities. As described in  
33 Section 3.2, "Air Quality and Meteorology," the predominant morning wind in this  
34 area is an onshore sea breeze from the south with afternoon sea breezes often  
35 originating from the southwest and blowing in a northeast direction. During the  
36 warmer months, sea breezes often persist well into the evening; however, during  
37 colder months the wind direction often shifts to an offshore sea breeze, originating  
38 from the north and blowing towards the south during the afternoon and evening  
39 hours. In addition, the Palos Verdes Hills affect wind patterns in the area, often

1 blocking southwesterly onshore sea breezes, creating a zone of lighter winds in the  
2 Inner Harbor. Strong sea breezes from the southwest may end up as a northwest sea  
3 breeze in the Inner Harbor area because of the Palos Verdes Hills. The hills may also  
4 deflect colder season afternoon and evening offshore breezes from the northeast to  
5 flow more directly north to south.

6 Cruise ships proposed for berthing at the Outer Harbor could be approximately 1,150  
7 feet long, 185 feet wide, and 210 feet high. The height and length of this size of  
8 cruise ship is similar to the cargo ships traversing the Main Channel and would create  
9 similar wind shadow effects. Placement of this size cruise ships at the Outer Harbor  
10 would result in micrometeorological effects that would create a downstream wind  
11 shadow in the immediate vicinity of the berths in this area. However, given that the  
12 predominant morning and afternoon sea breeze originates from the south and  
13 southwest, the wind shadow would generally be created to the north and northeast of  
14 the Outer Harbor Cruise terminal and therefore would not significantly impact the  
15 availability and velocity of wind in the vicinity of Inner Cabrillo Beach. Sea breezes  
16 deflected by the Palos Verdes Hills and arriving at the Cabrillo Beach area from the  
17 northwest would be generally parallel to cruise ships at the Outer Harbor cruise  
18 berths, creating very little wind shadow towards the southeast in the direction of the  
19 Main Channel. Afternoon and evening offshore sea breezes occurring primarily in the  
20 colder season would originate from the north and northeast blowing in a south and  
21 southwest direction. In this case cruise ships berthed at the Outer Harbor terminal  
22 would create a wind shadow to the south and southwest of the berth, depending upon  
23 wind direction. Effects from this wind shadow could partially extend into the Inner  
24 Cabrillo Beach area; however, at 1,150 feet in length, any wind shadow created by  
25 the placement of a cruise ship at the Outer Harbor berth would only occur when  
26 offshore winds originate from the north and northeast, and only for the amount of  
27 time a ship would be berthed at this facility. The height, width and length of even the  
28 largest of the cruise ships that would call at the Outer Harbor would be insufficient to  
29 cause a measurable effect on wind speed and direction in the Harbor, except when  
30 measured within the immediate vicinity of the ship itself. However, because there  
31 would be a security zone restriction prohibiting recreational vessels from coming  
32 within 75 - 100 feet of a cruise ship, this would not cause an impact. Furthermore,  
33 due to the distance from the proposed Outer Harbor cruise berths from Outer Cabrillo  
34 Beach, wind availability and velocity would not be impacted in the vicinity of Outer  
35 Cabrillo Beach at any time. As a result, the proposed Project would not adversely  
36 impact wind or wind-driven recreational activities in the vicinity of the proposed  
37 project site. Impact REC-1b in Chapter 3.10, "Recreation," has been revised to  
38 address this impact.

## 39 **Response to Comment ALD-5**

40 Section 3.7, "Hazards and Hazardous Materials," of the draft EIS/EIR discusses the  
41 likelihood of a terrorist attack at the Port of Los Angeles. It explains that there are  
42 limited data available to indicate how likely or unlikely a terrorist action aimed at the  
43 Port or the proposed Project would be; therefore, the probability of a risk of a  
44 terrorist action cannot be evaluated accurately without a considerable amount of

1 uncertainty. Speculation is not required under CEQA or NEPA. Evaluating impacts  
2 using potential security measures that may happen or be enacted sometime in the  
3 future would lead to a speculative analysis and uncertain conclusions. 33 CFR  
4 Section 165.1152 and Section 165.1154 provide definition and regulatory control  
5 regarding the security zones for cruise ships within the harbor, along with the MTSA  
6 and the ISPS. The proposed Outer Harbor Cruise Terminal and berths would  
7 incorporate various waterside and landside security measures to comply with the  
8 existing security regulations. When a cruise ship is in transit to or from the Outer  
9 Harbor Cruise Terminal, a 100-yard (300-foot) security zone would be required  
10 around the cruise ship. Other ships in transit would need to respect this zone, as is  
11 currently required by LAHD and USCG, and this zone would be fully enforceable by  
12 USCG. The USCG is committed to working with LAHD regarding Outer Harbor  
13 security and maintaining access to the marinas located to the northwest of the  
14 proposed Outer Harbor Cruise Terminal. As part of the FSA/FSP approved by the  
15 USCG, a security barrier would be located perpendicular to Berths 45–47, which  
16 would allow access to the marinas while maintaining a secured zone around the  
17 berthed cruise ship per USCG requirements. The proposed Project’s impact on  
18 recreational boaters in the Cabrillo Marina area was evaluated in Section 3.10,  
19 “Recreation,” of the draft EIS/EIR.

## 20 Response to Comment ALD-6

21 Thank you for your comment. Alternatives 4 and 5 evaluate the potential impact of  
22 maintaining the cruise ship terminals in their existing location at Berths 91–92 and  
23 Slip 93. Chapter 2, the proposed Project description, provides a discussion of the  
24 alternatives considered, including a potential cruise terminal at Ports O’Call (see  
25 Section 2.5.2.1.4). Page 2-64 includes an analysis of why the Ports O’Call site was  
26 not appropriate for a cruise terminal. This alternative was eliminated from further  
27 consideration due to navigation risks to both cruise vessels and inbound and  
28 outbound vessels transiting the Main Channel; schedule impacts as a result of  
29 existing leaseholders; landside space constraints would not provide the same  
30 opportunity for enhanced visitor-serving commercial development within Ports  
31 O’Call without creating the need for increased density, and preclusion of a water’s  
32 edge promenade along one of the more interesting and active viewing areas of the  
33 harbor where people can watch large ships passing by; cost being approximately 13  
34 times the cost of wharf construction/modification at other sites with existing wharves;  
35 and environmental considerations relative to significant additional/new in-water  
36 construction including dredging, disposal, and pile driving and associated short-term  
37 environmental effects. When all these issues are taken into consideration, this  
38 alternative was eliminated from further discussion. Please also see Master Response  
39 1 for additional discussion on the selection of alternatives.

From: [David Nichol](#)  
To: [Ceqacomment:](#)  
cc: [Connie Martin:](#)  
Subject: Fw: San Pedro Waterfront Project  
Date: Monday, December 08, 2008 8:50:59 PM

---

Connie was unable to get her ISP to send this to the Port of LA, so I am forwarding it to you.

Dave

--- On Mon, 12/8/08, Don Martin <[don.martin5@ca.rr.com](mailto:don.martin5@ca.rr.com)>  
wrote:

From: Don Martin <[don.martin5@ca.rr.com](mailto:don.martin5@ca.rr.com)>  
Subject: San Pedro Waterfront Project  
To: "Dave Nichol" <[d.nichol@sbcglobal.net](mailto:d.nichol@sbcglobal.net)>  
Cc: "Dave Nichol" <[d.nichol@sbcglobal.net](mailto:d.nichol@sbcglobal.net)>  
Date: Monday, December 8, 2008, 7:53 PM

Connie Martin  
318 N Goodhope Ave  
San Pedro, CA 90732

CMAR-1 | I support the Cruise Ship Terminals at the Outer Harbor with the proposed security  
CMAR-2 | barrier imposed. I support the outer harbor as long as the parking is located at the pier  
CMAR-3 | 93 parking space. I am concerned that the recreational boating area has the potential to  
CMAR-4 | continue their Junior programs and the racing programs in the spaces allotted to the  
CMAR-5 | Cruise terminals in the outer harbor. I want to be assured that a traffic pattern from  
CMAR-6 | Outer Harbor to the freeway will be given the best studies regarding traffic congestion  
and environmental concerns. I approve all of the proposed water cuts, town squares,  
deindustrialized ares , red care realignments, and expansion and realignment of  
Sampson Way and the 7th St./Sampson Way intersection Improvements. I would like to  
see a redevelopment of the Ports O'Call Area as outlined in the project.

Connie Martin  
[don/martin5@ca.rr.com](mailto:don/martin5@ca.rr.com)

## 1 **Connie Martin (CMAR)**

### 2 **Response to Comment CMAR-1**

3 Thank you for your comment. Your support for the proposed Outer Harbor Terminal  
4 with the security barrier will be forwarded to the Board of Harbor Commissioners.

### 5 **Response to Comment CMAR-2**

6 Thank you for your comment. Your support for the Outer Harbor with parking to  
7 remain at the Inner Harbor area will be forwarded to the Board of Harbor  
8 Commissioners.

### 9 **Response to Comment CMAR-3**

10 Thank you for your comment. The proposed Project would temporarily limit  
11 recreational boating activities at certain times of the day from approaching the Outer  
12 Harbor Terminal while cruise ships are in transit and docked at the Outer Harbor.  
13 LAHD would work with recreational boating organizations to maintain areas in  
14 which Junior and recreational boating activities can continue to take place. Your  
15 concerns will be forwarded to the Board of Harbor Commissioners for consideration  
16 during their deliberations on the proposed Project and alternatives.

### 17 **Response to Comment CMAR-4**

18 The comment expresses a general concern regarding the traffic pattern from the  
19 Outer Harbor to the freeway. The draft EIS/EIR included a detailed traffic impact  
20 study that assesses the ability of the surrounding street system to accommodate the  
21 projected increases in future traffic, both from the proposed Project and from other  
22 sources. The traffic study is found in Appendix M.1 of the draft EIS/EIR and the  
23 analysis is summarized in Section 3.11, "Transportation and Circulation (Ground)."  
24 Mitigation measures were proposed that would increase capacity and would fully or  
25 partially mitigate the identified proposed project impacts at most of the significantly  
26 impacted locations.

### 27 **Response to Comment CMAR-5**

28 Thank you for your comment. Your support for the proposed Project's features  
29 including the proposed water cuts, town squares, deindustrialized areas, red car  
30 realignments, and expansion and realignment of Sampson Way and the 7th

1 St./Sampson Way intersection Improvements will be forwarded to the Board of  
2 Harbor Commissioners.

3 **Response to Comment CMAR-6**

4 Thank you for your comment. Your support for the proposed redevelopment of Ports  
5 O'Call will be forwarded to the Board of Harbor Commissioners.



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, California 93001

RE: Draft Environmental Impact Statement/Report (Draft EIS/EIR) San Pedro Waterfront  
Project

Dear Dr. MacNeil:

GAM-1 | Upon review of the Draft EIS/EIR for the San Pedro Waterfront Project, along with other documents in possession of the Port of Los Angeles (the Port), I hereby present my objections and comments on this report.

GAM-2 | Gambol Industries currently manages under contract with the Port the Southwest Marine property, which includes the parcel on which the proposed fueling station would be built (Berth 240Z). We find the proposed Project would have a significantly negative impact on existing and planned operations at the Southwest property

GAM-3 | Beyond said impacts, we find the Project's draft EIS/EIR is fundamentally flawed in numerous respects, and that the document should be set aside until other, more environmentally-friendly and economically prudent alternatives can be discussed and analyzed.

GAM-4 | CEQA Guidelines Section 15088.5 states that a lead agency is required to re-circulate an EIR if the following conditions apply:



GAM-4  
CONT.

- \*A new significant environmental impact would result from the Project if from a new proposed mitigation measure;
- \*A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- \* A feasible Project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the Project, but the Project's proponents decline to adopt it;
- \*The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

We respectfully request that the Draft EIS/EIR be set aside because it is fundamentally flawed in several respects, most notably the fact that the Port's own analysis found that the No Project Alternative was found to be the environmentally superior alternative:

#### Section 6.5 - Environmentally Preferred and Superior Alternatives

GAM-5

Under the CEQA analysis, Alternative 6, the No-Project Alternative, is the environmentally superior alternative because this alternative would not require discretionary approvals triggering CEQA compliance and would, therefore, for purposes of this EIS/EIR, have no impact under CEQA. Pursuant to the CEQA Guidelines, if the No-Project Alternative is deemed to be environmentally superior, then the lead agency must identify an alternative other than the No-Project Alternative as environmentally superior. Alternative 5 ranked first in terms of the least overall environmental impact when compared to the CEQA baseline (Table 66). This alternative would result in the least impact on biological resources, groundwater and soils, recreation, marine transportation, and water quality when compared to all other alternatives. Alternative 5 would share the least impact for all other environmental resource areas except air quality (Alternatives 1 and 3 would result in the least impact), hazards and hazardous materials (Alternative 4 would result in the least impact) land use (proposed Project and Alternatives 1 through 4 would result in the least impact), and utilities and public services (Alternative 3 would result in the least impact).

GAM-6

We find it extremely curious that the Port sees fit to move forward with a Project that its own report clearly found not to be the environmentally superior alternative. We also find it curious that the proposed location of the fueling station seems to have been arbitrarily chosen without demonstrable evidence of how it came to be chosen, nor any evidence of consideration for alternate sites.

GAM-7

Furthermore, a more detailed explanation should be required as to the Port's plans for addressing existing and potential contamination issues, and that alternate site must be explored before all options are considered exhausted.

GAM-8 | We further believe that an infinitely more prudent plan of environmentally-friendly development can be utilized at the property, including potential renovation of the site for 180+-foot barge and ship repair and construction. Such a facility does not exist in Southern California, contributing to the loss of hundreds of millions of dollars annually in potential business as well as hundreds of permanent jobs.

GAM-9 | More specifically, however, the proposed location of the fueling station, in what amounts to the middle of the property, will effectively cut the face pier at Berth 240Z in half, and render a large amount of current barge and ship berthing unusable and unavailable, and would substantially impact current and future use of 240Z as a functioning OGV shipyard facility.

GAM-10 | There also appears to be no consideration of the property in relation to the entire Southwest Marine property. We believe the Port should explain in detail its underlying reasoning for either ignoring or trying to outright block any plans for potential renovation of the Berth 240Z and Southwest Marine properties.

GAM-11 | While the Port is foisting no fewer than three draft EIRs or EIS (Southwest Marine Demolition, Channel Deepening and San Pedro Waterfront) and a draft amendment to the Port's own Master Plan calling for the utilization of Berths 243-245 as contaminated soil landfills and the destruction of buildings throughout the property due their perceived "environmental hazards", we find it unconscionable that the Port would in turn proposed an ill-conceived fueling station that could present even greater environmental hazards than may currently exist.

GAM-12 | The list of flaws in the draft EIR/EIS are far too many to list here. Needless to say, we wish to reiterate in the strongest possible terms our objections to this document and its utter lack of scope, the outward appearance of the Port's utter dismissal of consideration of alternative uses, and its seemingly random choice to locate the proposed fueling station at Berth 240Z, effectively rendering a potential new 180+-foot OGV maintenance yard useless.

If you have any question or comments, or if I can be of any further assistance, please contact me anytime.

Sincerely,

John Bridwell  
Vice President

CC: Dr. Ralph G. Appy, Director of Environmental Management, Port of Los Angeles

Los Angeles Harbor Board of Commissioners

S. David Freeman, President

Jerilyn López Mendoza, Vice President

Kaylynn L. Kim, Commissioner

Douglas P. Krause, Commissioner

Joseph R. Radisich, Commissioner

Geraldine Knatz, Executive Director

David L. Mathewson, Director of Planning & Environmental Affairs

Philip A. Tondreau, Director of Real Estate

## 1 **John Bridwell (GAM)**

### 2 **Response to Comment GAM-1**

3 Thank you for your comment. Your objection to the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

### 5 **Response to Comment GAM-2**

6 Thank you for your comment. The draft EIS/EIR has adequately identified and  
7 discussed the environmental effects the proposed Project and alternatives would have  
8 on Berth 240, as required under CEQA. (CEQA Guidelines Section 15126.2) and  
9 NEPA. The potential environmental impacts are identified and analyzed in Section  
10 3.6, 3.7, 3.8, 3.12, 3.14, and Chapter 7 of the draft EIS/EIR. (For the analysis of its  
11 impacts on hazardous substances, see Section 3.7.4.3.) Impacts associated with the  
12 location of the fueling station at Berth 240 would be less than significant. In  
13 addition, the removal of the Jankovich fueling station allows the proposed Project to  
14 meet many of the proposed Project's objectives, including creating a continuous  
15 promenade (draft EIS/EIR, Section 2.3.1.) The removal of the fueling station also  
16 reduces environmental impacts due to hazardous substances. Removal would allow  
17 the development of the Ports O'Call without the associated hazardous risks of having  
18 a neighboring fuel station. (draft EIS/EIR Section 3.7.4.3.1.) No specific negative  
19 impacts on existing and planned operations at the Southwest property are identified.  
20 The comment does not address the adequacy of the environmental document;  
21 therefore, no further response is warranted.

### 22 **Response to Comment GAM-3**

23 Thank you for your comment. The draft EIS/EIR analyzes 6 Alternatives to the  
24 proposed Project, which is a reasonable range under CEQA (see CEQA Guidelines  
25 Section 15126.6) and NEPA. No specific fundamental flaws are identified. The  
26 comment does not address the adequacy of the environmental document; therefore,  
27 no further response is warranted.

### 28 **Response to Comment GAM-4**

29 Thank you for your comment. The draft EIS/EIR does not trigger the need to  
30 recirculate. See Master Response 7 regarding recirculation. The draft EIS/EIR  
31 complies with the requirements of CEQA and NEPA and allows for meaningful  
32 public review and comment. LAHD acknowledges that the No-Project Alternative  
33 was found to be environmentally superior under CEQA. LAHD is not required to  
34 approve the environmentally superior alternative if it finds that there are other  
35 overriding considerations (i.e., specific economic, legal, social, technological or other

1 benefits of the proposed Project that outweigh its unavoidable adverse environmental  
2 effects), which would be documented in the Findings and a written Statement of  
3 Overriding Considerations should the Board of Harbor Commissioners decide the  
4 approve the proposed Project or one of the build alternatives.

## 5 **Response to Comment GAM-5**

6 Thank you for your comment. LAHD staff has not predetermined the outcome of the  
7 decision on which alternative to approve, if any, and has not “moved forward” with  
8 any of portion of the proposed Project. The analysis presented in the draft EIS/EIR is  
9 a thorough analysis of the environmental impacts that would occur if the proposed  
10 Project or any of the alternatives were approved, and this analysis will be presented  
11 to the Board of Harbor Commissioners for their consideration during their  
12 deliberations on the proposed Project and alternatives. As mentioned in the Response  
13 to Comment GAM-4, LAHD is not required to approve the environmentally superior  
14 alternative if there are other overriding considerations (i.e., specific economic, legal,  
15 social, technological or other benefits of the proposed Project that outweigh its  
16 unavoidable adverse environmental effects) weighing a positive benefit to the  
17 community at large, which would be documented in the Findings and a written  
18 Statement of Overriding Considerations should the Board of Harbor Commissioners  
19 decide the approve the proposed Project or one of the build alternatives. The  
20 comment does not address the adequacy of the analysis contained in the draft  
21 EIS/EIR, and therefore, no further response is warranted.

## 22 **Response to Comment GAM-6**

23 Thank you for your comment. An EIR is not required to consider alternatives to a  
24 component of a project. (*Big Rock Mesas Prop. Owners Ass’n v. Board of*  
25 *Supervisors* (1977) 73 Cal.App.3d 218, 227.) The requirement that an EIR describe  
26 alternatives to the project applies to the project as a whole and not to the various  
27 facets thereof. (Id.) The relocation of the fueling station was considered as part of  
28 the proposed Project, and the location at Berth 240 was determined to be the best  
29 available site in terms of location in proximity to vessels that require fueling at this  
30 facility. In addition, LAHD evaluated the possibility of leaving the fueling facility in  
31 its existing location at Ports O’Call in Alternative 5. Your comment will be  
32 forwarded to the Board of Harbor Commissioners for consideration during their  
33 deliberations on the proposed Project and alternatives.

## 34 **Response to Comment GAM-7**

35 Thank you for your comment. The level of analyses relating to contamination issues  
36 conducted for the proposed Project and alternatives is adequate and appropriate for  
37 an EIS/EIR. Contamination issues at Berth 240 are addressed in Section 3.6,  
38 “Groundwater and Soils.” LAHD would mitigate contaminated soil and groundwater

1 where necessary prior to construction as required by Mitigation Measures MM GW  
2 1, MM GW 1a, MM GW 1b, and MM GW-1c for previously identified contaminated  
3 sites. In addition, LAHD would implement Mitigation Measure MM GW 2 to  
4 address the potential to encounter unanticipated contaminated soil and groundwater  
5 during construction in areas outside currently identified contaminated sites. The  
6 alternatives selected for analysis compared to the proposed Project represent a  
7 reasonable range of alternatives and were adequate according to CEQA and NEPA  
8 guidelines, which do not require exhaustive consideration of alternative sites.

## 9 **Response to Comment GAM-8**

10 Thank you for your comment. LAHD has no plans to utilize the property involved in  
11 the proposed San Pedro Waterfront project or its alternatives for a barge and ship  
12 repair and construction yard, and therefore, this type of use was not analyzed as part  
13 of the proposed Project or any of the alternatives considered in the draft EIS/EIR.  
14 The comment does not address the adequacy of the analysis contained in the draft  
15 EIS/EIR, and therefore, no further response is warranted.

## 16 **Response to Comment GAM-9**

17 Thank you for your comment. Development of a shipyard at Southwest Marine is  
18 outside of the project scope for the San Pedro Waterfront EIS/EIR. However, the  
19 location of a fueling facility at Southwest Marine Shipyard site does not preclude  
20 future development of the site as a shipyard. In addition, the relocation site for the  
21 fueling facility could also be adjusted to accommodate future reuse of the Southwest  
22 Marine site as a shipyard.. The comment does not address the adequacy of the  
23 analysis contained in the draft EIS/EIR, and therefore, no further response is  
24 warranted.

## 25 **Response to Comment GAM-10**

26 Thank you for your comment. The proposed fueling station at Berth 240 would not  
27 affect future planned uses at the Southwest Marine Property. The proposed use is  
28 compatible with existing and foreseeable land uses in this location. LAHD has no  
29 plans to renovate Berth 240 and Southwest Marine properties at this time because  
30 these activities are not outside the scope of the San Pedro Waterfront.

## 31 **Response to Comment GAM-11**

32 Thank you for your comment. Current environmental hazards are related to past uses  
33 of the proposed Project site that currently exist in the soil. The placement of a  
34 fueling station at Berth 240 could potentially result in hazards associated with  
35 operations, albeit a small likelihood of upset. The location at Berth 240 would be  
36 consistent with LAHD's Risk Management Plan and the Port Master Plan, while the  
37 current location is not. Any future development of the site would require cleanup of  
38 contaminated soils prior to construction. Additionally, relocating the fueling station

1 to the new location would require significant upgrades in accordance with new codes  
2 and standards, which would minimize potential for future hazards and contamination.

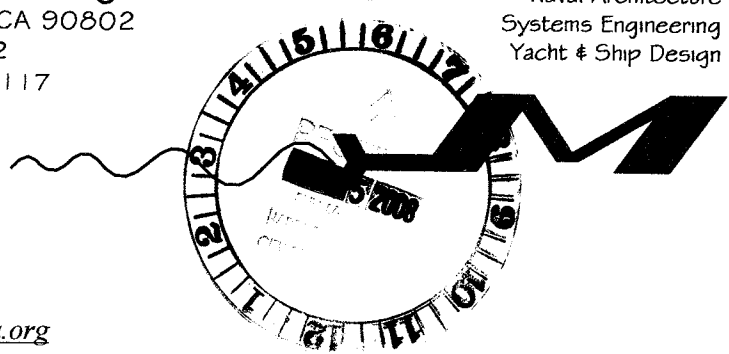
3 **Response to Comment GAM-12**

4 Thank you for your comment. The draft EIS/EIR provides an alternative analysis of  
5 the proposed Project by evaluating the possibility of maintaining the fueling station at  
6 the existing site under Alternative 5. The location at Berth 240 was determined to be  
7 the best available site in terms of location in proximity to vessels that require fueling  
8 at this facility, and moving the fueling station to this location is consistent with  
9 LAHD's Risk Management Plan and the Port Master Plan. The comment contains no  
10 specific comments related to CEQA or NEPA or that address the adequacy of the  
11 analysis contained in the draft EIS/EIR; therefore no further response is warranted.

# Maillian Associates Design

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Phone (562) 427-3513 • Fax (562) 683-2652  
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Naval Architecture  
Systems Engineering  
Yacht & Ship Design



8 December 2008

Submitted via email to: [ceqacomment@portla.org](mailto:ceqacomment@portla.org)

Spencer D. MacNeil, D. Env.  
Senior Project Manager  
U.S. Army Corps of Engineers  
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

Re: San Pedro Waterfront Project, Draft EIR Comments

Dear Sirs:

This letter is in comment to the Draft EIR for the proposed San Pedro Waterfront Project.

I am a naval architect with considerable experience in vessel, shipyard and marine project design. I have been actively involved with projects on land and water in the Ports of Long Beach and Los Angeles for thirty-plus years, ranging from passenger vessels to yachts, and including shipyard infrastructure, cargo facility planning, and substantial involvement with the San Pedro fishing fleets.

My principal areas of concern in the San Pedro Waterfront Project are:

**1) New "Fueling Station" to be located at Berth 240Z (present location of the historic Southwest Marine site).**

MAI-1

a) The proposed location of the fueling station wharf improvements and floating docks effectively divides the present face pier at Berth 240Z into two smaller pier sections. I believe this is intended to destroy the future utility of the Southwest Marine site as a revitalized ship and barge repair and construction facility. Better siting needs to be considered.

MAI-2

b) The relocation of the fueling station to Berth 240Z appears to be arbitrary. There is no evidence I can find within the DEIR of serious considerations leading to this site location, or of alternative sites available within the Port.

MAI-3

c) I do not see where the "offshore supply lay down area" captioned in Figure ES-13 is addressed anywhere within the DEIR. Who are the intended users of this area? What are the traffic and pollution impacts of this area?

MAI-4

d) The proposed conceptual location of the tank farm at the fueling station also appears to be arbitrary, and I see no place within the DEIR where consideration is given to existing in-ground pollution at the former shipyard site, or to utilization of the adjacent backlands surrounding the tank farm.



MAI-5

2) **No consideration is given to the Southwest Marine site as a whole and this appears to represent a continuation of the Port's attitude towards development of much-needed shipyard and maritime support facilities.**

a) Specifically, There are at least three Draft or Final EIRs addressing areas of the Southwest Marine shipyard site, and each appears to be designed to obfuscate and confuse, to wit:

MAI-6

i) First is the extant San Pedro Waterfront Project, which skirts the issue of the larger potential uses of the Southwest Marine site in it's entirety; it only refers to the site as "vacant". The continued and on-going utility of the site and the adjacent berths and piers by the motion picture production industry, and as ship's service lay berths, is completely ignored. Also, the frequent utilization of the site, as a whole, for emergency training by various security agencies is also 'overlooked.'

MAI-7

ii) The Channel Deepening Project EIR relegates "Berths 243 and 245" to supposed best-use status as landfill sites in support of the Deepening Project. By using these arcane berth designations, this potential destruction of two irreplaceable Port assets has been effectively concealed from interested parties. In fact, these two slips are part and parcel of the Southwest Marine site at Berth 240Z, and are consistently referred to elsewhere by the Port as included in Berth 240Z.

MAI-8

iii) The Southwest Marine Buildings Demolition Project addresses the removal and destruction of the existing shipyard cranes located at the Southwest Marine slips as a part of the Demolition Project. The entire concept and EIR review of Southwest Marine assumes that the site cannot be rehabilitated as a shipyard, when it appears patently obvious that the opposite is true. The slips represent an ideal, and existing, location for one or more new floating drydocks or graving docks, much needed to support the "floating infrastructure" of the Ports. The existing buildings can be addressed as both irreplaceable historical assets, and as ideal candidates for structural reinforcement and re-use for shipyard and other uses.

I use the term "floating infrastructure" to cover the substantial numbers of tugs, heavy-lift and specialized cargo ships, short-sea and ocean-going barges, and bunkering barges that call at, or are home-ported in, the Ports of Long Beach and Los Angeles

MAI-9

iv) Within the SWM Buildings Demolition Project documents, much reliance is made on certain clauses found within Permit 594, the Southwest Marine lease, while ignoring other clauses and options. I specifically address the lack of attention to the Permit requirement for removal and mitigation of pollution that may or may not be found at and under the site, and making it appear that the rehabilitation and re-use, rather than removal, of the existing structures simply cannot be accomplished. The Port admits within its own documents that the structural review of the buildings and other structures is cursory at best, and that the toxics sampling carried out to date is spotty and incomplete.

v) To expand on the point above – there exists substantial precedent within the Port's history for renegotiation of removal clauses in lease and permits, so as to best make use of existing structures. It is far better from an environmental and cost standpoint that the Port make every effort to save the existing structures, and to avoid the later need to dredge replacement slips elsewhere for drydock and pier-side service needs. The building removal/site restoration and pollution removal/mitigation clauses are being cherry-picked to support the Port's preconceived position. It appears that nothing beyond a cursory and incomplete assessment has been made of the SWM Berth 240Z site for ship repair, dockside de-gassing, or for continued use as a full-service shipyard.

MAI-10

vi) To propose that a new fueling station and tank be constructed within the probable boundaries of the worst assumed pollution beneath the Southwest Marine site (as stated by the Port) appears irresponsible at best, and deliberate redirection or concealment of substantive pollution issues at worst.

MAI-11

- b) The Port appears to be internally conflicted regarding the need for vessel service berths and shipyard facilities. Recently, in excess of \$500,000 was expended to relocate a segment of Seaside Drive, specifically to accommodate the lengthening of barge ways at Al Larson Boat Shop. During the project review, the Port stated that there is only one significant boatyard or shipyard within the Ports of Long Beach and Los Angeles, that being Larson, and thus justifying the expenditure.
- i) This implies that the need for shipyard facilities is acknowledged, yet the Port at the same time is working diligently to destroy a larger shipyard site, nearly adjacent to Larson.
  - ii) The Port is well aware that there is at least one other shipyard of similar size and capabilities as Al Larson Boat Shop, that being Gambol Industries, Inc. in Long Beach.
  - iii) I ask that an explanation of the Port's rationale to intentionally ignore the potential for use of the Southwest Marine site, in its entirety, be provided, and that explanation of the Ports glossing over the existing and acknowledged potential contamination issues on the site, and that alternative sites be investigated for location of the new proposed fueling station.

Sincerely;

Maillian Associates Design, N.A.



Jeffrey J. Maillian, Principal

## 1 Jeff Maillian (MAI)

### 2 Response to Comment MAI-1

3 Thank you for your comment. LAHD has no plans to utilize the property at Berth  
4 240Z for a barge and ship repair and construction yard, therefore this type of use was  
5 not analyzed as part of the proposed Project or any of the alternatives considered in  
6 the draft EIS/EIR. Please see Response to Comment MAI-2 for further discussion of  
7 the proposed location of the fueling station.

### 8 Response to Comment MAI-2

9 Thank you for your comment. An EIR is not required to consider alternatives to a  
10 component of a project. (*Big Rock Mesas Prop. Owners Ass'n v. Board of*  
11 *Supervisors* (1977) 73 Cal.App.3d 218, 227.) The requirement that an EIR describe  
12 alternatives to the project applies to the project as a whole and not to the various  
13 facets thereof. (Id.) The location at Berth 240 was determined to be the best  
14 available site in terms of location in proximity to vessels that require fueling at this  
15 facility. In addition, moving the fueling station to this location is consistent with  
16 LAHD's Risk Management Plan and the Port Master Plan, whereas the existing  
17 location is not consistent with these documents. The draft EIS/EIR also considers the  
18 possibility of maintaining the fueling station at the existing site under Alternative 5.

### 19 Response to Comment MAI-3

20 Thank you for your comment. The offshore supply lay down area is part of the  
21 proposed fueling station and would operate in roughly the same manner as the  
22 existing Jankovich fueling station with the same or similar users. Existing operations  
23 at Jankovich were applied to the proposed fueling station at Berth 240 with respect to  
24 traffic impacts as described in Section 3.12, "Transportation and Navigation  
25 (Marine)," and pollution impacts as described in Section 3.6, "Groundwater and  
26 Soils." Therefore, the impact analysis adequately captures these impacts in the draft  
27 EIS/EIR.

### 28 Response to Comment MAI-4

29 Thank you for your comment. The relocation is a component of the proposed  
30 Project, for which exhaustive consideration of alternative sites is not required. (See  
31 Response to Comment MAI-2). The location at Berth 240 was determined to be the  
32 best available site in terms of location in proximity to vessels that require fueling at  
33 this facility. LAHD considered the possibility of leaving the fueling facility in its  
34 existing location at Ports O'Call in Alternative 5. Contamination issues at Berth 240  
35 are addressed in Section 3.6, "Groundwater and Soils" (Area G). LAHD would  
36 mitigate contaminated soil and groundwater where necessary prior to construction as  
37 required by Mitigation Measures MM GW 1, MM GW 1a, MM GW 1b, and

1 MM GW-1c for previously identified contaminated sites as described in Section  
2 3.6.4.3.1. In addition, LAHD would implement Mitigation Measure MM GW 2 to  
3 address the potential to encounter unanticipated contaminated soil and groundwater  
4 during construction in areas outside currently identified contaminated sites. Any  
5 future development of the site would require cleanup of contaminated soils prior to  
6 construction. Additionally, relocating the fueling station to the new location would  
7 require significant upgrades in accordance with new codes and standards, which  
8 would minimize potential for future hazards and contamination.

## 9 **Response to Comment MAI-5**

10 The proposed fueling station at Berth 240 would not affect future planned uses at the  
11 Southwest Marine Property, and the proposed relocation of the fueling station is  
12 compatible with existing and foreseeable land uses in this location. Furthermore,  
13 LAHD has no plans to renovate Berth 240 and Southwest Marine properties for a  
14 barge and ship repair and construction yard. The comment does not address the  
15 adequacy of the analysis contained in the draft EIS/EIR, and therefore, no further  
16 response is required.

## 17 **Response to Comment MAI-6**

18 The proposed Project would not affect the Southwest Marine property in its entirety.  
19 The proposed fueling station represents a small portion of the overall Southwest  
20 Marine property. For purposes of CEQA, *vacant* is adequate to describe the baseline  
21 existing physical setting of the property. Furthermore, as discussed in the Chapter 2  
22 of the draft EIS/EIR, Project Description, the primary objectives of the proposed  
23 Project are to enhance and revitalize the existing San Pedro Waterfront area, expand  
24 cruise ship facilities, improve vehicular access to the waterfront area, and to  
25 demonstrate the LAHD's commitment to sustainability. LAHD has no plans to  
26 renovate Berth 240 and Southwest Marine properties at this time because these  
27 activities are not commensurate with the stated objectives of the proposed Project.

## 28 **Response to Comment MAI-7**

29 Thank you for your comment. The Channel Deepening Project is not related to the  
30 proposed Project, and the landfill sites described and evaluated in the EIR for the  
31 Channel Deepening Project are not related to the proposed San Pedro Waterfront  
32 Project, nor the proposed Berth 240. The comment does not address the adequacy of  
33 the analysis contained in the draft EIS/EIR, and therefore, no further response is  
34 warranted. LAHD is only required to respond to comments regarding significant  
35 environmental effects related to the draft EIS/EIR for the San Pedro Waterfront  
36 Project. (CEQA Guidelines Section 15204.)

## 37 **Response to Comment MAI-8**

38 Thank you for your comment. The Southwest Marine Buildings Demolition Project  
39 is separate and unrelated to the proposed Project. As discussed in the Chapter 2 of

1 the draft EIS/EIR, “Project Description,” the primary objectives of the proposed  
2 Project are to enhance and revitalize the existing San Pedro Waterfront area, expand  
3 cruise ship facilities, improve vehicular access to the waterfront area, and to  
4 demonstrate the LAHD’s commitment to sustainability. LAHD has no plans to  
5 renovate Berth 240 and Southwest Marine properties at this time because these  
6 activities are not commensurate with the stated objectives of the proposed Project.  
7 Please see Response to Comment MAI-7.

## 8 **Response to Comment MAI-9**

9 Thank you for your comment. The reuse of existing buildings and structures at  
10 Southwest Marine as part of the Southwest Marine Demolition project is unrelated to  
11 the proposed Berth 240 fueling station, which is part of the proposed Project. The  
12 proposed fueling station would not affect existing buildings, which are proposed for  
13 demolition as part of a separate and unrelated project. As discussed in the Chapter 2  
14 of the draft EIS/EIR, Project Description, the primary objectives of the proposed  
15 Project are to enhance and revitalize the existing San Pedro Waterfront area, expand  
16 cruise ship facilities, improve vehicular access to the waterfront area, and to  
17 demonstrate the LAHD’s commitment to sustainability. LAHD has no plans to  
18 renovate Berth 240 and Southwest Marine properties at this time because these  
19 activities are not commensurate with the stated objectives of the proposed Project.  
20 Please see Response to Comment MAI-7.

## 21 **Response to Comment MAI-10**

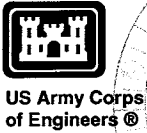
22 Thank you for your comment. Contamination issues at Berth 240 are addressed in  
23 Section 3.6, “Groundwater and Soils” (Area G). LAHD would mitigate  
24 contaminated soil and groundwater where necessary prior to construction as required  
25 by Mitigation Measures MM GW-1, MM GW-1a, MM GW-1b, and MM GW-1c for  
26 previously identified contaminated sites as described in Section 3.6.4.3.1. In  
27 addition, LAHD would implement Mitigation Measure MM GW-2 to address the  
28 potential to encounter unanticipated contaminated soil and groundwater during  
29 construction in areas outside currently identified contaminated sites. Any future  
30 development of the site would require cleanup of contaminated soils prior to  
31 construction. Additionally, relocating the fueling station to the new location would  
32 require significant upgrades in accordance with new codes and standards, which  
33 would minimize potential for future hazards and contamination.

## 34 **Response to Comment MAI-11**

35 Thank you for your comment. Future uses at the Southwest Marine property are  
36 unrelated to the proposed Berth 240 fueling station. And LAHD has no plans to  
37 utilize the Southwest Marine property for a barge and ship repair and construction  
38 yard. The proposed fueling station would not affect the existing buildings, which are  
39 proposed for demolition as part of a separate and unrelated project. In addition,  
40 LAHD considered the possibility of leaving the fueling facility in its existing location  
41 at Ports O’Call in Alternative 5. Please see Response to Comment MAI-2. As

1 discussed in the Chapter 2 of the draft EIS/EIR, Project Description, the primary  
2 objectives of the proposed Project are to enhance and revitalize the existing San  
3 Pedro Waterfront area, expand cruise ship facilities, improve vehicular access to the  
4 waterfront area, and to demonstrate the LAHD’s commitment to sustainability.  
5 LAHD has no plans to renovate Berth 240 and Southwest Marine properties at this  
6 time because these activities are not commensurate with the stated objectives of the  
7 proposed Project.

8 Contamination issues at Berth 240 are addressed in Section 3.6, “Groundwater and  
9 Soils” (Area G). Please See Response to Comment MAI-4. LAHD would mitigate  
10 contaminated soil and groundwater where necessary prior to construction as required  
11 by Mitigation Measures MM GW 1, MM GW 1a, MM GW 1b, and MM GW-1c for  
12 previously identified contaminated sites. In addition, LAHD would implement  
13 Mitigation Measure MM GW 2 to address the potential to encounter unanticipated  
14 contaminated soil and groundwater during construction in areas outside currently  
15 identified contaminated sites. Your comment will be forwarded to the Board of  
16 Harbor Commissioners for consideration during their deliberations on the proposed  
17 Project.



# 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](mailto: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 Richard MANNILA Telephone/Fax (310) 548-4400  
Organization/Company 22nd STREET LANDING SEAFOOD GRILL  
Address 141 A WEST 22nd ST.  
City/State/Zip Code SAN PEDRO, CA. 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.)

DURING 1987, FRANK HALL (22nd ST. LANDING Sport Fishing) AND RICHARD MANNILA SIGNED A 30 YEAR LEASE WITH THE PORT OF L.A. AND COMMENCED CONSTRUCTION ON THE FIRST BUILDING FOR THE SECOND PHASE OF CABRILLO MARINA. WE FINISHED THE BUILDING AND RESTAURANT IN JUNE 1990. TWO MONTHS BEFORE OUR BUILDING COMPLETION, THE 2nd PHASE OF CABRILLO MARINA WAS PLACED ON "TEMPORARY HOLD." HOW LONG SHOULD TEMPORARY BE CONSIDERED TEMPORARY?

MANN-1

1 **Richard Mannila (MANN)**

2 **Response to Comment MANN-1**

3 Thank you for your comment. The commenter refers to an issue related to the second  
4 phase of the Cabrillo Marina project. Responses are required only for those  
5 comments that address the adequacy of the draft EIS/EIR. Your comment has been  
6 noted.





My name is Jeff Mitre and I was born and raised in San Pedro. I am an avid surfer and an environmentalist. I am a Longshoreman with the ILWU and before that I worked on the water at Catalina Express for many years.

MIT-1 I work only break-bulk docks, one of which is on the list to be taken over for the expansion of the Cruise Ship Terminals. The dock I speak of is Outer-Harbor 49. One of the many concerns I have is the toxic materials that were once store at this dock, not only on the surface but also in underground transportation tunnels. I know that in the process of beautifying and updating the waterfront, they propose to have a park built in this area. I would not feel comfortable taking my children to a park built on top of toxic material.

MIT-2 My second concern is the lost of a tradition for the longshoremen. My job is based on this tradition of break-bulk work. Before the invention of containers and large cranes, everything was unloaded from the ship manually, the way it is done on Outer-Harbor 49. This type of work also keeps many people employed in our harbor. This is crucial to keep our friends, and family working, especially in the recession we are facing today.

MIT-3 I have seen the Port of Los Angeles kick my company out of another dock, S.P. 87 for Cruise Ship expansion a few years back. Nothing has been done to that dock. It still stands empty, except for an occasional Police motorcycling training area.

MIT-4

Another example of Port of L.A. taking sites away from break-bulk is the dredging project at T.I. 210. The site is filled with the dredged material that is still sitting there to dry out.

MIT-5

I am all for the beautifying of the waterfront, but not at the expense of people losing their jobs, and a loss of a rich tradition. I wish that the Port of Los Angeles would focus its efforts more towards the land they have, especially Port's O' Call.

Thank you for listening to my concerns.

Jeff Mitre 310-628-2172



**1 Jeff Mitre (MIT)****2 Response to Comment MIT-1**

3 Thank you for your comment. Potential contamination issues at Berth 49 are  
4 addressed in Section 3.6, “Groundwater and Soils” (Area E). LAHD would mitigate  
5 contaminated soil and groundwater where necessary prior to construction as required  
6 by Mitigation Measures MM GW 1, MM GW 1a, MM GW 1b, and MM GW-1c for  
7 previously identified contaminated sites. In addition, LAHD would implement  
8 Mitigation Measure MM GW 2 to address the potential to encounter unanticipated  
9 contaminated soil and groundwater during construction in areas outside currently  
10 identified contaminated sites.

**11 Response to Comment MIT-2**

12 Thank you for your comment. No further response is required because the comment  
13 does not address the adequacy of the draft EIS/EIR.

**14 Response to Comment MIT-3**

15 Thank you for your comment. Berths 87–93 were reorganized for updates to the  
16 World Cruise Center. Berth 93 was renovated, and Berths 91–92 are permanent  
17 cruise berth areas. Berths 87–90 are currently used by Port Police for inspection and  
18 cargo handling operations to support the World Cruise Center. This area is proposed  
19 for the North Harbor cut as part of the proposed Project.

**20 Response to Comment MIT-4**

21 Thank you for your comment. The comment does not address the adequacy of the  
22 analysis contained in the draft EIS/EIR, and therefore no further response is required.

**23 Response to Comment MIT-5**

24 Thank you for your comment. Please refer to Chapter 7, “Socioeconomics and  
25 Environmental Quality,” for a discussion of the potential job creation, as well as the  
26 potential impacts affecting environmental and socioeconomic quality in the  
27 surrounding vicinity of the Port and the larger Southern California region. The  
28 comment does not address the adequacy of the analysis contained in the draft  
29 EIS/EIR, and therefore no further response is warranted. Your comment will be  
30 forwarded to the Board of Harbor Commissioners for consideration during their  
31 deliberations on the proposed Project.

From: [Danial Nord](#)  
To: [Cegacomments](#);  
Subject: comments: San Pedro Waterfront Project  
Date: Monday, December 08, 2008 6:38:28 PM

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Dear Dr. Spencer D. MacNeil and Dr. Ralph G. Appy,

I have written numerous letters during past opportunities to comment on various iterations of the San Pedro Waterfront project, (formerly B to B). I have spoken at numerous meetings as well, and have been involved with various community groups proposing sustainable plans that put local residents and their health and quality of life ahead of business interests.

NORD-1

I sincerely hope that these efforts, over the years, have not been ignored, and that previous public comments have been included in the development of this most recent plan. However, it is clear that the Port's intention to put Cruise ship terminals and related facilities in the outer harbor has persisted, despite widespread and diverse community objection. I can cite all the valid reasons that many residents, myself included, oppose cruise facilities in the outer harbor, but these points have made little difference to the willful powers that be.

One point that has been included in ALL of my previous letters and comments related to our waterfront, is that I object to the cruise ship/facility placement in the outer harbor.

NORD-2

Alternative placement close to the existing facilities, our multi-million dollar fountain, and our struggling downtown makes much more sense. If the Cruise ship facilities must be built, please place them where visitors have a chance of supporting and adding to our downtown business district, not at Kaiser Point.

NORD-3

I wholeheartedly support the community developed 'Sustainable Waterfront Plan', and am deeply disappointed to see plans for cruise industry development in our outer harbor. Keep the outer harbor for recreation, boating, windsurfing, and healthy community activities.

Sincerely,  
Danial Nord  
2130 South Pacific Avenue  
San Pedro CA 90731

---

Send e-mail anywhere. No map, no compass. [Get your Hotmail®](#)

1 **Danial Nord (NORD)**

2 **Response to Comment NORD-1**

3 Thank you for your comment. Your comment in objection to the proposed Outer  
4 Harbor Cruise Terminal will be forwarded to the Board of Harbor Commissioners.

5 **Response to Comment NORD-2**

6 Thank you for your comment. The cruise industry within the Port is projecting  
7 growth in both passenger volume and ship size over the next 10 to 20 years. The  
8 infrastructure to serve these new, larger ships is not available at the existing Cruise  
9 Center and is required in order for the Port to accommodate demands in the cruise  
10 industry. In addition, the Port's existing available cruise berths will not meet future  
11 cruise berth occupancy demand. Alternatives 4 and 5 address concentration of the  
12 cruise terminals at the Inner Harbor with no Outer Harbor berths. Other potential  
13 locations for cruise berths were considered and eliminated due to infeasibility (see  
14 Section 2.5.2).

15 **Response to Comment NORD-3**

16 Thank you for your comment. Your support for the Sustainable Waterfront Plan will  
17 be forwarded to the Board of Harbor Commissioners for consideration during their  
18 deliberations on the proposed Project and alternatives.

From: [Pat Rome](#)  
To: [Cegacomments:](#)  
Subject: San Pedro Waterfront project  
Date: Monday, December 08, 2008 12:49:12 PM

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ROM-1 | Every year billions of dollars worth of goods move through the Port. With revenue such as  
ROM-2 | this we deserve a venue for all residents to enjoy and be proud of. Instead we have air  
ROM-3 | unfit to breathe, water too polluted for swimming or fishing and land too contaminated to  
ROM-4 | build a school or playground. What is your "vision"really? Why are you willing to spend  
ROM-5 | millions of dollars on a cruise terminal that perhaps will have one or two visits a year by  
ROM-6 | the mega-ships. Instead build at the end of the east channel. This would be a great place  
| for a sea-lab, future technology center. It would also also work while the current terminal  
| is being refurbished. If one of your goals is to revitalize downtown why are you moving the  
| terminal farther away? The CRA is planning to build a huge parking lot near the current  
| terminal. Does anyone from your agency talk to or work with any other agency? Are you  
| coordinating plans with any of them? As Laura Chick recently pointed out there is no  
| emegency plans for the port. If an crisis happened while two or three ships were in port  
| how would you handle it? There is not a plan for the residents, much less 3-6 thousand  
| visitors. You have an obligation and responsibily to residents and the world to make the  
| POLA a vibrant, exciting, safe destination. If you really got creative and worked with all  
| the other agencies you could build real "World Class Port." The new fountain is a great  
| start. There are many 'gems' like the Banning Museum and Cabrillo Beach that could be  
| connected to make us a real "destination" instead of an unsightly afterthouth. Patricia  
| Rome. 25329 Pine Creek Lane, Wilmington, Ca 90744. Ph. (310) 952-0533  
| [pjwrome@yahoo.com](mailto:pjwrome@yahoo.com)

**1 Patricia Rome (ROM)****2 Response to Comment ROM-1**

3 Thank you for your comment. The comment does not address the adequacy of the  
4 analysis contained in the draft EIS/EIR, and therefore no further response is  
5 warranted.

**6 Response to Comment ROM-2**

7 Thank you for your comment. A detailed discussion of the objectives of the  
8 proposed Project can be found in Chapter 2 of the draft EIS/EIR, "Project  
9 Description." With respect to the proposed Outer Harbor Cruise Terminal, the cruise  
10 industry within the Port is projecting growth in both passenger volume and ship size  
11 over the next 10 to 20 years. The infrastructure to serve these new, larger ships is not  
12 available at the existing Cruise Center and is required in order for the Port to  
13 accommodate demands in the cruise industry. In addition, the Port's existing  
14 available cruise berths will not meet future cruise berth occupancy demand. Other  
15 potential locations for cruise berths, including the East Channel, were considered and  
16 eliminated due to infeasibility (see Section 2.5.2).

**17 Response to Comment ROM-3**

18 Thank you for your comment. Future redevelopment of the Westway Terminal for  
19 institutional/research and development use has been assumed under the proposed  
20 Project, and is analyzed at a programmatic level in the draft EIS/EIR due to  
21 unavailability of detailed plans.

**22 Response to Comment ROM-4**

23 Thank you for your comment. The cruise terminal proposed at the Outer Harbor  
24 would attract additional cruise passenger traffic to San Pedro that would not  
25 otherwise come to the area, and these passengers would bring additional outside  
26 money that would contribute to the local economy, including downtown San Pedro.  
27 Furthermore, as discussed in the Response to Comment ROM-2, the cruise industry  
28 within the Port is projecting growth in both passenger volume and ship size over the  
29 next 10 to 20 years. The infrastructure to serve these new, larger ships is not  
30 available at the existing Cruise Center and is required in order for the Port to  
31 accommodate demands in the cruise industry. In addition, the Port's existing  
32 available cruise berths will not meet future cruise berth occupancy demand.

**1 Response to Comment ROM-5**

2 Thank you for your comment. LAHD has had ongoing discussions and coordination  
3 with the City of Los Angeles Department of City Planning or Community  
4 Redevelopment Agency. The proposed Project is, however, entirely within LAHD's  
5 jurisdiction. LAHD would provide the City of Los Angeles Department of City  
6 Planning or Community Redevelopment Agency an opportunity to review detailed  
7 plans for the parking structure and work with these agencies to explore alternative  
8 parking options. However, neither the City of Los Angeles Department of City  
9 Planning or Community Redevelopment Agency have approval authority for the  
10 parking structures on Port property. The comment does not address the adequacy of  
11 the analysis contained in the draft EIS/EIR, and therefore no further response is  
12 warranted.

**13 Response to Comment ROM-6**

14 Thank you for your comment. LAHD and the City of Los Angeles currently have  
15 emergency preparedness and response plans in place. These plans are discussed on  
16 Pages 3.7-18 through 3.7-21 of the draft EIS/EIR and detail the processes and  
17 authorities responsible for handling various emergencies. In addition, LAHD has  
18 existing security measures in place, discussed on Pages 3.7-21 through 3.7-23 of the  
19 draft EIS/EIR, which are meant to prevent emergencies. These existing emergency  
20 preparedness and response plans, as well as security measures, would be followed  
21 and used in case of an emergency. In addition, LAHD is developing an emergency  
22 notification system to warn of tsunamis and other emergency situations. Finally, the  
23 Homeland Security Division of LAHD is updating the Port's emergency plan and  
24 evacuation procedures (Page 3.7-20 of the draft EIS/EIR), in which the Port Police  
25 would be responsible for implementing the evacuation plan (Page 3.7-45 of the  
26 draft EIS/EIR). There is sensitive security material in these plans, and therefore, they  
27 are not available to the public (Page 3.7-45 of the draft EIS/EIR). All of these  
28 existing and currently updated plans would be used in the case of an emergency.



From: [Fran Siegel](#)  
To: [Ceqacomment:](#)  
Subject: DEIS/DEIR San Pedro Waterfront Project COMMENTS  
Date: Monday, December 08, 2008 6:49:25 PM

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Dear Dr. MacNeil and Dr. Appy,

I oppose the cruise placement of cruise ship terminals/berths and related facilities in the outer harbor.

SIE-1 | If the Cruise ship facilities must be built, please put them close to the existing facilities, a short walk from our downtown business district, not at Kaiser Point. Put them near our multi-million dollar fountain, and our ailing downtown. This will help the community survive, and you'll still be able to expand your business.

SIE-2 | Please implement the community developed 'Sustainable Waterfront Plan'.

SIE-3 | I am deeply disturbed by plans for cruise industry development in our outer harbor, which should be used by the public for recreation, boating, windsurfing, and healthy community activities - and not privatized.

Sincerely,  
Fran Siegel  
2130 South Pacific Avenue  
San Pedro CA 90731

**1 Fran Siegel (SIE)****2 Response to Comment SIE-1**

3 Thank you for your comment. Alternatives 4 and 5 address concentration of the  
4 cruise terminals at the Inner Harbor with no Outer Harbor berths. Your comment in  
5 opposition of cruise berth placement in the Outer Harbor will be forwarded to the  
6 Board of Harbor Commissioners for consideration during their deliberations on the  
7 proposed Project and alternatives.

**8 Response to Comment SIE-2**

9 Thank you for your comment. Your support for the Sustainable Waterfront Plan will  
10 be forwarded to the Board of Harbor Commissioners for consideration during their  
11 deliberations on the proposed Project and alternatives. Please see Master Response 1  
12 for a discussion of the Sustainable Waterfront Plan.

**13 Response to Comment SIE-3**

14 Thank you for your comment. Your comments in opposition to the Outer Harbor  
15 cruise terminals will be forwarded the Board of Harbor Commissioners for  
16 consideration during their deliberations on the proposed Project and alternatives.  
17 Alternatives 4 and 5 address keeping the cruise terminal in the Inner Harbor.  
18 However, even if the cruise terminal is developed in the Outer Harbor, the impacts to  
19 recreation would be less than significant. (draft EIS/EIR Section 3.10.) In addition,  
20 the draft EIS/EIR adequately analyzes potential impacts to marine transportation and  
21 navigation, which are discussed in Section 3.12, "Transportation and Navigation  
22 (Marine)," hazards which are discussed in Section 3.7, "Hazards and Hazardous  
23 Materials," and health effects which are discussed in Section 3.2, "Air Quality and  
24 Meteorology" of the draft EIS/EIR. Please also see Master Response 2 for a detailed  
25 discussion of the Outer Harbor Cruise Berths and Terminal.

**Gayle A. Williamson  
1007 S. Malgren Avenue  
San Pedro, CA 90732**



December 6, 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

Dear Drs. MacNeil and Appy,

I have a few concerns regarding the EIS/EIR for San Pedro Waterfront Project.

WILL-1 | My first concern is regarding the buildings that will be built below the Plaza Park bluff. As I wrote to Drs. Burnam and Appy in my comments regarding the Bridge to Breakwater project dated October 27, 2005, these buildings have the potential of obstructing the view to the Main Channel from Beacon Street and Plaza Park, cutting the community's visual access to the waterfront and counteracting the express purpose of the entire project. The height of these buildings must be kept low enough to keep the integrity of the current views from Beacon Street and Plaza Park.

WILL-2 | My second concern is the use of the Caltrans Park and Ride lot on Beacon Street. The Port and CRA/LA have prepared a proposed memorandum of understanding to pursue redevelopment of the CALTRANS Park and Ride site at 537 S. Beacon Street. There are also individuals who are pursuing the development of this parcel for an office building. This lot is an important part of the City's Fast Lanes project, which will be completed by December 2010, especially for those of us who use mass transit. For more information on the FastLanes project, see [http://www.metro.net/projects\\_studies/fastlanes/index.htm](http://www.metro.net/projects_studies/fastlanes/index.htm). I urge the Harbor Department to coordinate any development of this property with the FastLanes project.

WILL-3 | Lastly I was disappointed that the amphitheater proposed as part of the Bridge to Breakwater project has been eliminated. A performing space that would attract world-class entertainment would be a welcome addition to the community and I believe would be much better suited to this area than a conference center as currently proposed.

Sincerely,

*Gayle A. Williamson*  
Gayle A. Williamson

## 1 **Gayle A. Williamson (WILL)**

### 2 **Response to Comment WILL-1**

3 Thank you for your comment. Detailed architectural designs for the proposed Ports  
4 O'Call redevelopment have not yet been completed and are not included in the draft  
5 EIS/EIR. However, buildings in the Ports O'Call area would be limited to two  
6 stories. Additionally, the proposed parking structures at the bluff would be at the  
7 level of Harbor Boulevard and would also not obstruct views. The parking structure  
8 would not be within sightlines from Beacon Street or from the ground floor of  
9 building that front Beacon Street. (draft EIS/EIR, Page 3.1-31.) Some vantage  
10 points from San Pedro Plaza Park would have a view of the proposed bluff site  
11 parking structures. However, the parking structures would not introduce  
12 inharmonious elements and the visual character of the area would remain unchanged  
13 from existing conditions (draft EIS/EIR, Page 3.1-32). Integration of the design into  
14 the hillside would minimize the visual impact. Therefore, the draft EIS/EIR  
15 concluded that aesthetic impacts from the proposed bluff site parking structures  
16 would be less than significant. (draft EIS/EIR, Page 3.1-32.)

17 In addition, the draft EIS/EIR analyzed a reasonable range of alternatives, including  
18 several alternatives with reduced parking, as seen in Figures ES-4, Figure 2-17  
19 (Alternative 1; changes to Outer Harbor parking), Figure 2-19 (Alternative 2;  
20 changes to Outer Harbor parking), Figure 2-21 (Alternative 3; no parking at SP  
21 Railyard), Figure 2-22 (Alternative 4; reduced parking in the Inner and Outer  
22 Harbors); Figure 2-23 (Alternative 5; reduced parking in the Inner and Outer  
23 Harbors), and Figure 2-24 (Alternative 6; no new parking).

### 24 **Response to Comment WILL-2**

25 Thank you for your comment. The City of Los Angeles Community Redevelopment  
26 Agency and the Port have proposed a memorandum of understanding for the  
27 development of a Caltrans Park and Ride lot; however, at this time there are no  
28 specific development plans or details in which to make reasonable assumptions for  
29 analysis. The parking lot is not part of the proposed Project, and it is beyond the  
30 scope of the draft EIS/EIR to address potential opportunities for coordinated  
31 development. Your comments will be forwarded to the Board of Harbor  
32 Commissioners for consideration.

### 33 **Response to Comment WILL-3**

34 Thank you for your comment. The amphitheater was proposed as part of the Bridge  
35 to Breakwater project, as the comment states. Responses are only required for  
36 comments on significant environmental issues related to the draft EIS/EIR for  
37 proposed Project, the San Pedro Waterfront Project. An informal amphitheater is  
38 proposed for the San Pedro Park area, but not Ports O'Call and would not be viewed

1 as a substitute for the proposed conference center. Your comments will be forwarded  
2 to the Board of Harbor Commissioners for consideration.

3

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December 8, 2008

Los Angeles Harbor Department  
c/o Dr. Ralph G. Appy  
425 S. Palos Verdes Street  
San Pedro, CA 90731

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

Re: Comments on the Port of Los Angeles San Pedro Waterfront Draft EIS/EIR

Dear Dr. Appy and Dr. MacNeil:

We are writing on behalf of our clients, San Pedro Waterfront, LLC and San Pedro Fish Market, LLC, to provide comments on the San Pedro Waterfront Project ("Project") Draft Environmental Impact Statement/Environmental Impact Report ("Draft EIS/EIR"). Our clients own Ports O'Call Restaurant and the San Pedro Fish Market, respectively, which are two longstanding, successful local businesses located within the Ports O'Call village at the Port of Los Angeles ("Port").

WAT2-1 | The Draft EIS/EIR both depicts and describes the complete destruction of our clients' businesses in Ports O'Call. Demolition is slated to begin in the summer of 2009. In fact, soon after the environmental document was released, a senior Port official quoted in the Los Angeles Times characterized Ports O'Call as "a big blank canvas." Such statements combined with graphics in the environmental document which portray Ports O'Call as a blank space with all businesses removed understandably evokes fear and concern about the Port's intentions. Many families rely on the Ports O'Call Restaurant and the San Pedro Fish Market for their livelihood as the two businesses alone employ close to 250 persons. These employees include in some instances multiple generations of family members. When combined, we estimate that the various businesses throughout Ports O'Call employ well over 500 persons. This means that literally thousands of people are relying on Port's O'Call for their livelihood.

WAT2-2 | The Draft EIS/EIR was issued before the recent, horrific impacts of the economic meltdown, yet our requests for an extension have been denied and written assurances to our clients have not been provided. Unemployment and layoffs are increasing, record numbers of homes are in foreclosure, and there is no end in sight. In these uncertain economic times as we

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WAT2-2  
CONT.

approach the year end holidays, the thought of losing one's livelihood and becoming another statistic is understandably unsettling to all of those who rely on the Ports O'Call businesses to make ends meet. Yet, despite the economic climate, the Project's Draft EIS/EIR proposes to scrape Ports O'Call to the ground in the hope of finding a master developer to double the amount of commercial and retail space. We are forced to comment on this document as the environmental clearance for the Request for Proposals for a master developer that the Port has stated will be issued in the spring of 2009. Yet, is this a realistic outcome in this depressed economy? What will happen to all of the employees who work at Ports O'Call businesses during the search for a developer, and what will become of their families? Not a single one of the displaced employees or business owners has any written assurance that they will even be allowed to return.

WAT2-3

The Ports O'Call Restaurant and San Pedro Fish Market must be accommodated as part of both the short term and long term future of the San Pedro waterfront. These two businesses reflect the history and character of the San Pedro community. Both the San Pedro Chamber of Commerce and Central San Pedro Neighborhood Council have submitted comment letters recognizing the need to retain existing, successful businesses in Port's O'Call such as our clients. The LA Waterfront Working Group has submitted comments recognizing the need to protect Ports O'Call jobs, and questions the sustainability of the Project given current economic and environmental conditions. If the site is to be redeveloped, a thoughtful phasing plan which respects the existing workers must be developed.

WAT2-4

As we set forth in more detail below, the Project's Draft EIS/EIR needs to consider and further analyze a number of issues in order to be legally adequate. As it stands now, the environmental document is woefully inadequate when it comes to its assessment of Ports O'Call, and is not sufficient to serve as environmental clearance for a master development process. It fails to consider the potential impact on local San Pedro businesses outside of the Port, which are sure to be impacted by the proposed doubling of commercial and retail space in Ports O'Call. The Pacific Corridor Community Advisory Committee comments reflect this concern as well. The analysis of potential impacts during construction of the many Project components also needs to be supplemented.

WAT2-5

Additionally, we believe the comment period has not been sufficient for the public to adequately analyze the thousands of pages that comprise the Draft EIS/EIR and its many appendices. Though the Los Angeles Harbor Department ("Harbor Department") and Army Corps of Engineers ("Corps") spent years assembling these proposals, and huge economic changes have occurred since the document was issued, extensions to the comment period were refused. Therefore, we reserve the right to supplement these comments up to and through public hearings the Harbor Department and Corps intend to hold on the Project and its environmental review, and we expect that all such comments will be responded to before any final decisions are made regarding the Project. As set forth below, the law requires that many questions about the Project must be answered in order to provide the full and complete disclosure of potential environmental impacts which the public deserves.

## I. BACKGROUND

Ports O'Call is one of the main attractions within the proposed Project area. Established in 1963, Ports O'Call is styled as a New England fishing and seaside village along the western edge of the Port. Ports O'Call is approximately 10 acres and contains approximately 150,000 square feet of commercial uses, including restaurant and retail space. Existing uses within Ports O'Call also include sport fishing, helicopter site seeing operations, marina, and harbor cruise operations. Annual festivals, including the Lobster Festival and the Tall Ship Festival, occur here and attract visitors from throughout Southern California. Local residents and visitors can meander along the promenade of cobblestone streets that connect specialty shops and many restaurants, including Ports O'Call Restaurant and San Pedro Fish Market, which overlook the Harbor. In May 2008, the Urban Land Institute ("ULI") submitted a draft report (the "ULI Study") on the proposed redevelopment of Ports O'Call. The ULI Study is attached hereto as Exhibit A. The independent experts in the ULI Study identified the Ports O'Call redevelopment as the centerpiece of the Project.

Since 1959, the family-owned San Pedro Fish Market has been proudly importing and serving fish from around the world to the San Pedro community and visitors to San Pedro waterfront. San Pedro Fish Market operates a retail and wholesale facility for fish and seafood products and a restaurant and banquet facility. This waterfront landmark draws visitors from throughout Southern California. The ULI Study noted that the San Pedro Fish Market has a large and loyal following within the City of Los Angeles that should remain a central component of Ports O'Call. This customer base reflects the diversity of Los Angeles, and the affordability of the San Pedro Fish Market and other Ports O'Call businesses have been a critical factor in maintaining these businesses.

Since 1961, Ports O'Call Restaurant has provided waterfront dining at its existing location. Ports O'Call Restaurant exemplifies waterfront dining by providing the setting, the food, and the service in a comfortable, unrushed atmosphere that captures the essence of a waterfront experience. Diners experience the Harbor – hearing the lapping of the water, feeling the gentle breeze, and watching the Port traffic glide by – from the patio. Such experiences are available to all with free public parking, supporting the extensive public access currently offered by Ports O'Call Restaurant and the other businesses at Ports O'Call.

The Draft EIS/EIR is not consistent with the recommendations of the ULI Study that selected existing restaurants should be allowed to remain in their existing structures so they can maintain their intimacy with the waterfront. Our clients are these businesses. Additionally, the ULI Study suggests that the Harbor Department "[w]ork with the [San Pedro Fish Market] and select existing restaurants to expand and enhance facilities, maintain intimacy between the restaurants and the water." (ULI Study, 4) The proud owners built their businesses literally from the ground up. As noted in the ULI Study, these businesses represent the character, flavor, and history of the San Pedro community. Generations of San Pedro residents have worked at these institutions and their long and important contributions to the history of this community should be respected. We believe it would be a travesty to lose either of these two businesses in the name of redevelopment. Their continued existence should be stated as an objective of the Project and reaffirmed during this environmental review process.

WAT2-6



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## II. OVERVIEW

WAT2-7 The owners of the San Pedro Fish Market and Ports O'Call Restaurant, two longstanding, locally owned businesses, support revitalization of Ports O'Call. This ambitious Project represents a laudable goal, that is, to restore the waterfront and draw visitors to San Pedro. However, compliance with CEQA is critical if this effort is to be successful. Given the scope and importance of this Project, a clear and thorough analysis of the Project components and potential significant impacts from its construction and operation is of paramount importance. The Draft EIS/EIR has not met its burden of disclosure because it inadequately identifies and inadequately addresses potentially significant environmental impacts from the Project. For the reasons set forth in this letter, and as briefly described below, additional information and analysis must be provided for CEQA's disclosure mandate to be satisfied and the Draft EIS/EIR must be recirculated since some of the missing information will be significant new information.

WAT2-8 The Draft EIS/EIR's Project Description is deficient because it fails to provide enough information to evaluate and review potential significant environmental impacts associated with the various Project components and their processes. For example, the Project Description is vague and ambiguous about what constitutes the "redevelopment" of Ports O'Call. On the one hand the demolition schedule implies that most, if not all, of the existing Ports O'Call structures, including those housing successful businesses, would be demolished. Yet the document also claims that some businesses may be retained, and staff has described the maps as "mistakes". If they are mistakes, they should be rectified. However, the Draft EIS/EIR does not provide sufficient information about which existing businesses will be allowed to remain or whether they will remain in existing buildings or relocate to new buildings within the redeveloped Ports O'Call. Moreover, the Draft EIS/EIR does not provide sufficient detail about potential new tenants and businesses so it is impossible to fully analyze potential significant impacts from the introduction of new commercial space on downtown San Pedro. The Draft EIS/EIR's failure to provide detail about the Ports O'Call redevelopment has a domino effect on other sections of the Draft EIS/EIR. Without adequate information in the Project Description about what the Project entails, evaluation and review of environmental impacts in the body the Draft EIS/EIR is incomplete and leaves governmental decision makers and the public without adequate information to fully consider the Project's potential significant environmental impacts.

WAT2-9 In addition, the Draft EIS/EIR does not sufficiently analyze the Project's potential significant environmental impacts. The document fails to adequately consider the Project's potential to cause physical impacts to the neighboring San Pedro community from oversaturation of commercial and retail space and possible urban decay. Land use impacts are potentially significant as the Project potentially conflicts with the Port of Los Angeles Community Plan, the adopted goals or policies of other applicable plans, and could physically disrupt the San Pedro community. The potential groundwater, soils, hazards, traffic, air quality, and noise impacts associated with aspects of the Project such as the San Pedro Park mitigation are also not fully discussed. Fire and police public service impacts could be significant and are not adequately analyzed. Moreover, the Draft EIS/EIR proposes many mitigation measures that are either not enforceable or that actually defer mitigation in violation of CEQA.

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### III. THE DRAFT EIS/EIR'S ANALYSIS OF THE PROJECT'S POTENTIAL SIGNIFICANT IMPACTS IS LEGALLY DEFICIENT

WAT2-10

An EIR's primary purpose is the identification and evaluation of a project's potential significant environmental impacts. The information provided must be thorough enough to permit decision makers to make fully informed decisions on projects. This is particularly true where, as in this case, the public agencies intend to use one document as environmental clearance for a series of individual projects. The assembly of these projects into one plan does not relieve the public agencies of their obligation to provide details about each individual project. To this end, it is vitally important that the EIR address every potential significant environmental impact and discuss each in sufficient detail to facilitate full disclosure. The Harbor Department's and Corps' Draft EIS/EIR has not met its burden because it has failed to adequately describe the Project and identify or address potentially significant environmental impacts, and those that are discussed are not done so with enough specificity to permit the public or the decision makers to understand the full force and impact of the Project.

WAT2-11

As to Ports O'Call, the Draft EIS/EIR does not fully apprise the community or the decision makers of the details of the proposed nearly 400,000 square feet plus parking structures that are contemplated for the Ports O'Call redevelopment. Accordingly, the Draft EIS/EIR also fails to adequately address and study the potential of the Ports O'Call redevelopment to have significant impacts. This failure has trickled down and affects the Draft EIS/EIR analysis of the Project's impact on aesthetics, urban decay, land use, groundwater and soils, hazards, noise, air quality, and transportation. Many mitigation measures are also deficient under CEQA. To cure these CEQA violations, the Harbor Department and Corps must revise the Draft EIS/EIR and again circulate it for public review. Project approval using the Draft EIS/EIR would be a legally fatal error, and any such approval would not withstand a court challenge.

#### A. The Draft EIS/EIR's Project Description Is Inadequate To Inform Evaluation And Review of the Project's Environmental Impact

##### 1. CEQA Requires a Project Description with Sufficient Detail to Evaluate and Review Environmental Impacts

WAT2-12

A basic principle of CEQA is to inform governmental decision makers and the public of potential significant environmental effects of a Project. (CEQA Guidelines, § 15003) So that a draft EIR may inform governmental decision makers and the public of the potential significant environmental effects, the draft EIR must contain a project description providing sufficient detail for evaluation and review of the environmental impact. (CEQA Guidelines, § 15124) Among the items required in a project description is a general description of the project's characteristics which considers the principal engineering proposals. (*Id.*) In other words, enough basic information about a proposed project is necessary to allow the public and decision makers to fully evaluate potential environmental impacts.

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“An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR.”<sup>1</sup> *Sine qua non* is Latin for “without which not.” (Black’s Law Dictionary 1418 (8th ed. 1999)) The phrase is defined as “[a]n indispensable condition or thing; something on which something else necessarily depends.” (*Id.*) The California Court of Appeal has further explained the possible result of an inaccurate, incomplete project description:

A curtailed or distorted project description may stultify the objectives of the reporting process. Only through an accurate view of the project may affected outsiders and public decisions-makers balance the proposal’s benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposals (i.e., the “no project” alternative) and weigh other alternatives in the balance. (*County of Inyo* (1977) 71 Cal.App.3d 185, 193)

Moreover, “[a] legally adequate EIR ... ‘must contain sufficient detail to help ensure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from being swept under the rug.’” (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 733) Where, as here, a project involves extensive demolition and construction, CEQA demands a “degree of specificity” in the EIR that corresponds with the degree of specificity involved in the underlying project. (CEQA Guidelines § 15146(a))

The Draft EIS/EIR’s Project Description fails to provide enough specificity to evaluate and review the environmental impacts associated with the various Project components and their processes.

2. The Draft EIS/EIR Project Description of the Ports O’Call “Redevelopment” Is Inadequate

The Draft EIS/EIR provides an inadequate Project Description. The Project Description states the Project would allow for construction of a waterfront promenade through Ports O’Call as a “paseo” on the landside of the Port O’Call commercial building, the “redevelopment” of the 150,000 square feet of existing commercial, retail, and restaurant uses, approximately 150,000 square feet of new commercial and restaurant uses, and a 75,000 square foot conference center. The Project Description fails to provide sufficient detail about the “redevelopment” of the existing uses. The Draft EIS/EIR states that the Harbor Department “plans to partner with a master developer in order to redevelop the entire area homogeneously” (Draft EIS/EIR, 2-33), but fails to provide any information or detail about what that means. While the Draft EIS/EIR references a concept plan for Ports O’Call, the “concept plan lacks substance and outlines only the land area that comprises Ports O’Call. (Draft EIS/EIR, Figure 2-7)

<sup>1</sup> *County of Inyo v. City of Los Angeles* (1977) 71 Cal. App. 3d 185, 193 (italics in original); *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 738; *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal. App. 4<sup>th</sup> 713, 730; *Santiago Water District v. County of Orange* (1981) 118 Cal. App. 3d 818, 830; *Christward Ministry v. County of San Diego* (1993) 13 Cal. App. 4<sup>th</sup> 31, 45; *Dusek v. Anaheim Redevelopment Agency* (1986) 173 Cal. App. 3d 1029, 1040.

WAT2-12  
CONT.

WAT2-13

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WAT2-14

The Project Description also notes that the “redevelopment” will occur over a period of approximately 5-10 years and references a “detailed” construction phasing table and Project phasing, demolition, and construction plan. (Draft EIS/EIR, Table 2-5; 2-43-44) The Draft EIS/EIR states that Ports O’Call Phase I, scheduled from June 2009 through June 2010, involves construction of the promenade between Berths 74 and 78, inclusive of the San Pedro Fish Market lease area. The Draft EIS/EIR notes that Ports O’Call Phase III, scheduled from July 2013 through July 2014, involves construction of a new promenade in the area currently occupied by Ports O’Call Restaurant and assumes voluntary acquisition negotiations and relocation prior to construction. The “detailed” construction phasing table and Project phasing, demolition, and construction plan do not actually detail what existing uses will be demolished or what will be constructed. Further, it does not specify, but suggests, that the existing 150,000 square feet of existing commercial, retail, and restaurant use, including the San Pedro Fish Market and Ports O’Call Restaurant, would be demolished as part of the “redevelopment.” Moreover, the Draft EIS/EIR Project Description notes, with regard to the “redevelopment”, that “[s]ome of the existing businesses would be retained.” No statement in the Draft EIS/EIR indicates which businesses would be retained or are even being considered to be retained or whether they will be retained in their existing location or at a new location built as part of the redevelopment. Interestingly, the “concept plan” shows Ports O’Call as a blank slate, but depicts the Acapulco Restaurant. The Draft EIS/EIR fails to state the “net new” development at Ports O’Call.

WAT2-15

The Project Description violates the basic CEQA principle to inform governmental decision makers and the public of potential significant environmental effects of the Project. Without detailed information about what the Project provides for, evaluation and review of the environmental impact of the Project is incomplete and the governmental decision makers and the public are not informed of the potential significant environmental effects. For example, where will the ingress and egress to Harbor Boulevard be located and how will that impact traffic? Will the buildings be located close to the water or close to the street? What are the visual impacts from placing the structures at one part of the site or other? How tall will the building be? The accuracy and completeness of the Project Description is a condition upon which the validity of the Draft EIS/EIR depends. Without an adequate Project Description, impacts cannot be analyzed and an informed decision cannot be made.

3. The Draft EIS/EIR Project Description Is Flawed Because It Does Not Describe the Potential Tenants and Businesses

WAT2-16

The Project proposes 300,000 square feet of restaurant and retail uses at Ports O’Call. In addition, a 75,000 square foot conference center and parking structures are proposed. However, the Draft EIS/EIR does not describe either the characteristics of the tenants or what types of businesses are proposed. In *Bakersfield Citizens for Local Control v. City of Bakersfield*, the court stated that the characteristics of the tenants and the types of businesses proposed by a project must be analyzed in an EIR:

Recognition of the characteristics of the [Project’s] tenants is a necessary prerequisite to accurate identification and analysis of the environmental consequences that will result from approval of the proposed projects. When the particular type of retail business planned for a proposed project will have unique

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or additional adverse impacts, then disclosure of the type of business is necessary in order to accurately recognize and analyze the environmental effects that will result from the proposed project. ((2004) 124 Cal.App.4<sup>th</sup> 1184, 1213)

WAT2-16  
CONT.

The Draft EIS/EIR's analysis of the Project's potential significant environmental impact is incomplete and potentially inaccurate since the analysis does not take into consideration the characteristics of potential tenants or proposed types of restaurant and retail uses at Ports O'Call.

4. The Draft EIS/EIR's Failure to Provide Any Detail About the Ports O'Call Redevelopment Leads to Incomplete Analysis Throughout the Draft EIS/EIR

As noted above, the Draft EIS/EIR proposes 300,000 square feet of restaurant and retail development, a 75,000 square foot conference center, a 30-foot wide promenade, and parking at Ports O'Call. The Draft EIR provides no specific information or detail about the redevelopment, except that the Harbor Department "plans to partner with a master developer in order to redevelop the entire area homogeneously." (Draft EIS/EIR, 2-33) Except for stating that a considerable amount of new square footage will be developed at Ports O'Call, the Draft EIS/EIR is silent on details of the development. CEQA requires enough basic information about a proposed project to allow the public and decision makers to fully evaluate potential environmental impacts.

WAT2-17

The lack of information about the Ports O'Call redevelopment reverberates throughout the Draft EIS/EIR. For example, detailed information about demolition associated with Ports O'Call is necessary for the traffic study. It is not possible to accurately analyze the number of construction worker commutes and trips associated with hauling demolished materials away from the site and bringing construction materials to the site to replace the demolished structures without such information. In addition, without information as to the characteristics of tenants and types of businesses proposed for Ports O'Call, the traffic study cannot assess trips for the Project operation which inform the Project's traffic impacts and parking demand. Moreover, the Draft EIS/EIR does not fully analyze potential impacts to land use and planning. The absence of details about the Ports O'Call redevelopment makes it impossible to assess the full Project's potential conflicts with the Port of Los Angeles Community Plan, the adopted goals or policies of other specific plans, and disruption to the San Pedro community. Finally, without specific information as to building envelope locations, heights, and design, the Draft EIS/EIR cannot assess impacts to visual resources that could result in a substantial adverse effect on a scenic vista, degrade the existing visual character or quality of the site, or create a new source of substantial light or glare.

5. The Project Description Fails to Provide Information About the Proposed Port Master Plan Amendments, General Plan Amendments, and Zone Changes

The Draft EIS/EIR identifies actions that could be undertaken by the Harbor Department following preparation of the final EIR including amendments to the Port Master Plan. The Draft EIS/EIR further states that other agencies are expected to use this EIS/EIR as part of their approval or permit process. For example, the Draft EIS/EIR states that the City of Los Angeles

WAT2-18

Planning Department should rely on the document for “[z]one changes or amendments, general plan amendments, variances for zoning or parking code requirements.” (1-7 (Table 1-1))

Despite the required legislative approvals that will follow Project approval, there is no information in the Draft EIS/EIR as to what Port Master Plan amendments are required to implement the Project. Moreover, the Draft EIS/EIR does not provide any detail as to what General Plan amendments or zone changes would be required for the Project. The Port Master Plan, General Plan, and zoning code each have a broader scope than the Project. Amendments to the Port Master Plan and General Plan and zone changes have the potential to significantly impact the environment. The Project Description is inadequate because it does not identify the scope of the amendments and zone changes or the properties that would be affected. The Harbor Department must redraft the Draft EIS/EIR to consider the Project as a whole, which would include the discretionary approvals discussed above, and recirculate it for public comment.

WAT2-18  
CONT.

**B. The Draft EIS/EIR is Inadequate Environmental Clearance For the Ports O’Call Request For Qualification or Request For Proposal**

The Draft EIS/EIR states that the Harbor Department plans to partner with a master developer for the Ports O’Call redevelopment. The California Supreme Court, in *Save Tara v. City of West Hollywood*, recently addressed the required environmental review of a public entity / private developer agreements:

A public entity that, in theory, retains legal discretion to reject a proposed project may, by executing a detailed and definite agreement with the private developer and by lending its political and financial assistance to the project, have as a practical matter committed itself to the project. When an agency has not only expressed its inclination to favor a project, but has increased the political stakes by publicly defending it objections, putting its official weight behind it, devoting substantial public resources to it, and announcing a detailed agreement to go forward with the project, the agency will not be easily deterred from taking whatever steps remain toward the project’s final approval. ((2008) 45 Cal. 4<sup>th</sup> 116, 135)

WAT2-19

CEQA requires agencies to prepare EIRs on any project “which they propose to carry out or approve” that may have a significant effect on the environment. (Public Resources Code §§ 21100, 21151) “Approval” means “the decision by a public agency which commits the agency to a definite course of action in regard to a project intended to be carried out.” (CEQA Guidelines § 15352) “[A]n EIR must be prepared before a project is approved, for ‘[i]f postapproval environmental review were allowed, EIR’s would likely become nothing more than *post hoc* rationalizations to support action already taken.’” (*Save Tara v. City of West Hollywood* (2008) 45 Cal. 4<sup>th</sup> 116, 130, quoting *Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 394) “Approval” includes preparation and issuance of a request for qualifications (“RFQ”) or a request for proposals (“RFP”), which are proposed for the Ports O’Call redevelopment, since these documents reflect the Port’s expressed inclination to favor the Project and thereby increasing the pressure and devoting public resources in furtherance of the Project.

WAT2-19  
CONT.

The Draft EIS/EIR appears intended to serve as the Harbor Department's environmental clearance for the entire Ports O'Call redevelopment including any RFQ or RFP intended to carry out the Ports O'Call redevelopment. The Project and its Draft EIS/EIR for the Ports O'Call redevelopment set the Harbor Department on a "definite course of action" for the Ports O'Call redevelopment; accordingly, the time for environmental review associated with an RFQ or RFP is now. However, the Draft EIS/EIR is so lacking in detail that potential environmental effects from the Ports O'Call redevelopment cannot be adequately evaluated. Consequently, the Draft EIS/EIR does not contain sufficient detail to serve as the environmental clearance for the Ports O'Call redevelopment RFQ or RFP.

**C. The Draft EIS/EIR Does Not Sufficiently Analyze The Project's Potential Significant Environmental Impacts**

WAT2-20

The Draft EIS/EIR does not sufficiently address the Project's potential to cause urban decay or adequately address potential significant impacts on land use, public services, groundwater and soils, hazards, geology, noise, air quality, transportation, parking, and marine navigation. As discussed below, since the Draft EIS/EIR does not adequately discuss such impacts, the Harbor Department must revise the Draft EIS/EIR to include discussions of such impacts and recirculate it for public review.

1. The Draft EIS/EIR Does Not Adequately Address Potential Urban Decay Impacts

The Draft EIS/EIR fails to adequately consider whether the Project could cause physical impacts from urban decay. A project's potential to cause urban decay is an environmental impact that EIRs must address. In *Bakersfield*, the court set aside the EIR that the City had certified for two retail complexes because Bakersfield failed to evaluate the projects' potential to cause urban decay. The court stated:

WAT2-21

[E]xperts are now warning about land use decisions that cause a chain reaction of store closures and long term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake. In this case, the trial court recognized that the shopping centers posed a risk of triggering urban decay or deterioration and it concluded that CEQA required an analysis of this potential impact... We... agree that CEQA requires analysis of the shopping centers' individual and cumulative potential to indirectly cause urban decay. ((2004) 124 Cal.App.4th 1184, 1204)

The court particularly faulted Bakersfield for failing to study the projects' potential to cause urban decay because: (a) the record contained evidence about the projects' potential to cause urban decay; and (b) the projects would impact a diverse number of businesses. (*Id.* at 1212-1213)

The Draft EIS/EIR has a discussion of urban decay which summarily dismisses the topic in a cursory one page section. The brief and inadequate analysis claims that the Project would not trigger urban decay because it is within the Port property and because it is consistent with adjacent land uses and the governing policy plans. The Draft EIS/EIR further alleges that because the Port is chiefly a regional focus as a center for cruise-related tourism, it will not impact the local businesses outside the Port that service a local market primarily and have a neighborhood/communitywide focus. Finally, the Draft EIS/EIR contends that the Project would avoid commercial installations and other uses that strictly serve neighborhoods and that could be provided outside the Port.

The Draft EIS/EIR's conclusion that the Project will not trigger urban decay is not supported in the analysis, which does not, as required under CEQA, *meaningfully* consider whether the 300,000 square feet of proposed development in Ports O'Call "will displace older retail stores, leaving long-term vacancies that deteriorate and other unsightly conditions. (*Bakersfield* (2004) 124 Cal.App.4th 1184, 1212) No specificity is provided regarding the retail uses to be developed in Ports O'Call to support such a conclusion. For example, would the retail space be for large, national chain stores or small, local shops? Will there be an anchor tenant? Would the tenants include bookstores, apparel stores, or shoe stores? Would the restaurants include large chain restaurants, bakeries or coffee shops, or specialty restaurants? In addition, the Draft EIS/EIR does not identify or analyze the existing commercial, restaurant and retail space in the adjacent San Pedro community or adequately address whether the proposed introduction of 300,000 square feet of new commercial, retail and restaurant space in Ports O'Call will compete for tenants with downtown San Pedro. How can anyone tell whether new leaseable space at Ports O'Call would take away existing or potential tenants from downtown San Pedro without analyzing what exists downtown now and the characteristics of tenants intended to be attracted to Ports O'Call? Without such analysis, the Draft EIS/EIR has not provided decision makers or the public with sufficient information to assess whether the Project would cause urban decay. The Draft EIS/EIR should be revised to address these inadequacies and recirculated.

WAT2-21  
CONT.

The independent ULI Study on the redevelopment of Ports O'Call raised the specter of potential urban decay. The ULI Study recognized that while Ports O'Call does have many genuinely successful businesses, Ports O'Call is not as successful as it once was. The ULI Study suggests that Ports O'Call and the neighboring community, including downtown San Pedro, are suffering from economic decline. This could be further exacerbated by the current economic downturn.

The independent experts who prepared the ULI Study raised reasonable concern that the Project's proposed 300,000 square feet of development at Ports O'Call has the potential to trigger urban decay in the San Pedro community. The ULI Study concludes that based on its estimate of the demand for restaurant and retail uses at Ports O'Call, the "appropriate size of the redeveloped project is likely closer to 150,000 square feet than it is to the Port's proposed 300,000 square feet." The impact of additional restaurant and retail space could significantly oversaturate this local community with leaseable space. Moreover, while revitalization of Ports O'Call is necessary, depending on the characteristics of tenants and types of new businesses,



which are not discussed in detail in the Draft EIS/EIR, the Ports O'Call redevelopment could draw customers away from downtown San Pedro and the neighboring community.

As noted above, the Draft EIS/EIS fails to even mention potential types of retailers in violation of CEQA's mandate that the type of retailers proposed by a project be factored in urban decay analysis. (*Id.* at 1209) No facts support the conclusion that the Project will not impact the local businesses outside the Port. Moreover, the ULI Study concludes that Ports O'Call must be supported by the local community to succeed. The synergies must be analyzed.

WAT2-21  
CONT.

Since the Draft EIS/EIR for the Project failed to provide any meaningful consideration of whether the Project could trigger a series of events that ultimately cause urban decay, the decision makers do not have the information they need to make an informed decision. Accordingly, the Harbor Department is not proceeding in a manner required by law and should not move forward with the Draft EIS/EIR until and unless the Project's potential to cause urban decay is analyzed fully.

## 2. Land Use Impacts are Potentially Significant and Unmitigated

The Draft EIS/EIR concludes that the Project would not result in any significant direct or indirect impacts related to land use. As set forth below, the Project potentially conflicts with the Port of Los Angeles Community Plan, adopted goals and policies of other specific plans, and could physically disrupt the San Pedro community.

### a. The Project Conflicts with the Port of Los Angeles Community Plan

The Port of Los Angeles Community Plan is part of the City of Los Angeles General Plan Land Use Element. Port of Los Angeles Community Plan Policy 18 requires that Port development projects be consistent with the Port of Los Angeles Community Plan. The Project has many inconsistencies with the Plan.

WAT2-22

Two of the primary purposes of the Port of Los Angeles Community Plan are:

- To guide the development, betterment and change within the Port to meeting existing and anticipated needs and conditions.
- To reflect economic potentialities and limitations, land and water developments and other trends.

The Project is not consistent with these primary purposes. The proposed Project provides for 300,000 square feet of new restaurant and retail development at Ports O'Call. The Harbor Department commissioned ULI Study concludes that the appropriate size of the redeveloped Project is likely closer to 150,000 square feet than it is to the Harbor Department's proposed 300,000 square feet. The ULI Study evidences that the Project greatly exceeds the existing and anticipated needs for the Port. The impact of additional restaurant and retail could significantly oversaturate Ports O'Call and the local community.

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The Project is inconsistent with Port of Los Angeles Community Plan Policy 5:

When a facility project involving a change in either land or water use is proposed for those areas in the Port which are adjacent or contiguous to residential, commercial or industrial areas in the surrounding communities, an analysis of the location, design effect and operation of the proposed facility shall be made to ensure the compatibility of such a Port facility with the provisions of the Risk Management Plan and with the existing and/or planned uses in adjacent areas.

WAT2-23

Ports O'Call is adjacent to the San Pedro residential and commercial communities. While the Draft EIS/EIR claims that the Project is consistent with Policy 5 because the Project would be appropriate and all aspects of the Project have been subjected to community participation, the Draft EIS/EIR is devoid of any information, let alone analysis, of the proposed location, design, or operation of the promenade, 300,000 square feet of restaurant and retail uses, 75,000 square foot conference center, and parking proposed at Ports O'Call. Accordingly, it is impossible for the Harbor Department to ensure compatibility with the Risk Management Plan and with the existing or planned uses in the adjacent areas.

For those same reasons, the Project is inconsistent with Port of Los Angeles Community Plan Policy 7, which provides that "[d]ecisions to undertake individual and specific development projects shall be based on considerations of alternative locations and designs to minimize environmental impacts. The Draft EIS/EIR does not include the location, any alternative location, or any design details for the Ports O'Call redevelopment; accordingly, the decision makers cannot make a decision to minimize environmental impacts.

WAT2-24

The Project also violates Port of Los Angeles Community Plan Objective 3, which requires the Harbor Department to coordinate the development at the Port of Los Angeles with the adjacent communities as set forth in the San Pedro Community Plan. (*See* Section.III.B.2.b below)

WAT2-25

b. The Project Conflicts with the San Pedro Community Plan

The Project site is adjacent to and shares a common border with the San Pedro Community Plan area. The Draft EIS/EIR incorrectly concludes that it is consistent with the San Pedro Community Plan.

San Pedro Community Plan Goal 19 provides for coordination between the Port and the surrounding community in support of improved efficiency and operational capabilities of the Port, "while minimizing adverse environmental impacts to the neighboring communities from Port-related activities." The Draft EIS/EIR claims that the Project is consistent with this goal because members of the community have been involved in the public CEQA process. However, as shown in this Section III, the Draft EIS/EIR does not sufficiently analyze the Project's potential significant environmental impacts, including urban decay, which could have an adverse environmental impact on the San Pedro community.

WAT2-26

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WAT2-26  
CONT.

San Pedro Community Plan Objective 19-1 recognizes that the Port is a “predominant influence on the economic well being” of the San Pedro community. However, as discussed in Section III.B.1 above, there is substantial evidence in the Harbor Department commissioned ULI Study to support the conclusion that the Project has the potential to cause urban decay and substantially disrupt in the San Pedro community.

WAT2-27

Moreover, City Planning has commenced a San Pedro Community Plan update. Given that the Ports O’Call redevelopment will contain restaurant and retail uses that may have some impacts on the neighboring San Pedro community, any redevelopment of Ports O’Call should be deferred until completion of the San Pedro Community Plan Update and a complete urban decay analysis in the San Pedro Community Plan EIR.

### 3. The Draft EIS/EIR’s Environmental Justice Analysis is Deficient

The San Pedro and Wilmington communities are the “affected community” for the required environmental justice impacts of the proposed Project. Both communities have significant minority and low-income populations. The Draft EIS/EIR fails to adequately analyze the Project’s adverse impact on minority and low-income populations.

WAT2-28

Executive Order 12898 and its implementing guidance require that Federal agencies must make achieving environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of projects on minority and low-income populations. “Disproportionately high and adverse effect ” includes an adverse effect or impact that “will be suffered by a minority population and/or low income population and its appreciably more severe or greater in magnitude than the adverse effect or impact that will be suffered by a non-minority population and/or non-low-income population.” (EPA 2008). The California Government Code, Public Resources Code, South Coast Air Quality Management District, and City of Los Angeles General Plan have also adopted environmental justice policies.

The Project would cause disproportionately high adverse effects on the minority and low-income populations in the San Pedro and Wilmington communities. Currently, residents in the San Pedro and Wilmington communities enjoy unfettered access to the harbor, including free parking at Ports O’Call and other parking areas that provide access to waterfront amenities. Contrary to the Draft EIS/EIR’s contention that it will provide greater access to the harbor, the Project will convert free parking to paid parking. This element of the Project alone will have a significant impact on the minority and low-income population. Moreover, the complete demolition of Ports O’Call and its redevelopment by a master developer – who will expect a certain return on investment – is likely to result in higher rents and, therefore, higher prices. Therefore, the proposed redevelopment may preclude many people in the neighboring communities from accessing the waterfront at all or visiting the Ports O’Call restaurants, which many local families have traditionally enjoyed together for decades. Detailed analysis of this impact is required in a recirculated Draft EIS/EIR.

4. Potential Significant Impacts Associated with Remediation and Development of the Proposed San Pedro Park Site Have Not Been Adequately Analyzed Making the Park an Empty Promise to the Community

San Pedro Park is intended to be a focal point and gathering place near the waterfront. The proposed park would encompass 18 acres north of 22<sup>nd</sup> Street south of Crescent Avenue and be programmed as described in the Draft EIS/EIR Project Description:

San Pedro Park would be designed to foster waterfront gatherings, host special civic and cultural events, encourage recreation, and allow for children's play areas. The San Pedro Park would also be designed to include an informal amphitheater for harbor viewing and hosting waterfront events and concerts with lawn seating for approximately 3,000 people. The park would include botanical and culturally themed gardens, an overlook for harbor viewing, a sculpture garden, public art, water features, promenades, children's play areas, picnic areas, and an expansive lawn to host special events, including movies / theater / performances in the park.

This Park could be a substantial community benefit, however, there is no real certainty that it can be built. The use of the land is currently restricted because of environmental contamination. There is no specificity concerning the extent of required remediation at the property or potential future restrictions which might be placed on the use of the land. These uncertainties make it unclear as to whether the Park can be successfully developed.

The proposed San Pedro Park and its associated parking is proposed at a location that partially overlays the former GATX Annex Terminal, a reported contaminated site listed on the ERNS database for groundwater contamination and characterized as high risk site for the proposed Project and each Alternative. The Draft EIS/EIR describes the site-specific restrictions on the GATX site:

The formal site remediation agreement signed by Los Angeles Health District and DTSC expressly restricts the use of the former GATX site in Area E. DTSC has imposed a deed restriction prohibiting the following land uses: residential, park, hospital, school, or child day-care uses. Written approval by DTSC is required before any improvements to the site are made that require the complete removal of the 1-foot soil cap currently in place at the site. Finally, the agreement requires the approval of DTSC for the delisting of the site as a hazardous waste site and a removal of the land use restrictions. It describes the process and the data and information required to delist the site and remove the land use restrictions. (City of Los Angeles 1994).

Construction of San Pedro Park will undoubtedly require significant environmental remediation. Based on current land-use restrictions, a Park would be prohibited at the proposed location. The Draft EIS/EIR proposes Mitigation Measure GW-1 as the panacea for issues related to site contamination. This mitigation measure requires the Harbor Department to

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complete site remediation within the Project boundaries prior to or during demolition and grading activities:

The GATX Annex Terminal Facility is subject to land-use restrictions imposed by the DTSC. Because of this, prior to implementing the previously listed mitigation measures, it will be necessary to negotiate with the DTSC conditions for remediation and construction at this property. The current proposed use of the GATX Annex Terminal Facility is a park. Currently, DTSC land-use restrictions exclude this use. If LAHD intends to redevelop this area as a park, it will be necessary to modify the land use restriction. If the land use restriction is to be modified, it will likely be necessary to follow DTSCs [sic] remedial investigation/feasibility study (RI/FS) or remedial action workplan (RAW) process under an environmental consultative oversight agreement will likely involve additional site characterizations including preparation of a health-based risk assessment, removal of contamination hot spots [sic], and, possibly, an extensive public comment process. If LAHD is planning the construction of buildings and structures on the site, the requirement will be more extensive.

WAT2-29  
CONT.

Potential significant impacts which could arise from the remediation work itself need to be disclosed and analyzed by the Port since CEQA requires that potentially significant effects caused by mitigation measures must be discussed in an environmental document. (CEQA Guidelines, § 15126.4(a)(1)(D)) The Court of Appeal held in *Save Our Peninsula Committee v. Monterey County Bd. Of Supervisors* (2001) 87 Cal.App.4<sup>th</sup> 99, 130, that the discussion must come early enough in the planning process to allow for critical evaluation. Implementation of Mitigation Measure GW-1a could cause significant effects that have not been disclosed or analyzed. The Draft EIS/EIR fails to disclose or discuss how the remediation work would impact the environment since we do not know what the extent of the contamination is or what remedial work will be required. For example, how many trucks will be needed to haul away contaminated soil and what will be their impact on traffic during construction? We cannot answer these and other questions without having some information about the extent of the required remediation. Will there be noise impacts from the remediation? The Draft EIS/EIR's failure to discuss these potential impacts violates CEQA. Moreover, as discussed above, all of this uncertainty begs the questions as to whether the development of this park is even realistic.

WAT2-30

5. Traffic and Parking Impacts During Construction are Not Adequately Analyzed

The Ports O'Call Restaurant and San Pedro Fish Market have already suffered from construction delays by the Port. The Harbor Department's 2008 street construction at the intersections of Harbor Boulevard and 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets was planned during the busy summer season, created significant impediments for access to Ports O'Call, and is still not completed. While improvements are welcome, they must be carefully managed to avoid unnecessary disruption. This experience does not bode well for the impacts of construction through the Project. The Draft EIS/EIR does not even contain a traffic impact study for construction.

WAT2-31

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CONT.

Demolition and construction associated with the Project would generate truck and other vehicular traffic including worker commutes, transport and staging of equipment, transport of construction materials to the Port, and hauling excavated and demolished materials from the site, all of which would result in significant construction-generated traffic impacts. However, the Draft EIS/EIR does not adequately analyze the potential impacts from construction-generated traffic. The *Traffic Study for the San Pedro Waterfront Project Environmental Impact Statement/Environmental Impact Report*, May 2008, does not contain a construction period impact analysis. The Draft EIS/EIR does not provide the estimated number of construction workers, the expected peak trucks per day, where construction workers will park, and how much parking will be displaced by construction activities. How will all of this traffic affect the existing businesses in Ports O'Call or the ability of persons to patronize the waterfront? Even though the Draft EIS/EIR states that the impact is significant, the decision makers and public cannot evaluate the adequacy of the proposed traffic mitigation without adequate analysis of the actual impacts themselves. In addition, the failure to quantify the traffic impacts during construction affects other areas in the Draft EIS/EIR, including air quality and noise impacts during construction.

6. Marine Navigation Impacts During Construction are Not Adequately Analyzed

WAT2-32

Project construction involves dredging, waterside demolition, and waterside construction that would require the use of barges and other boats to transport and stage construction equipment, transport construction materials to the site, and haul dredged and demolished material away from the site. This includes waterside construction in the vicinity of Ports O'Call. The Draft EIS/EIR states that construction activities would generate marine traffic consisting of approximately 180 vessels, with each proposed Project element consisting of 23 to 35 vessels.<sup>2</sup> Waterside construction activities for various elements of the proposed Project would overlap. It is conceivable that all 180 vessels could be working at the same time given the overlapping schedules. However, the Draft EIS/EIR does not analyze the potential impacts which this overlapping construction with its 180 vessels could have on designated vessel traffic lanes and/or whether the construction vessels could impair the level of safety for vessels navigating in the Port. We are not told how large these vessels will be or what their hours of operation will be. The Draft EIS/EIR simply dismisses any potential impacts by positing that all such vessels will be required to comply with navigation regulations. That is not adequate reasoned analysis under CEQA.

7. Public Services Impacts are Potentially Significant and Unmitigated

WAT2-33

The Project could significantly impact fire protection and police services at the Port and adjacent San Pedro community. The Project would add significant pedestrian amenities, expand restaurant, retail, and other visitor-serving commercial development, parking, and create space for new, 1,250 foot long super cruise ships. Cruise operations alone would significantly increase the number of people utilizing the Port. In 2006, there were 258 annual cruise ship calls at the

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<sup>2</sup> Draft EIS/EIR, 3.12-16 – 3.12-19.

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WAT2-33  
CONT.

Port; the Project anticipates an increase to 275 in 2015 and 287 at the maximum demand year 2037. The annual cruise passengers will increase from 1,150,548 in 2006 to 1,440,946 and 2,257,335 in 2015 and 2037, respectively. The maximum daily passenger throughput more than doubles from 2006 to 2037: the 2006 maximum daily passenger throughput was 24,540; maximum daily passenger throughput is projected at 20,959 in 2015 and 31,472 in 2037. There are similar increases in daily cars parking and dropping off, taxis, and buses.

a. Police Services Impacts are Potentially Significant and Unmitigated

WAT2-34

The Draft EIS/EIR claims that there will be no impact to the Los Angeles Police Department, Port Police, or United States Coast Guard because Port Police do not base staff levels on the amount of proposed development, but based on the current Homeland Security Data, and because the Port Police, LAPD, and USCG could adequately respond. There is no analysis to support this conclusion. How does the Homeland Security Data determine staffing levels? Are there property facilities to support a likely increase in staffing?

b. Fire Protection Services Impacts are Potentially Significant and Unmitigated

WAT2-35

The Project will significantly intensify the number of uses at and users of the Port. The Draft EIS/EIR also contends, without analysis, that there will be no impact to the Los Angeles Fire Department because the Harbor Department and Fire Department discussed the Project and decided that no additions would be necessary. The Draft EIS/EIR fails to analyze any impacts to the fireboats that provide fire protection services to the Port. Are the fireboats adequate to provide fire protection services to the new, super cruise ships? Are there sufficient numbers of fire trucks and fireboats to deal with multiple cruise ships berthing at different locations at the Port? What about at the redeveloped Ports O'Call? With the significant increase in the number of people and development, there may be potentially significant impacts, which should be analyzed in the Draft EIS/EIR.

8. Geology Impacts Are Significant and Unmitigated

WAT2-36

The Draft EIS/EIR states that construction and operation of the proposed Project or any suggested Alternative design would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure. The Draft EIS/EIR concludes that no mitigation measures are available that would reduce impacts below significance. As the impacts are expected to be considerable, CEQA requires the agency to analyze potential mitigation measures in the Draft EIS/EIR to off-set the anticipated significant impact. Alternatively, the Draft EIS/EIR must be amended to disclose what measures were considered and why they were rejected as infeasible.

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9. Noise Impacts Are Significant and Unmitigated

WAT2-37

The proposed Project and all suggested Alternative designs would cause noise from motor vehicle traffic to increase by 3 A-weighted sound levels to fall within the "normally unacceptable" or "clearly unacceptable" category for the street segment on Miner Street south of 22<sup>nd</sup> Street. The Draft EIS/EIR concludes that no mitigation measures are available that would reduce noise levels to a less-than-significant level. As the impacts are expected to be considerable, CEQA requires the agency to analyze potential mitigation measures in the Draft EIS/EIR to off-set the anticipated significant impact. Alternatively, the Draft EIS/EIR must be amended to disclose what measures were considered and why they were rejected as infeasible.

10. Ground Transportation Impacts Are Significant and Unmitigated

WAT2-38

The Draft EIS/EIR states that operation of the proposed Project or Alternative 2 would increase traffic volumes and degrade level of service on neighborhood streets within the proposed project vicinity to exceed CEQA thresholds, specifically on West 17<sup>th</sup> Street between Centre and Palos Verdes. The Draft EIS/EIR concludes that no feasible mitigation measures exist that would fully eliminate the addition of significant or adverse traffic volumes to this segment of 17<sup>th</sup> Street. Additionally the Draft EIS/EIR fails to mention what mitigation measures were considered and why they were rejected as unfeasible. As the impacts are expected to be considerable, CEQA at minimum requires the agency to disclose what measures were considered and why they were rejected as unavailable. The Draft EIS/EIR must be amended to disclose these details.

**IV. THE DRAFT EIS/EIR FAILS TO PRESENT ADEQUATE, ENFORCEABLE MITIGATION MEASURES TO REDUCE THE PROJECTS SIGNIFICANT IMPACTS**

WAT2-39

A mitigation measure is an action, activity, or program designed to minimize a significant environmental impact. (CEQA, §§ 21002.1(a), 21100(b)(3)) Significant impacts can be "mitigated" by: (1) avoiding an impact by not taking a certain action; (2) minimizing an impact by limiting the magnitude of a proposed action; (3) rectifying an impact through repair, restoration, or the like; (4) reducing an impact over time via preservation or maintenance; or (5) compensating for the impact by providing substitute resources or environments. (CEQA Guidelines, § 15370)

While agencies are given latitude on the form that mitigation measures may take, CEQA and the courts are clear that agencies must avoid vague and incomplete measures. Additionally, mitigation measures must not be remote or speculative. Thus, where mitigation measures are so undefined that it is impossible to gauge their effectiveness, a court should find the EIR inadequate. Mitigation measures that "defer" the mitigation are also improper and serve as grounds for invalidating EIRs. Mitigation is said to be "deferred" when it calls for a plan to be devised based on future studies and does not describe the nature of the actions expected to be incorporated in the plan.



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WAT2-39  
CONT.

Here, in addition to the inadequacy of mitigation measures associated with the redevelopment of Ports O'Call and the proposed San Pedro Park, the Draft EIS/EIR contains a multitude of mitigation measures that fail to meet the bar set by CEQA. Several are highlighted below. Some of the proposed mitigation measures fail for lack of specificity and many others fail because they improperly defer mitigation to a later date. Since the Draft EIS/EIR fails to provide adequate, enforceable mitigation measures, the Harbor Department cannot certify the Draft EIS/EIR as presented.

**A. The Draft EIS/EIR Contains Inadequate, Unenforceable Mitigation Measures That Fail For Lack Of Specificity**

1. The Mitigation Measure Concerning Harbor Craft Engine Standards Lacks the Requisite Specificity

WAT2-40

Mitigation Measure AQ-1 (MM AQ-1) requires all harbor craft used during the Project's construction phase to be repowered to meet cleanest existing marine engine emission standards, or EPA Tier 2. Additionally, the harbor craft shall meet the higher EPA Tier 3 standards where available. MM AQ-1 fails for lack of specificity. It does not define criteria by which to judge whether the harbor craft can meet the higher EPA Tier standards. It is so vague and incomplete that it is impossible to gauge its effectiveness. Therefore, the Draft EIS/EIR is inadequate.

2. The Mitigation Measure Concerning Fleet Modernization for Construction Equipment Lacks the Requisite Specificity

WAT2-41

Mitigation Measure AQ-4 (MM AQ-4) requires the Harbor Department to utilize construction equipment that incorporates, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards. MM AQ-4 fails for lack of specificity. It is so vague and incomplete that it is impossible to gauge its effectiveness. It does not define what is considered "feasible" nor does it require implementation of any emissions savings technology at all. The measure sets forth no standards by which to judge it. The measure allows for, but does not mandate, the Harbor Department to implement the mitigation plan, and therefore the Draft EIS/EIR is inadequate.

3. The Mitigation Measure Concerning Low-Sulfur Fuel Lacks the Requisite Specificity

WAT2-42

Mitigation Measure AQ-10 (MM AQ-10) requires all ships calling at both the Inner and Outer Harbor Cruise Terminals to use low-sulfur fuel in their engines and boilers within 40 nautical miles of Point Fermin beginning on the first day of operation. Ships with mono-tank systems prohibiting low-sulfur fuel would be exempt from this requirement. The tenant will notify the Port of the presence of such exempted ships and should make every effort to retrofit said ships within one year. MM AQ-4 fails for lack of specificity. It does not define what "every effort" entails and fails to set forth standards by which to judge the measure's effectiveness. It does not commit the Harbor Department to a realistic performance standard or criterion that will ensure the mitigation of the significant effect. Therefore, the mitigation measure is inadequate.

4. The Mitigation Measure Concerning New Vessel Construction Lacks the Requisite Specificity

WAT2-43

Mitigation Measure AQ-12 (MM AQ-12) requires a vessel purchaser to confer with the ship designer and engine manufacturer to determine the feasibility of incorporating emission reduction technology when ordering ships bound for the Port of Los Angeles. MM AQ-12 fails for lack of specificity. It does not define what is considered “feasible” and so there is no standard by which to judge it. It is so vague and incomplete that it is impossible to gauge its effectiveness, and it is unclear whether this mitigation measure will effectively reduce pollutant emissions and GHG emission. Therefore, the mitigation measure is inadequate.

5. The Mitigation Measure Concerning Clean Terminal Equipment Lacks the Requisite Specificity

WAT2-44

Mitigation Measure AQ-13 (MM AQ-13) requires that all terminal equipment used at the Port be electric, where available. MM AQ-13 fails for lack of specificity. It is so vague and incomplete that it is impossible to gauge its effectiveness. It does not define standards by which to judge whether implementing electric equipment would be “available”. It does not commit the Harbor Department to a realistic performance standard or criterion that will ensure the mitigation of the significant effect, and leaves the measure’s implementation to the Harbor Department’s discretion. Therefore, the Draft EIS/EIR is inadequate.

6. The Mitigation Measure Concerning Reduction of Truck Idling Lacks the Requisite Specificity

WAT2-45

Mitigation Measure AQ-16 (MM AQ-16) requires the cruise terminal building operator to ensure that heavy-duty truck idling is reduced at both the Inner and Outer Harbor Cruise Terminals. Suggested methods to reduce idling include, but are not limited to, maximizing time when gates are left open and designing a gate to exceed truck-flow capacity to ensure queuing is minimized. MM AQ-16 fails for lack of specificity. It is so vague and incomplete that it is impossible to gauge its effectiveness. It does not commit the Harbor Department to a realistic performance standard or criterion that will ensure the mitigation of the significant effect.

7. The Mitigation Measure Concerning Reduction of Tugboat Idling Lacks the Requisite Specificity

WAT2-46

Mitigation Measure AQ-19 (MM AQ-19) requires tug companies to ensure that tug idling is reduced at the cruise terminal building. MM AQ-19 fails for lack of specificity. It is so vague and incomplete that it is impossible to gauge its effectiveness. Additionally, it does not commit the Harbor Department or the tug companies to a realistic performance standard or criterion that will ensure the mitigation of the significant effect. It is impossible to enforce this mitigation measure to any ascertainable degree, nor possible to ensure its effectiveness at reducing impact to air quality.

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8. The Mitigation Measure Concerning Reduction of Catalina Ferry Idling Lacks the Requisite Specificity

WAT2-47

Mitigation Measure AQ-20 (MM AQ-20) requires the Catalina ferry to ensure that ferry idling is reduced at the cruise terminal building. MM AQ-20 fails for lack of specificity. It is so vague and incomplete that it is impossible to gauge its effectiveness. It does not contain a performance standard or criterion that will ensure the mitigation. It is impossible to enforce the mitigation measure to any ascertainable degree, and it is unclear whether it will reduce any impact upon air quality due to its ambiguity.

9. The Mitigation Measure Concerning Port Tenant Energy Audits Lacks the Requisite Specificity

WAT2-48

Mitigation Measure AQ-28 (MM AQ-28) requires Port tenants to conduct third-party energy audits every five years and install power-saving technology, where feasible. MM AQ-28 fails for lack of specificity. The mitigation measure does not define what is considered "feasible" and so there is no standard by which to judge it. It is so vague and incomplete that it is impossible to gauge its effectiveness. It is impossible to enforce this mitigation measure to any ascertainable degree.

10. The Mitigation Measure Concerning Tree Planting Lacks the Requisite Specificity

WAT2-49

Mitigation Measure AQ-30 (MM AQ-30) requires the Harbor Department to plant shade trees around the cruise terminal building, purportedly to act as insulators from weather and thereby decrease energy requirements. MM AQ-30 fails for lack of specificity. It is so vague and incomplete that it is impossible to gauge its effectiveness. It does not commit the Harbor Department to a realistic performance standard or criterion that will ensure the mitigation of the significant effect. It is not clear whether this mitigation measure will actually reduce energy requirements due to its ambiguity.

11. The Mitigation Measure Concerning Noise Generated From Equipment Operation Lacks the Requisite Specificity

WAT2-50

Mitigation Measure NOI-1 (MM NOI-1) requires the Harbor Department to construct temporary noise barriers and use quiet construction equipment. The Harbor Department must select quiet construction equipment whenever possible and comply with noise limits established in the City of Los Angeles Noise Ordinance, where feasible. MM NOI-1 fails for lack of specificity. It is so vague and incomplete that it is impossible to gauge its effectiveness. It does not define what is considered "feasible" or "possible", so there is no standard by which to judge its effectiveness in reducing noise levels. It does not require the Harbor Department's compliance with a realistic performance standard or criterion that will ensure the mitigation of the significant effect. Furthermore, it is unclear whether it will in fact reduce the significant noise impacts due to the measure's ambiguity.

12. The Mitigation Measure Concerning Maintenance of Parking During Construction Lacks the Requisite Specificity

WAT2-51

Mitigation Measure REC-3 (MM REC-3) states that the Harbor Department and construction contractors will minimize parking obstructions during construction periods by placing construction areas out of roadways and parking lots, where possible. MM REC-3 fails for lack of specificity. It does not commit the Harbor Department to a realistic performance standard or criterion that will ensure the mitigation of the significant effect. It is unclear whether impacts to parking obstructions and traffic congestion will be reduced due to the measure's ambiguity.

13. The Mitigation Measure Concerning Maintenance of Vehicle Access During Construction Lacks the Requisite Specificity

WAT2-52

Mitigation Measure REC-4 (MM REC-4) directs the Harbor Department and construction contractors to minimize obstructions to vehicle access during construction periods by placing construction areas out of roadways and parking lots, where possible. MM REC-4 fails for lack of specificity. It does not give an estimated standard of criterion by which to judge the measure's effectiveness at minimizing obstructions. It also does not hold the Harbor Department to a realistic performance standard to ensure mitigation of the significant effect, and allows Harbor Department to determine independently the feasibility of implementing the plan.

14. The Mitigation Measure Concerning Use of Materials With Recycled Content Lacks the Requisite Specificity

WAT2-53

Mitigation Measure PS-3 (MM PS-3) requires materials with recycled content to be used in Project construction. The measure also requires utilizing wood chippers registered through the California Air Resources Board's Portable Equipment Registration Program on site during construction, and using wood from tree removal rather than from demolished structures to further reduce excess wood for landscaping cover. MM PS-3 fails for lack of specificity. It does not set forth an ascertainable standard by which excess wood usage would be reduced. It is unclear whether the impact would be reduced due to the vagueness of the measure. The Harbor Department is not held to a realistic performance standard or criterion that will ensure the mitigation of the impact.

15. The Mitigation Measure Concerning Use of Energy Conservation Measures Lacks the Requisite Specificity

WAT2-54

Mitigation Measure PS-6 (MM PS-6) requires the Harbor Department and its tenants to incorporate measures to meet, or if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. MM PS-6 fails for lack of specificity. Every building project within California is required to meet the criteria of Title XXIV. The mitigation measure does not commit the Harbor Department to a performance standard beyond that which is required within the state of California; therefore it is not certain to ensure the mitigation of a significant effect. It is so vague and incomplete that it is impossible to gauge its effectiveness.

**B. The Draft EIS/EIR Contains Inadequate, Unenforceable Mitigation Measures That Fail Because They Improperly Defer Mitigation**

1. The Mitigation Measure Concerning the Harbor Department's Landscaping Plan Improperly Defers Mitigation

WAT2-55

Mitigation Measure AES-1 (MM AES-1) requires the Harbor Department to consult a professional landscape architect or similar landscaping expert to evaluate the visual and historic significance of mature landscaping before construction begins. The professional will identify significant trees, and incorporate their relocation and replacement into landscape plans. The landscaping planting will be developed in conformity with design guidelines for the San Pedro community and the Port of Los Angeles. MM AES-1 fails because it improperly defers mitigation to a later date. It calls for a landscaping plan to be devised and does not describe the selection or location of the trees expected to be incorporated in the plan. The time to evaluate the visual and historic significance of the landscaping is now and not at a later date. The mitigation measure does not commit the Harbor Department to a realistic performance standard or criterion that will ensure the mitigation of the significant effect.

2. The Mitigation Measure Concerning Design Alternatives to Minimize Visual Aesthetic Impacts Improperly Defers Mitigation

WAT2-56

Mitigation Measure AES-2 (MM AES-2) requires the Harbor Department to develop design alternatives to minimize impacts on views to the Vincent Thomas Bridge from Harbor Boulevard. It calls for development of alternatives that explore siting, setbacks, stepped construction, among other architectural detailing. A review committee will evaluate the alternatives and choose the final design based on its ability to best preserve sight lines and visually integrate with the aesthetic character of the waterfront area. MM AES-2 fails because it improperly defers mitigation to a later date. It calls for design alternatives to be developed as part of the design process, but does not describe the specific thresholds and standards to be used. It allows for but does not mandate the Harbor Department's commitment to a realistic performance standard or criterion that will ensure the mitigation of the significant effect.

3. The Mitigation Measure Concerning a Treatment Plan and Archaeological Testing for Mexican Hollywood Improperly Defers Mitigation

WAT2-57

Mitigation Measure CR-1 (MM CR-1) requires the Harbor Department to generate a treatment plan and conduct archaeological testing for historic deposits associated with Mexican Hollywood prior to construction. The testing plan would describe the evaluation methods a qualified archaeologist would use to determine whether new historic archaeological finds associated with Mexican Hollywood are eligible for inclusion in the California Register. If the methods reveal that the newly identified deposits do not necessitate inclusion in the California Register, no further mitigation would be required. MM CR-1 fails because it improperly defers mitigation to a later date. The time to craft and evaluate the archaeological impact is now and not at a later date. It calls for evaluation methods to be devised but does not describe the specific steps that will ensure mitigation of the significant effect to cultural resources. The mitigation

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WAT2-57  
CONT.

measure does not commit the Harbor Department to a realistic performance standard or criterion by which it can be judged.

4. The Mitigation Measure Concerning a Harbor Department Emergency Response Plan Improperly Defers Mitigation

WAT2-58

Mitigation Measure GEO-1 (MM GEO-1) requires the tenants within the Project area to work with Port engineers and Harbor Department police to develop tsunami response training and procedures to assure that construction and operations personnel will be prepared to act in the event of a large seismic event. Such procedures shall be included in any bid specifications for construction or operations personnel, and a copy shall be given to the Harbor Department prior to the beginning of construction. MM GEO-1 fails because it improperly defers mitigation to a later date. It calls for an emergency response plan to be devised at some undetermined time in the future and does not address the specific measures that will be incorporated into the plan to reduce the significant geological impacts. The mitigation measure does not commit the Harbor Department to a realistic performance standard or criterion that will ensure the mitigation of significant damage to structures or infrastructure, or prevent substantial risk to individuals. The time to develop such a plan is now as it must be in place prior to commencement of construction.

5. The Mitigation Measure Concerning Removal of a Navy Fuel Surge Line Improperly Defers Mitigation

WAT2-59

Mitigation Measure GW-1c (MM GW-1c) requires submission of a work plan to the California State Fire Marshall (CSFM) prior to abandonment and removal of the Navy fuel surge line. It also requires testing of the line prior to abandonment or excavation of the North Harbor to determine whether any contamination exists. If contamination is found, the mitigation measure requires appropriate remedial or removal action to take place prior to or in conjunction with the Project's construction. MM GW-1 fails because it improperly defers mitigation to a later date. It calls for an abandonment and removal plan to be devised based on future contamination testing and studies. No such plan has yet been developed, nor has one been disclosed to the public or decision makers. The mitigation measure does not commit the Harbor Department to a realistic performance standard or criterion that will ensure the mitigation of the significant environmental impacts due to toxic substances or other contaminants associated with historical uses of the Port.

**V. THE HARBOR DEPARTMENT'S COMMENT PERIOD WAS INADEQUATE UNDER CEQA**

WAT2-60

While the CEQA Guidelines generally limit the public review period for a draft EIR to 60 days, CEQA allows for longer review periods under "unusual circumstances." (CEQA Guidelines, § 15005(a)) The Harbor Department and Corps have already acknowledged that "unusual circumstances" are presented, given that the comment period was over 60 days. As previously indicated in our November 28, 2008, letter to the Harbor Department, the Project presents unusual circumstances, thus an extended review period to permit the public to analyze and comment on the Draft EIS/EIR is warranted and necessary.

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First, the sheer volume of the Draft EIS/EIR—the document is thousands of pages—constitutes an unusual circumstance that justifies extending the public review period. Thousands of pages of highly technical documents plus appendices require more time to analyze and comment on.

WAT2-60  
CONT.

Second, for the reasons set forth in this letter, the Draft EIS/EIR has failed to identify or address potentially significant environmental impacts, and those that are discussed are not done so with enough specificity to permit the public or the decision makers to understand the full force and impact of the Project. The proposed Project has a 2015 buildout year, but a 2037 horizon, and has important ramifications for the Port of Los Angeles, the adjoining San Pedro neighborhood, and greater Los Angeles. The importance necessitates that the Draft EIS/EIR is done right. Unusual circumstances exist to provide additional time for further comments.

## VI. CONCLUSION

The Draft EIS/EIR does not satisfy CEQA's strict requirements. It contains an inadequate Project Description and fails to identify and mitigate many of the Project's potential significant impacts. In order to remedy these failings, the Harbor Department and Corps must revise and the Draft EIS/EIR and add the significant new information addressed in this letter.

WAT2-61

Under CEQA, where significant new information is added to an EIR after public review, but before certification, the EIR must be recirculated. The only way for the Harbor Department and Corps to cure the Draft EIS/EIR's failings will be to add significant new information to the document. Therefore, once this step is complete, and before the Harbor Department takes any further action on the Project, the Draft EIS/EIR must be recirculated to give the public the opportunity to review the document that seeks to significantly redevelop the Port of Los Angeles impacting Port tenants, the San Pedro community, and great Los Angeles.

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We appreciate your attention to this matter.

Sincerely,



Peter J. Gutierrez  
of LATHAM & WATKINS LLP

cc: Los Angeles Board of Harbor Commissioners  
Councilwoman Janice Hahn, Council District 15  
Bud Ovrom, Deputy Mayor  
Kathryn McDermott, Port of Los Angeles  
Connie Pallini-Tipton, Los Angeles City Planning Department  
Theresa Stamus, City Attorney's Office  
Thomas Russell, City Attorney's Office  
San Pedro Waterfront, LLC  
San Pedro Fish Market, LLC  
Lucinda Starrett, Esq., Latham & Watkins  
Beth P. Gordie, Esq., Latham & Watkins



EXHIBIT A

Antonio R. Villaraigosa, Mayor  
City of Los Angeles

Board of Harbor  
Commissioners

S. David Freeman  
President

Jerilyn López Mendoza  
Vice President

Kaylyn L. Kim

Douglas P. Krause

Joseph R. Radtsich

Geraldine Knatz, Ph.D.  
Executive Director

May 8, 2008

Robert W. Nizich  
Café International  
839 S Beacon St., Suite # 332  
San Pedro, CA 90731

Dear Mr. Nizich:

Enclosed is the draft Ports O' Call Technical Assistance Panel (TAP) report from the Urban Land Institute (ULI). Please provide any comments to me no later than Friday, May 23, 2008. I will compile the comments and forward to the ULI for inclusion in the final report.

Please call me at (310) 732-3850 if you have any questions.



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Sincerely,

A handwritten signature in black ink, appearing to read "D. Mathewson".

DAVID L. MATHEWSON  
Director of Planning & Research

**ULI-LA Technical Assistance Panel (TAP)  
Ports O' Call Village  
San Pedro, CA**

## **INTRODUCTION**

### **Project History**

San Pedro was once home to a massive shipbuilding industry, a large commercial fishing fleet, and a working cannery row, historical elements which still infuse the community with its unique character and personality. Today, San Pedro is home to the busiest cargo port in the nation, handling over 190 million metric tons of cargo every year. Though the massive increase of global trade into Southern California brought great expansion and prominence to the Port of Los Angeles, the working-class community of San Pedro did not share in this growth. At the turn of the 21<sup>st</sup> century, downtown San Pedro was blighted and stagnant, home predominantly to low-income housing, half-occupied office buildings, and numerous vacant storefronts. In 2002, community stakeholders, including the CRA, the Port of Los Angeles, and the San Pedro Peninsula Chamber of Commerce, commissioned a ULI Advisory Services Panel to advise them on moving past the maze of endless planning and inaction into which they had fallen.

San Pedro has witnessed substantive changes since the ULI Advisory Services Panel provided recommendations for integrating the disconnected, and sometimes divergent, plans that had been laid for the revitalization of the central business district and the waterfront by the CRA and the Port of Los Angeles. Whether the result of sound advice provided by the ULI panel, the commitment of numerous stakeholders to work intently and collaboratively toward a unified development plan, or the uplift provided by a strong regional housing market and economy, these changes have primarily taken two forms.

### **Resurgence of Downtown San Pedro**

The first change has been the development of several high-quality residential and mixed-use projects in downtown San Pedro, currently in various stages of occupancy, construction, or planning. In total, these new projects will add over 1,400 much-needed residential units to downtown San Pedro. These new downtown residential units have already contributed to the widely-held goals of increased vibrancy, the introduction of moderate and high-income residents into downtown, and heightened demand for neighborhood-serving retail uses. Emblematic of the change currently underway in downtown San Pedro is a development named Vue, a 16-story luxury high-rise condominium project offering harbor views and high-end amenities. Penthouse units at Vue approach \$1,600,000, and the developer has pre-sold eighty percent of the units with eight months of construction remaining.

### **Waterfront Redevelopment Project**

The second important change has been earnest master planning work undertaken by the Port of Los Angeles toward the redevelopment of 400 acres of property along the eight-mile stretch of waterfront from the Vincent Thomas Bridge to the Federal Breakwater at Cabrillo Beach, designed to remove industrial uses from the western portion of the Main Channel, bring the San Pedro community closer to the waterfront, develop greater linkages to downtown San Pedro, and make Los Angeles a world-class waterfront city. The waterfront redevelopment project is a component of over \$1 billion of planned improvements at the Port, for which the Port is currently awaiting EIR/EIS certification. Out of \$1 billion of proposed improvements, the Port has allocated \$300 million towards waterfront redevelopment. Illustrating the seriousness of its intent, the Port has already completed several components of its waterfront development project, including the Cabrillo Marina and Cruise Ship promenades. In addition to dramatically changing the appearance of the waterfront, the Port is also aiming to catalyze future waterfront-adjacent development by providing much-needed infrastructure, such as a planned parking structure located at 22<sup>nd</sup> street.

The Port envisions the redeveloped waterfront as a "window on the water" that offers visitors the opportunity to witness the Port in action while they enjoy myriad recreational, restaurant, and retail amenities. Among its numerous elements, the Port's plan calls for a threefold increase in the amount of open space and a substantial increase in the amount of green space available at the waterfront.

Despite the success of downtown's resurgence, the multi-faceted task of reconnecting downtown San Pedro to the waterfront still remains a work in progress. Importantly, several components of the Port's waterfront redevelopment project directly address this goal. Among these elements are the construction of 8.7 miles of continuous promenades and public walkways from the Vincent Thomas Bridge to the Federal Breakwater at Cabrillo Beach, waterfront access provided at 1<sup>st</sup>, 3<sup>rd</sup>, 7<sup>th</sup> and 13<sup>th</sup> Streets, the 7<sup>th</sup> Street Pier, three downtown-adjacent harbors, a new town square at 6<sup>th</sup> street, and improved access and circulation provided by the planned extension of the Red Car Line.

The Port has been working with CRA to integrate the work the CRA has undertaken with the Los Angeles Planning Department on downtown San Pedro with the Port's waterfront redevelopment project.

### **Ports O' Call Village**

Another important element of the Port's waterfront redevelopment plan is the redevelopment of Ports O' Call Village, a 150,000 square foot commercial development located along the Main Channel of the harbor. Built in 1963, Ports O' Call Village is designed in the style of a New England fishing village and consists of numerous small buildings, built on the water's edge, that are connected by pedestrian walkways. The property is situated on 30 acres of Port-controlled land, houses various retail, restaurant, and maritime uses, and contains 1800 surface parking spaces. The siting of the buildings along the water's edge largely prevents public access to the waterfront and is a primary driver of the Port's desire to redevelop the property.

Though Ports O' Call was once a successful retail and restaurant destination, today it suffers from both functional and economic obsolescence. The property currently houses 30 tenants, though only a handful are genuinely successful. Rental rates at the property are below market rates, and the property suffers from extensive deferred maintenance. Furthermore, in addition to the aforementioned disconnection from downtown San Pedro, Ports O' Call suffers from poor access and inadequate parking capacity during peak hours.

Port's O' Call Village is operated primarily by two private firms that hold ground leases, with differing expiration schedules, on a majority of the buildings at the property. The ground lease for the southern end of the site expires shortly, while the ground lease for the northern portion of the site expires in approximately six years.

### **ULI TAP**

The Port of Los Angeles has engaged the Los Angeles District Council of the Urban Land Institute to organize a Technical Assistance Panel (TAP) to advise the Port on its plans to redevelop Ports O' Call Village. The Port plans to redevelop Ports O' Call with 300,000 square feet of visitor-serving retail uses, a 3-acre park, and possibly, a 75,000 square foot conference center. The Port plans to retain a small number of the existing tenants at the property and to pursue a tenant mix that maximizes synergies with existing and future retail amenities available in downtown San Pedro. As a focal point of its redevelopment of Ports O' Call, the Port envisions extending its proposed 8.7 mile promenade through Ports O' Call along the Main Channel, thereby creating a continuous waterfront promenade that originates from the Vincent Thomas Bridge and extends through to the Breakwater at Cabrillo Beach.

Specifically, the Port has requested the ULI TAP to offer strategies for maximizing the success of soliciting, selecting, and working with a private development firm to undertake the redevelopment of Ports O' Call Village through a formal Request for Proposals (RFP) process. Furthermore, the Port has asked the ULI panel to determine the feasibility of various uses at the site, the optimal role of the development

partner, a phasing strategy for construction given the staggered leaseholds on the land, and the optimal operational structure for the property once the property has been redeveloped.

## **Summary of Recommendations**

The panel's vision for Ports O' Call is to create a regional visitor destination that builds on the maritime history of San Pedro and features a regional fish market, unique destination restaurants, and other waterfront- and Port-related public attractions. This destination would offer the pedestrian a walkable connection to downtown San Pedro, and would offer motorists plentiful parking and easy access into Ports O' Call.

The Port should embrace the assets Ports O' Call possesses and should be mindful of the project's constraints. Project assets include the visual spectacle of a working port, a thriving fish market, several successful destination restaurants, and a rich maritime history. Project constraints include the site's disconnection from downtown San Pedro, a restriction on residential development, limited parking capacity, and the Port's lack of retail development expertise.

Based on its estimation of the demand for restaurant and ancillary retail uses at Ports O' Call, the panel believes that the appropriate size of the redeveloped project is likely closer to 150,000 square feet than it is to the Port's proposed 300,000 square feet. The panel believes that viable uses at Ports O' Call include restaurants, ancillary retail, a promenade, family-oriented activities, charter boats, and green open space.

The panel does not recommend the pursuit of large-format national retailers for Ports O' Call due to inadequate market demand in the markets surrounding the property.

The panel has identified four distinct development approaches—each with own unique set of advantages and disadvantages—through which the Port can achieve the redevelopment. The panel recommends that the Port work with a professional development firm, either as a fee consultant who will deliver the project back to the Port when construction is completed, or as a ground lessee who finances, leases, builds, and operates the property when it is completed. The panel believes that retail development expertise is a crucial component to the success of this project and that the Port should not attempt to undertake this process on its own.

The Port will likely need to make certain infrastructure investments in Ports O' Call in order to improve access into the property, increase the availability of parking, and ensure the presence and quality of community-serving components at the property. These infrastructure investments include a Harbor Boulevard crosswalk, parking structures, viewing platforms, a promenade, open green space, and outdoor performance space.

The panel believes that a significantly expanded fish market, oriented on the site as a central element of the property and housed in a distinctive and expansive structure, would serve as an excellent centerpiece for Ports O' Call. Additionally, certain successful existing restaurants should be allowed to remain in their existing structures so they can maintain their intimacy with the waterfront.

The panel recommends that the Port embark on an RFQ/RFP process that utilizes feedback from the development community early in the process to shape the project vision. The panel has detailed a procurement process for the Port that favors maximum project quality over maximum land value.

## MARKET POTENTIAL

### Vision and Goals

The panel shares in the Port's belief that Ports O' Call holds tremendous potential. Aptly described by a Port representative as "a jewel that needs to be cut and set to be something important," Ports O' Call represents one of the last remaining waterfront development opportunities available in the City of Los Angeles. The San Pedro waterfront, with its constant activity of cruise ships, cargo carriers, tug boats, and fishing vessels, is a natural attraction. Additionally, while the maritime activities at the Port offer unique visuals and an authenticity and scale of experience that is likely unmatched anywhere in Los Angeles, they also represent an aspect of Los Angeles that deserves to be appropriately featured and celebrated. The Port embodies Los Angeles' history—one that includes transporting the lumber used to erect Los Angeles in the early 1900's and building warships during WWII—and serves today as the city's primary economic engine. This sense of combined past and present vitality should be embodied in a redeveloped Port O' Call that celebrates the Port, as well as the community of San Pedro, in a spirit that reflects their role in Los Angeles' history and their contribution to its prosperity.

Specifically, the panel's vision for Ports O' Call is to create a regional visitor destination that builds on the maritime history of San Pedro and features a regional fish market, unique destination restaurants, and other Port- and waterfront-related public attractions. This destination would offer the pedestrian a walkable connection to downtown San Pedro, and would offer motorists plentiful parking and easy access into Ports O' Call.

Based on briefing materials provided to the panel and the testimony of numerous stakeholder groups, the panel has identified the following seven goals for the redevelopment of Ports O' Call Village.

→ Increase public access to the waterfront.

A widely-held goal of the numerous stakeholder groups interested in the redevelopment of Ports O' Call, increased public access to the waterfront will offer community members and visitors intimate proximity to the water's edge, allowing them to enjoy retail, restaurant, and recreational amenities while partaking in the unique visual and experiential offerings of a bustling port.

Enabling the community of San Pedro to better access its waterfront is an important goal. Though Port's of Call is a destination with regional appeal, local support will also be crucial to its success.

→ Promote safe and clean environment.

The perception exists within the community of San Pedro that downtown San Pedro and the waterfront are unsafe. To succeed, Ports O' Call must earn the reputation of a destination that is safe for families at various hours throughout the week. Furthermore, Port's of Call must be maintained with the care and attention that competing destinations, such as the Del Amo Fashion Center and the Grove, receive from their owners.

→ Encourage community vitality.

The centerpiece of the Port's waterfront redevelopment project, a redeveloped Port O' Call Village will serve as a town center of sorts, drawing the San Pedro community together to enjoy the retail, restaurant, and recreational amenities available at its waterfront. The panel also recommends that Ports O' Call include outdoor performance space, a feature that will likely serve as the staging ground for numerous community-oriented events. On a broader scale, Ports O' Call will offer the greater Los Angeles community a unique and special destination to congregate and experience the City of Los Angeles, and its history, in a unique and exciting way.

→ Feature port activities.

The colorful and impressive procession of cruise ships, cargo carriers, tug boats, and fishing vessels along the Main Channel of the Port is perhaps the strongest asset of a redeveloped Ports O' Call. The panel recommends highlighting this asset with infrastructure that further extenuates the harbor experience, such as viewing platforms and observation platforms.

→ Support local business.

The panel recommends that the redeveloped Ports O' Call include those local restaurants and businesses that are presently successful at Port O' Call, as they represent the history, character, and personality of San Pedro and should be defining elements of the redeveloped Port O' Call Village.

→ Increase economic activity.

The regional draw of a redeveloped Ports O' Call Village will attract visitors from a broad expanse of Los Angeles, who will spend their discretionary entertainment dollars at the property. Furthermore, improved linkages between downtown San Pedro and the waterfront will encourage Port O' Call visitors to stream into downtown San Pedro and patronize downtown businesses. Moreover, a redeveloped Ports O' Call will provide the San Pedro community with a compelling reason to spend their discretionary entertainment dollars locally, rather than traveling to competing venues in other cities, as has been the case for several years.

→ Expand public parks and recreation.

The panel recommends that Ports O' Call contain green space and recreational offerings so that it becomes more than a place to enjoy a great meal at a unique restaurant. Rather, Ports O' Call should be a place that offers a range of leisure and recreational experiences for the entire family. Ideas for this category include a carousel, playground, outdoor performance space, and observation towers.

→ Build on local history.

A successful redevelopment of Ports O' Call Village must embrace the history of the Los Angeles Port and the community of San Pedro. This is a rich history that reflects the shifting prominence of industries that have dominated the Port's activities, including ship building, commercial fishing and processing, and petroleum. The labor force fueling these industries has largely come from the community of San Pedro and each industry has infused the community with its own unique character. Whether through architectural design and detail, attractions, or event programming, this character must come through in the redevelopment of Ports O' Call.

### **Project Assets**

Ports O' Call village, in its present form, possesses certain undeniable assets that should drive the planning and design of its redevelopment. The first asset, aforementioned repeatedly, is the visual and experiential offering of a working port. The cruise ships, container carriers, tug boats, and fishing vessels that pass along the Main Channel, in front of Ports O' Call, give viewers a dynamic and entertaining visual experience that has proven to be a reliable regional draw.

The second asset of Ports O' Call Village is the successful San Pedro Fish Market. With nearly thirty years of history at Ports O' Call, this San Pedro institution offers its customers both a thriving fish market, featuring seafood imported from across the globe, as well as a 2,000 seat restaurant. A unique operation within the City of Los Angeles, the San Pedro Fish Market has a large and loyal following.

In addition to the San Pedro Fish Market, several unique destination restaurants boast lengthy histories at Ports O' Call and enjoy successful businesses. The panel believes that these restaurants should be included as central components of the redevelopment of Ports O' Call because, together with the San Pedro Fish Market, they represent the character, flavor, and history of the San Pedro Community.

The maritime history of San Pedro is also an important component of Ports O' Call Village that will serve as an asset in the redevelopment of the property. Leveraging this rich and storied history will offer the developer a range of influences to draw upon in the design of the new development, and will provide a range of ideas in programming the recreational components of the development.

### **Project Constraints**

Its assets notwithstanding, Ports O' Call also possesses certain constraints that must be addressed in order to achieve a successful redevelopment effort. The first constraint is the property's disconnection from downtown San Pedro, a vital issue that will have a great impact on the success of a redeveloped Ports O' Call. To gain the patronage of the San Pedro community, and to maximize market synergies between retailers located at Ports O' Call and those located in downtown San Pedro, the San Pedro community must be physically reconnected with its waterfront.

The Tidelands Trust Act, a governing edict that prohibits residential development of any kind on waterfront land controlled by the Port, is a second constraint that will impact the redevelopment effort. Notably, previous development proposals for Ports O' Call have included large numbers of residential units as among the highest and best uses for the site. Thus, Tidelands Trust Act limits the site's development potential in a meaningful way, essentially restricting the site's programming mix to retail, recreational, and maritime uses. Stakeholders have indicated that residential uses will likely be situated off of Harbor Boulevard, atop the bluff located at the westerly edge of the Ports O' Call site.

A third constraint on the redevelopment of Ports O' Call is the importance of preserving water views currently enjoyed by the San Pedro community. Building massing within the new development must be respectful of this constraint.

As with most development projects in Los Angeles, parking is also an important issue for the redevelopment of Ports O' Call Village. Though the property currently has 1,800 parking spaces, representing a relatively high 12 parking spaces per 1,000 square feet of gross leasable area, select businesses at the property complain that parking capacity is inadequate during peak hours. The Port has planned structured parking at the rear of the site along Sampson Way, and the panel strongly encourages this plan.

Additionally, safety issues at the property—be they real or perceived—are a crucial constraint that must be mitigated for a successful redevelopment. Ports O' Call must earn a reputation as a safe destination for the entire family at various hours throughout the week.

Lastly, the fact that shopping center development is not the core competency of the Port of Los Angeles is an important constraint that must be acknowledged and addressed. In the past, this constraint has proven detrimental to the reputation of the Port among the development community. Developers who have participated in previous efforts to redevelop Port's O' Call Village, often at considerable cost, have complained about the lack of feedback, communication, and consideration they received from the Port. In order to create a "jewel" that is an import asset for both the community of San Pedro and the City of Los Angeles, the Port must become a better client and learn to adopt best practices when working with the development community.

## Viable Uses

### ***Project Scale***

The Port has proposed 300,000 square feet of commercial uses at Ports O' Call. Though the panel is extremely enthusiastic about the potential of a redeveloped Ports O' Call, it believes that the Port's plans do not reflect the actual available market located within three miles of the project.

Though a redeveloped Ports O' Call will have a strong regional draw, this draw will be primarily concentrated on weekends. During the week, the support of the San Pedro community will be essential to the success of the tenants located at Ports O' Call, and this local customer base consists primarily of lower- and middle-income households with relatively limited spending power. Moreover, Ports O' Call faces stiff competition for the spending dollars of this local market from nearby large-scale shopping venues, such as Simon Property Group's 2.5 million square foot Del Amo Fashion Center in Torrance.

Based on its estimation of the demand for restaurant and ancillary retail uses at Ports O' Call, the panel believes that the appropriate size of the redeveloped project is likely closer to 150,000 square feet than it is to the Port's proposed 300,000 square feet.

### ***High Probability Grading***

#### → Restaurants

Unique restaurants are the most viable uses at Ports O' Call Village today, and they will continue to be the most successful uses when the property is redeveloped. The experience of dining, whether on a waterfront deck or behind massive ceiling-high windows, is a natural fit for the distinctive visual theater offered by the working port. Furthermore, unique restaurants are an important component of what has been described as the "3-hour vacation" that visitors travel from far and wide to experience at Ports O' Call.

The existing successful restaurants at Ports O' Call should anchor the redevelopment of the property. Their popularity, success, and existing customer bases—elements with substantial value—should not be disrupted or endangered.

#### → Ancillary Retail

The panel believes that the opportunity exists at Ports O' Call for additional small-format retail uses that will complement the restaurant and recreational uses at the property. These uses may include a bakery, coffee shop, flower shop, gift shop, or a quirky, privately-run book store.

#### → Promenade

A central component of the Port's waterfront redevelopment project, the planned promenade will run along the easterly edge of the Ports O' Call site, along the Main Channel. The panel believes that this planned promenade is an important feature for the project because it will offer visitors the opportunity to stroll along the waterfront and enjoy the visuals provided by the Port. The promenade will also bring a steady flow of pedestrians, joggers, bicyclists, and rollerbladers through Ports O' Call from downtown San Pedro and from the existing cruise terminal. The panel recommends that the Port remain flexible as to the route the promenade travels through Ports O' Call, allowing the promenade to meander around existing businesses at the site that are better served remaining in their present locations.



→ Family-Oriented Activities

The panel strongly supports the inclusion of family-oriented recreational uses, such as a children's playground or carousel, within Ports O' Call Village. Such uses will broaden the spectrum of experiences available at Ports O' Call and will increase the property's appeal to families. Furthermore, the rich colors, sounds, and movement created by a carousel and playground will increase the level of vibrancy and energy at the property.

→ Charter Boats

An important component of maintaining the maritime history of San Pedro and of continuing the tradition of offering visitors a "three hour vacation" that takes them out onto the water to enjoy both the expansiveness of the Port and the natural splendor of the Pacific Ocean, charter boats should continue to be an integral part of the experience available at Ports O' Call.

→ Observation Deck and Tower

An observations deck and tower at Ports O' Call will enable users greater access to the waterfront, allowing them to fully enjoy the visual theater offered by the working Port.

→ Outdoor Performance Space / Live Entertainment

The panel believes that outdoor performance space can be an important component of Ports O' Call, enabling the ultimate operator of the property to schedule live performances and events that add vibrancy to the property, draw the San Pedro community together to enjoy community-oriented events, and pull the Los Angeles community into San Pedro to enjoy performances that offer a broader appeal.

→ Farmer's Market

Farmer's markets offer an excellent opportunity to program a regularly-scheduled community-oriented event at Ports O' Call that pulls the San Pedro community—and particularly, downtown residents—into the property and offers them yet another positive recreational experience. The Farmer's Market would likely be scheduled during a weekday, and would be effective in building visitor traffic to the property during off-peak hours.

→ Green Open Space

In line with the Port's goals for its waterfront redevelopment project, the panel recommends that Ports O' Call include green open space to enhance the recreational experience available at the property. Green open space will allow visitors to picnic and play at the property while they enjoy both the vibrancy offered by the retail, restaurant, and recreational uses offered at Ports O' Call, as well as the visual show offered by the passing cruise ships, tug boats, and fishing vessels.

***Low Probability Grading***

→ Major Retail

During stakeholder briefings, certain important stakeholders expressed a vision for a redeveloped Ports O' Call that includes up-scale retail and the presence of national large-format retailers such as Barnes and Noble as project anchors. While the panel applauds the commitment and dedication of these stakeholders to the project and to the San Pedro community, it does not share in this vision. The panel believes that the high numbers of college educated shoppers that such retailers require are not available in the markets

proximate to Ports O' Call, and that attracting and retaining such retailers is not realistic given the demographic and socio-economic make-up of San Pedro.

→ Conference Center

Stakeholder groups, including the existing successful businesses located at Ports O' Call, expressed the vision of a 75,000 conference center located at the property to offer venue to large weddings and business conferences that currently do not have adequate accommodation in San Pedro. The panel also did not share in this vision, as it felt that existing San Pedro facilities, including the Crown Plaza and the Double Tree Hotel, adequately meet the present demand for such facilities.

→ Hotels

As with the proposed conference center, the panel does not believe that adequate demand presently exists in San Pedro to justify the development of additional hotel uses at Ports O' Call.

→ International Marketplace

The panel discussed at length the idea of an international marketplace that offered venue to companies to display the products that they bring into, or export out of, the country through the Port. Though this use would highlight the importance of the Port to the Southern California economy and would offer visitors greater detail on the impact of the Port on their everyday lives, the panel did not feel that the concept was viable in San Pedro. Similar projects that have enjoyed success in other parts of the world have benefited from extremely high population counts that San Pedro does not possess.

→ Museum

Though museums are an effective way of encapsulating and sharing the history of a place with visitors, and San Pedro has a rich and storied history worth telling, the panel did not feel that a museum was a viable use for Ports O' Call. Several museums already exist on the waterfront, and the panel did not feel that such a use would adequately contribute to the mix of retail, restaurant, and recreational uses which it felt were appropriate for Ports O' Call.

# DEVELOPMENT STRATEGIES

## *Organizational Options*

The panel has identified four distinct development approaches—each with its own unique set of advantages and disadvantages—through which the Port can achieve the redevelopment of Ports O' Call Village. The development approach the Port chooses will drive many of the related planning and design issues, as well the Port's path toward implementation.

### → Port as Master Developer – Port is Lessor

As the master developer, the Port undertakes the planning, design, leasing, and construction management of the project. Tenant leases are signed directly with the Port. Naturally, this approach offers the Port maximum control over the planning, design, and leasing strategy of the property. Accordingly, in this role, the Port would be best positioned to maximize the benefit, whether real or perceived, that the project offers to the San Pedro community.

The primary challenge with this approach, however, is that destination retail development is not a core competency or focus of the Port. The project may struggle due to the Port's lack of retail development expertise, or from the limited amount of the attention the Port is able to afford the project.

Moreover, this option requires the Port to finance the project, allocating and risking budget dollars that may be better spent on projects related to the Port's core operations, and to operate the property once it is completed, a task that the Port has not heretofore embraced.

### → Port with Fee Developer – Port is Lessor

Under this scenario, the Port essentially hires a professional development firm as a consultant to oversee and manage the planning, design, construction, and leasing of the project. Though leasing is overseen by the fee developer, the Port serves as landlord in a direct relationship with the tenants at the project. Though the Port benefits from the expertise and attention of a professional development firm, the Port must still remain intimately involved with the project, overseeing the work of its fee developer and making numerous vital decisions in a timely fashion.

This option also enables the Port to maintain total control of the project's planning, design, and leasing, and thus allows the Port to maximize the project's real or perceived community benefit.

The disadvantages with this approach are the same as if the Port assumed the role of mater developer: capital risk, capital allocation to non-core operations, and asset/property management responsibilities once the project is completed.

### → Private Master Developer – Port is Ground Lessor

The third development approach is for the Port to enter into a long-term ground lease with a private developer who then develops Ports O' Call within a set of guidelines established by the Port. Under this approach, the developer becomes the property landlord and tenant leases are signed directly with the developer. The developer takes on responsibility for planning, designing, leasing, financing, and constructing of the project, and for operating the property once it is completed.

The advantage of this approach is that the Port benefits from the expertise and ownership of a professional development firm. Additionally, besides certain infrastructure investments that the Port may be required to make in order to help the project become economically viable, the Port will not need to allocate or risk its capital for investments that are not related to its core function of goods movement. Furthermore, once the property is completed, the professional development firm will ably fulfill asset and property management responsibilities utilizing industry best practices.

The primary disadvantage of this approach is that the Port loses total control of project design, planning, and leasing, and accordingly, the Port is no longer in a position to drive the planning and design of the project based solely on real or perceived community benefits. Rather, planning and design are driven by the developer's vision, and by its focus on market response, profit maximization, and risk containment. The Port, however, can impact the planning and design of the project by including project guidelines as a component of its ground lease and development agreement.

→ Public / Private Partnership – Port is Ground Lessor and Equity Co-Investor

The fourth possible approach is for the Port to enter into a Public/Private Partnership (PPP) with a private development firm. The distinct aspect of this structure is that the Port becomes an equity co-investor in the project with its development partner. In this scenario, the Port benefits from the expertise and ownership of a professional development firm, both during the planning, design, leasing, financing, and construction phases, as well as during the subsequent operation phase.

The disadvantage of this approach is that the Port is required to allocate and risk its own capital toward a non-core project, though the size of the investment is reduced, as compared to the first two development approaches, because the development partner also invests equity into the project.

	Port as Master Developer (Port is Lessor)	Port with Fee Developer (Port is Lessor)	Private Master Developer (Port as Ground Lessor)	Public / Private Partnership (Port is Ground Lessor and Equity Co-Investor)
<b>ADVANTAGES</b>				
Port Has Total Control of Project Planning and Design	✓	✓		
Able to Focus Primarily of Serving Community Interest	✓	✓		
Benefit from Expertise and Project Management of Professional Development Firm		✓	✓	✓
Project Financing, as well as Asset/Property Management Left to Professional Development Firm.			✓	Shared Responsibility
Port Does Not Take on Capital Risk (besides certain infrastructure investments). Can Allocate Capital to Projects Related to Goods Movement.			✓	Shared Risk
Partner in Project Planning and Design				✓
<b>DISADVANTAGES</b>				
Port Loses Total Control of Project Planning and Design			✓	✓
Port is Required to Work with Private Developer Focused on Profit Maximization and Risk Containment			✓	✓
Retail Development is not Port's Core Competency/Focus	✓			✓
Port Takes on Project Financing, as well as Asset/Property Management Responsibilities after Project Completion	✓	✓		Shared Equity Investment
Port Takes on Development / Capital Risk	✓	✓		Reduced Development Risk
Port Allocates Capital to Retail Project, Rather than to Projects Related to Goods Movement	✓	✓		Reduced Investment

## PLANNING AND DESIGN

### *Design Recommendations*

→ Create a master plan

The Panel recommends that the Port create a master plan for Ports O' Call. Notably, the type of master plan it develops will be driven largely by the development approach the Port chooses.

If the Port chooses to serve as the master developer or to work with a fee developer, the panel recommends that the Port embark on its planning and design process by creating a site plan that includes a high level specificity as to the square footage to be built, the desired uses for the site, and the orientation of uses on the site.

Alternatively, if the Port chooses to enter into a ground lease with a master developer or to form a Public Private Partnership with a private development firm, the master plan could serve as a general guideline for the location of various desired uses on the site, but would leave the specific details of planning the income-producing portions up to the developer.

→ Include significantly larger fish market as project centerpiece.

The panel believes that a significantly expanded fish market, oriented on the site as a central element of the property and housed in a distinctive and expansive structure, would serve as an excellent centerpiece for Ports O' Call. Inspired by the bustling mercados of South America and the indoor/outdoor markets Europe, this structure would house a significantly expanded San Pedro Fish Market, as well as several ancillary retail uses such as a bakery, coffee shop, fruit stand, flower shop, and potentially, smaller gourmet eateries.

The owner of the San Pedro Fish Market has expressed a willingness to significantly expand his business, potentially up to three times its existing size, and this approach would give him that opportunity. This expanded fish market could build on its existing large customer base and become a celebrated destination throughout the region. Furthermore, by making the fish market a centerpiece of the entire development, this approach highlights and celebrates the maritime history of San Pedro.

→ Create a central gathering space incorporating extension of harbor

The panel recommends that Ports O' Call include a central gathering space that includes a water feature that is created by essentially extending the harbor into the property. This gathering space would further build on the goal that Ports O' Call be a destination that offers a multiplicity of experiences. Furthermore, this space would provide the community of San Pedro an exciting and lively space in which to congregate.

→ Retain eclectic historic character

An important design principle for the redevelopment of Ports O' Call should be the retention and celebration of San Pedro's eclectic maritime character, one that is tied to the Port's historical connection to commercial fishing, seafood processing, and ship building.

This goal can be achieved through architectural details that highlight the community's maritime history. Additionally, allowing certain successful restaurants to remain in their present locations on the waterfront will also contribute to the retention the city's unique character.

→ Demolish non-viable structures

Existing successful restaurants notwithstanding, the Port should demolish the remaining structures that presently comprise Ports O' Call Village. These structures suffer from both functional and economic obsolescence and should be cleared to make way for the planned Ports O' Call promenade.

→ Install Public Infrastructure

The Port will likely need to make certain infrastructure investments in Ports O' Call in order to improve access into the property. The Port should work collaboratively with the CRA and the Los Angeles Planning Department to install a Harbor Boulevard crosswalk so that pedestrian access into the property is dramatically improved.

Furthermore, because the many community-serving components of this project limit its revenue generating potential, the Port will likely be required to construct structured parking at the rear of the property, west of Sampson Way. By building the parking structures, the Port will help ensure that adequate parking is available at the property and that the project is economically viable for the developer.

To further augment its on-site parking stock, the Port should consider offering trolleys and shuttles so that Ports O' Call visitors who need to park in downtown San Pedro during peak hours can do so conveniently. The Red Car can serve an important role in this capacity.

Moreover, in order to fulfill its goal of bringing the San Pedro community closer to the waterfront and offering Angelinos a "window on the water," the panel recommends that the Port construct viewing platforms and towers to offer visitors unimpeded views of the Main Channel.

Additional public infrastructure that will have a great impact on the overall project include the planned promenade, open green space, and a performance venue.

→ Construct Promenade

The much-discussed promenade will offer Ports O' Call visitors an intimate proximity to the waterfront while they enjoy a variety of experiences. The panel recommends that the Port remain flexible as to the path that the promenade travels, and to allow it to meander around and integrate with existing structures that are better left in their present locations.

→ Extend city street fabric to water's edge.

An important overall goal of the Port's waterfront redevelopment project, extending the city street fabric to the water's edge is a goal that is equally appropriate for Ports O' Call. Connecting a redeveloped Ports O' Call with a downtown that is undergoing resurgence is an objective that is beneficial for both districts. Discussions among the panel included a bridge that extends 13<sup>th</sup> street into the heart of the Ports O' Call.

# IMPLEMENTATION PLAN

## *Project Recommendations*

→ Appoint a qualified team leader

As an important first step, the panel recommends that the Port appoint a qualified team leader within its organizational structure to take ownership of the redevelopment of Ports O' Call. This step will infuse the project with a central point of accountability and will allow the Port to place adequate focus and attention on the project.

→ Select a master developer, either at risk or as a fee consultant

The panel recommends that the Port work with a professional development firm, either as a fee consultant who will deliver the project back to the Port when construction is completed, or as a ground lessee who finances, leases, builds, and operates the property when it is completed. The panel believes that retail development expertise is a crucial component to the success of this project and that the Port should not attempt to undertake this process on its own.

→ Work with fish market and select existing restaurants to expand and enhance facilities, maintain intimacy between restaurants and water.

As previously mentioned, the Port and its development partner should work closely with the San Pedro Fish Market and select existing restaurants to ensure that they remain a central component of Ports O' Call. The panel recommends housing the fish market in a largely expanded and architecturally significant structure that serves as a defining centerpiece of the overall project. In exchange for its new structure, the San Pedro Fish Market should be required to pay market rents.

Additionally, certain successful existing restaurants should be allowed to remain in their existing structures so they can maintain their intimacy with the waterfront.

→ Extend leases on market terms to finance tenant improvements

The panel recommends that the restaurants invited to remain at the property be offered long-term leases and tenant improvement allowances that enable them to substantially remodel their restaurants and improve the quality of experience they offer their customers. In exchange for these two items, their leases should be set at market rents as well.

→ Expand charter boat operations

The panel believes that charter boats are an important component of the Ports O' Call experience and recommends that the Port increase opportunities for existing charter boat businesses to expand their operations and for new businesses to find a home at, or near, Ports O' Call.

→ Rationalize parking fees

A redeveloped Ports O' Call, with its expanded fish market, remodeled restaurants, new restaurants, and its host of recreational amenities, will likely attract large weekend crowds. These large weekend crowds will require the construction of additional parking structures, as well as off-site parking. The panel recommends that the Port be mindful of the demographic make-up of the property's existing customer base and that parking fees be set in a way that offers affordable parking opportunities for all Ports O' Call's visitors.

→ Organize to present and promote live entertainment in performance venue

The panel strongly recommends that the Port and its development partner take advantage of the planned performance venue at the property and organize a host of live performances at Ports O' Call. These performances will draw people into the property from across the region, improving the welfare of both Ports O' Call tenants and those located in downtown San Pedro. Furthermore, live performances will infuse the property with vibrancy and excitement, and they will offer the San Pedro community the opportunity to enjoy and experience their waterfront in an entirely new and exciting way.

→ RFQ/RFP Process Recommendations

#### Step 1: Before Request for Qualifications (RFQ)

Before issuing a Request for Qualification (RFQ), the Port should work with a consultant to develop a draft RFQ and a draft Request for Proposals (RFP). The Port should post the RFQ and RFP drafts on its website and should invite all interested parties to review the drafts, submit written comments, and attend a pre-bidders conference in which developer concerns can be discussed.

At the same time, the Port should work with its consultant to identify a select list of highly desirable bidders and should make sure that they are invited to participate.

#### Step 2: Request for Qualifications (RFQ)

The Request for Qualifications should be a relatively simple and inexpensive document to prepare and to evaluate. The RFQ should focus on qualifications and relevant experience, and should be used to short-list the pool of interested developers to three or four, at most. The RFQ can be reviewed and a selection made by Port staff, with outside consulting help.

#### Step 3: Request for Proposals (RFP)

In the next round, a Request for Proposals (RFP) should be issued to the finalists. The RFP selection process should focus on quality and value, not land price. In this manner, the Port can get the project it wants, as well as the developer it wants as a partner. Although the proposals should be specific with regard to uses, timing, and financial feasibility, the Port should understand that the real work of hammering out a final program, design, and budget will take place during an Exclusive Negotiating Period.

Proposals should be evaluated by a panel with an odd number (five or seven) outside experts, individuals who are known and respected by the bidding community, not by Port staff.

#### Step 4: Exclusive Negotiating Period

One developer should be selected and signed up for a Exclusive Negotiating Period lasting approximately six months. A backup developer should also be selected, for consideration in the event that the Port is not able to reach agreement with their first choice.

During the Exclusive Negotiating Period, the Port should work with the selected developer, and with the community, through an adequate community outreach process to fine tune the program, scale, and schedule of the project. A land price should also be



negotiated, as well as an allocation of responsibilities for predevelopment and development period work and expenses. The end product of the Exclusive Negotiating Period should be a Disposition and Development Agreement between the Port and the developer, stating the terms of the ground-lease, describing the project, and providing all material business terms. This agreement should be submitted to the Port Commission for approval.

This protocol focuses on quality and results, rather than bureaucratic processes, and has produced excellent buildings for both public and private use.

## 1 Latham & Watkins, LLP (WAT2)

### 2 Response to Comment WAT2-1

3 Thank you for your comment. It is LAHD's intent that any redevelopment of Ports  
4 O'Call would include a location within the footprint for existing successful  
5 businesses. Detailed design plans regarding the Ports O'Call would be prepared after  
6 a developer is selected. Leaving this area blank in the drawings does not signify any  
7 intent to demolish all structures in the area at once, leaving it vacant until specific  
8 redevelopment plans are recommended by a developer. For the purposes of a  
9 conservative air quality analysis for construction emissions, demolition of all  
10 structures except Utro's Cafe at the head of the SP Slip was assumed in the  
11 environmental analysis. Market demand will drive the ultimate buildout of Ports  
12 O'Call, and the proposed Project will not likely reach the full 375,000 square feet of  
13 development identified in the EIS/EIR. However, the impacts of Ports O'Call  
14 demolition and construction of the full 375,000 square feet of the proposed Project  
15 are analyzed in the EIS/EIR. While a conference center of up to 75,000 square feet  
16 may be included in the RFP for the master developer, a conference center may not  
17 necessarily be incorporated into the final development plans if market demand and  
18 the master developer do not support it.

19 The draft EIS/EIR provides sufficient detail regarding what is currently known about  
20 the proposed Project to provide reasonable assumptions for maximum buildout and  
21 the types of uses and addresses the impacts accordingly.

### 22 Response to Comment WAT2-2

23 LAHD staff mailed a letter to Peter J. Gutierrez at Latham & Watkins LLP on  
24 December 5, 2008, which is incorporated by reference. in response to Latham &  
25 Watkins' November 28, 2008 letter. The comment suggests that the proposed Project  
26 would "scrape Ports O'Call to the ground" as soon as a Request for Proposals is  
27 issued. However, as stated in the letter referenced above, there is no intention to  
28 demolish any of the structures at Ports O'Call until specific redevelopment plans are  
29 recommended by a master developer and approved by LAHD. It is LAHD's intent  
30 that any redevelopment would include a location for selected existing successful  
31 businesses within the Ports O'Call footprint. Because there is no specific  
32 redevelopment proposal at this time, details and timing of relocation during the  
33 redevelopment are not currently available. See Master Response 4 for discussion of  
34 Ports O' Call issues.

35 It is LAHD's intent that location for existing successful businesses would be included  
36 in the Port O'Call footprint. When devising plans for the redeveloped Ports O'Call,  
37 the master developer and the LAHD would take into account the current economic  
38 climate in the context of the long-term potential of Ports O'Call when determining  
39 the timing and overall square footage of the development, which in the case of the

1 proposed Project may be up to 375,000 square feet. It is important to note that the  
2 master developer would not be required to construct the maximum amount of square  
3 footage at Ports O'Call. Please see Master Response 4 for further discussion on the  
4 redevelopment of Ports O'Call.

### 5 **Response to Comment WAT2-3**

6 A thoughtful phasing plan that minimizes impacts to existing successful businesses  
7 would be developed for Ports O'Call. (See Table 1-5 in the final EIS/EIR) As  
8 discussed in Master Response 4, it is LAHD's intent that any redevelopment would  
9 include a location for existing successful businesses.

### 10 **Response to Comment WAT2-4**

11 Thank you for your comment. The EIS/EIR fully complies with NEPA and CEQA in  
12 its analysis of the resource areas. Please see Response to Comment WAT2-12  
13 regarding the issue of the draft EIS/EIR's assessment of the development of Ports  
14 O'Call. Please see Response to Comment WAT2-21 and Master Response 5  
15 regarding the issue of the proposed Project's impact on downtown San Pedro. The  
16 draft EIS/EIR addresses urban decay and the economic impacts of the proposed  
17 Project in Section 3.1, "Aesthetics," and in Chapter 7, "Socioeconomics and  
18 Environmental Quality." The draft EIS/EIR includes a discussion of the downtown  
19 commercial district versus the waterfront commercial district and states that there is a  
20 low potential for competition between the two commercial districts and for  
21 downtown businesses to relocate to the waterfront.

22 Sections 3.1 through 3.14 discuss construction impacts under each resource area in  
23 detail. All feasible mitigation measures have been identified for construction impacts  
24 and would be implemented and tracked via the Mitigation Monitoring and Reporting  
25 Plan required under CEQA.

### 26 **Response to Comment WAT2-5**

27 Thank you for your comment. LAHD and the USACE provided 77 days for public  
28 comment on the draft EIS/EIR, exceeding the CEQA and NEPA policy of a 45 day  
29 public comment period by more than a month. Additional review time was  
30 considered by Port Staff and determined not to be necessary. While LAHD and the  
31 USACE acknowledge that unusual circumstances were present due to the complexity  
32 and length of the document, the additional month was more than adequate.

## 1 Response to Comment WAT2-6

2 Thank you for your comment. One of the proposed project objectives is to  
3 “[e]nhance and revitalize the existing San Pedro Waterfront area . . . [by] providing  
4 for enhanced visitor-serving commercial opportunities within Ports O’Call,  
5 complementary to those found in downtown San Pedro, as well as a potential  
6 conference center.” (See draft EIS/EIR, Page 2-12.) Though existing Ports O’Call  
7 businesses would potentially need to temporarily relocate during redevelopment,  
8 nothing in the proposed Project precludes the existing successful businesses at Ports  
9 O’Call from remaining successful businesses. Quite the contrary, it is LAHD’s intent  
10 that any redevelopment would include a location for existing successful businesses.  
11 Please see Master Response 4 for further discussion.

## 12 Response to Comment WAT2-7

13 The draft EIS/EIR adequately identified, described and analyzed all of the impacts  
14 from the proposed Project and alternatives. Recirculation is only required when  
15 significant new information is added to an EIR and the public is deprived of a  
16 “meaningful opportunity to comment upon a substantial adverse environmental effect  
17 . . . that the project’s proponents have declined to implement.” (CEQA Guidelines  
18 Section 15088.5(a).) As explained in Responses to Comments WAT2-8 through  
19 WAT2-61 below, the draft EIS/EIR has adequately analyzed all of the potentially  
20 adverse environmental effects of the proposed Project and all feasible methods of  
21 mitigating these effects. Recirculation is not required.

## 22 Response to Comment WAT2-8

23 The draft EIS/EIR provides enough specificity under CEQA and NEPA to evaluate  
24 the potential environmental impacts of the proposed Project and alternatives. Please  
25 see Response to Comment WAT2-12 for further discussion of this issue. Please see  
26 Master Response 4 regarding issues relating to businesses and relocation. Also, see  
27 Table 1-5 revised Demolition and Construction Phasing Schedule in the final  
28 EIS/EIR.

29 The draft EIS/EIR also provides sufficient information about the development to  
30 assess the potential environmental impacts it may have related to urban decay.  
31 (CEQA Guidelines Section 15131.) The Port uses the word redevelopment  
32 throughout the draft and final EIS/EIR as it is commonly understood in lay terms, to  
33 describe the changes which would occur at Ports O’Call under the proposed Project  
34 or alternative. It is not intended to have any narrower or more specific meaning that  
35 may be ascribed to it in regulatory contexts... Ports O’Call would continue to include  
36 recreational, commercial, and port-related waterfront uses similar to the existing  
37 establishments of Ports O’Call to serve the needs of cruise passengers. These  
38 businesses would not directly compete with downtown businesses. The analysis  
39 concluded that the proposed Project would have no adverse impact on downtown San

1 Pedro in terms of urban decay. (See draft EIS/EIR, Pages 3.1-75 and 7-50). Please  
2 see Master Response 4 for further discussion of Ports O'Call and Master Response 5  
3 for a discussion on the impacts to San Pedro businesses.

#### 4 **Response to Comment WAT2-9**

5 The draft EIS/EIR evaluates physical impacts due to possible urban decay in  
6 Section 3.1, "Aesthetics," and in Chapter 7, "Socioeconomics and Environmental  
7 Quality," and concludes that the proposed Project would not have adverse impacts on  
8 the land uses and neighborhoods in downtown San Pedro in terms of urban decay  
9 (draft EIS/EIR, Page 3.1-75). Please see Response to Comment WAT2-21 for a  
10 complete response to this comment.

11 The draft EIS/EIR evaluates land use consistency with San Pedro Community Plan in  
12 Section 3.8, "Land Use and Planning," and concluded that the proposed Project  
13 would be consistent with the San Pedro Community Plan and the Port of Los Angeles  
14 Community Plan (draft EIS/EIR, Page 3.8-24). Groundwater and soils, hazards,  
15 traffic, air quality, and noise impacts are adequately analyzed in sections 3.6, 3.7,  
16 3.11, 3.2, and 3.9, respectively. Fire and police public service impacts are adequately  
17 analyzed in Section 3.13, "Utilities and Public Services." See also Master  
18 Response 5 for a discussion of impacts on the San Pedro business community.

19 The mitigation measures in the draft EIS/EIR are enforceable and do not improperly  
20 defer mitigation. Please see Responses to Comments WAT2-40 through WAT2-59  
21 for further discussion of particular mitigation measures. See the Mitigation  
22 Monitoring and Reporting Program for a full listing of the mitigation measures and  
23 implementation schedule.

#### 24 **Response to Comment WAT2-10**

25 Thank you for your comment. The draft EIS/EIR provides sufficient detail regarding  
26 the proposed Project and provides reasonable assumptions for maximum buildout  
27 given the types of land uses proposed to adequately analyze and address the potential  
28 environmental impacts of the proposed Project and alternatives. Please see Response  
29 to Comment WAT2-12 for further discussion regarding the level of specificity  
30 provided in the project description.

#### 31 **Response to Comment WAT2-11**

32 The draft EIS/EIR provides an adequate description of the proposed development of  
33 Ports O'Call in Chapter 2, "Project Description." Please see Response to Comment  
34 WAT2-12 for further discussion of this issue. The draft EIS/EIR has also adequately  
35 analyzed the potential impact of the Ports O'Call redevelopment on urban decay.  
36 Please see Response to Comments WAT2-21 and WAT2-9 for further discussion of

1 this issue. The draft EIS/EIR adequately analyzes the proposed Project’s potential  
2 impacts on aesthetics, groundwater and soils, land use, hazards, noise, air quality, and  
3 transportation in sections 3.1, 3.6, 3.8, 3.7, 3.9, 3.2, 3.11 and 3.12, respectively.  
4 Responses are provided to specific comments regarding these resource areas below.  
5 Specific responses regarding mitigation measures are also provided below in  
6 Responses to Comments WAT2-40 through WAT2-59. Recirculation is not required.  
7 See Master Response 7,

## 8 **Response to Comment WAT2-12**

9 The draft EIS/EIR provides enough specificity under CEQA to evaluate the  
10 environmental impacts of the proposed Project and alternatives. CEQA Guidelines  
11 Section 15004 (b) states that EIRs should be prepared “as early as feasible in the  
12 planning process to enable environmental consideration to influence project program  
13 and design and yet late enough to provide meaningful information for environmental  
14 assessment.” This guideline goes hand in hand with Section 15124, which provides  
15 that the project description should be general and “should not supply extensive detail  
16 beyond that needed for evaluation and review of the environmental impact.” The  
17 description provided in Chapter 2, “Project Description,” meets the requirements of  
18 CEQA.

19 The draft EIS/EIR provides a project description that includes all components of the  
20 proposed Project. It is sufficiently specific to allow the public and reviewing  
21 agencies to evaluate and review the environmental impacts of the proposed Project.

## 22 **Response to Comment WAT2-13**

23 Chapter 2, “Project Description,” in the draft EIS/EIR adequately describes in detail  
24 the proposed Project. The impacts from the demolition, construction and operation  
25 of the proposed Ports O’Call project are identified and analyzed in the draft EIS/EIR.  
26 The specific design details for each building would be created when a developer is  
27 brought on board.

## 28 **Response to Comment WAT2-14**

29 See Table 1-5 in the final EIS/EIR for a revised Demolition and Construction Phasing  
30 schedule. Please see Master Response 4 further discussion of this issue. As the  
31 comment states, the draft EIS/EIR notes that some of the existing businesses at Ports  
32 O’Call would be retained. The businesses that would retain their location at Ports  
33 O’Call have not yet determined. It is not necessary to make this identification in  
34 order to adequately analyze the environmental impacts of the proposed Ports O’Call  
35 redevelopment under CEQA. An EIR is only required to set forth the significant  
36 effects on the environment, which is defined as “the physical conditions which exist  
37 within the area which will be affected by a proposed project, including land, air,

1 water, minerals, flora, fauna, noise, objects of historic or aesthetic significance.”  
2 (Pub. Res. Code Sections 21000(b)1); 21060.5.)

### 3 **Response to Comment WAT2-15**

4 The project description in the draft EIS/EIR provides enough specificity under CEQA  
5 and NEPA to evaluate the potential environmental impacts of the proposed Project  
6 and alternatives. In response to specific questions presented in this comment,  
7 parking structures along Harbor Boulevard would be developed with green rooftops  
8 and solar panels, and would not provide vehicular access to Harbor Boulevard.  
9 Access to the parking lot at Ports O’Call and the parking structures between 8<sup>th</sup> and  
10 12<sup>th</sup> Streets would be located on Sampson Way (see Figure 2-4 in the draft EIS/EIR).  
11 Access to these parking areas would not be directly along Harbor Boulevard  
12 therefore would not impact traffic flow along Harbor Boulevard. With respect to the  
13 height and setback of buildings at the Ports O’Call, this redevelopment would adhere  
14 to the San Pedro Waterfront Design Guidelines (see Appendix C.2 in the draft  
15 EIS/EIR), which establish a pattern where the height of structures in this area  
16 generally decrease as they approach the waterfront. Furthermore, the aesthetics  
17 analysis conducted for the draft EIS/EIR (Section 3.1, “Aesthetics”) was adequate to  
18 determine the potential visual impacts that would result from this aspect of the  
19 proposed Project. See Response to Comment WAT2-16 for further discussion.

### 20 **Response to Comment WAT2-16**

21 The draft EIS/EIR does describe the characteristics of the types of tenants that would  
22 be located at Ports O’Call. (See draft EIS/EIR Section 3.1, “Aesthetics,” and  
23 Chapter 7, “Socioeconomics and Environmental Quality.”) Specifically, Ports  
24 O’Call area would not contain “big box” stores. Development would be low-rise (up  
25 to 2 stories) and would contain maritime-related visitor-serving commercial and  
26 restaurant uses which are substantially the same as those currently located at Ports  
27 O’Call and would have a low potential to compete with downtown businesses.  
28 Therefore, the draft EIS/EIR concludes that the Ports O’Call would have no adverse  
29 impact in terms of urban decay. These commercial and restaurant uses would not  
30 have unique or additional adverse impacts above and beyond those described and  
31 analyzed in the draft EIS/EIR prepared for the proposed Project.

32 Regarding the commenter’s statements that the LAHD must name the businesses that  
33 would be retained. In *Maintain Our Desert Environment v. Town of Apple Valley*  
34 (2004) 124 Cal.App.4th 430, the court rejected the notion that the identity of the end  
35 user is a required element of an accurate project description. Projects are often  
36 developed without any knowledge of the end user. Requiring this information would  
37 be impractical and would result in an interpretation without support in CEQA or the  
38 CEQA Guidelines. The court emphasized that CEQA is concerned with  
39 environmental consequences. Disclosure of the end user identity depends on the  
40 ability to “demonstrate that the identity implicates potential physical environmental

1 impacts.” In the case of Ports O’Call, there is no indication that the end users  
2 identity would implicate any impacts.

### 3 **Response to Comment WAT2-17**

4 The draft EIS/EIR provides enough specificity under CEQA and NEPA to evaluate  
5 the potential environmental impacts of the proposed Project and alternatives,  
6 including potential impacts that would result from the redevelopment of Ports O’Call.  
7 Please see the Master Response 4 for further discussion. Appropriate assumptions  
8 were made with respect to traffic generation for both construction and operation  
9 based on square footage of existing and proposed commercial uses. Trip generation  
10 factors for commercial retail and restaurant uses are appropriate to estimate impacts  
11 to traffic. (See draft EIS/EIR Section 3.11.4.1.2 of Section 3.11, “Transportation and  
12 Circulation (Ground).”) Basic assumptions for density and height are considered  
13 (i.e., 300,000 square feet of commercial development not exceeding two stories, and  
14 in accordance with Port Design Guidelines). The San Pedro Waterfront Design  
15 Guidelines (see Appendix C.2 in the draft EIS/EIR) adequately define the general  
16 characteristics of the proposed redevelopment at Ports O’Call, including building  
17 design, character, signage and lighting requirements to determine the potential  
18 aesthetic impacts, The design guidelines were also used as the underlying  
19 assumptions for compliance with applicable community plans as described in  
20 Section 3.8, “Land Use and Planning.” Following detailed design of the Ports O’Call  
21 area, LAHD would determine whether or not all final designs are within the scope of  
22 the draft EIS/EIR. See Response to WAT-16 for discussion of naming of end-users.

### 23 **Response to Comment WAT2-18**

24 The proposed Project’s proposed uses are consistent with the Port Master Plan, with  
25 the exception that the proposed water cuts and new harbors would necessitate a  
26 master plan amendment. (See draft EIS/EIR, Page 2-70.) As described in Section  
27 3.8, “Land Use and Planning,” if a port desires to conduct or permit developments  
28 that are not included in the approved port master plan, the port must apply to the  
29 Coastal Commission for either a coastal permit or an amendment to the master plan.  
30 The water cuts and new harbors are not described in the approved PMP; therefore,  
31 the proposed Project includes provisions for an amendment to the Port Master Plan to  
32 accommodate the altered land boundaries due to the cut activities. The proposed  
33 Project is also consistent with the City of Los Angeles General Plan except that a  
34 general plan amendment would be required to change the land use designation at  
35 Berth 240 in order to allow hazardous liquid bulk water and land uses in this location.  
36 As noted on Page 3.8-24 in the draft EIS/EIR, the LAHD and the City of  
37 Los Angeles Department of City Planning would be jointly responsible for the  
38 amendment and would require a City Planning Commission Recommendation  
39 Hearing and City Council approval. The impacts and mitigation measures resulting  
40 from such amendments are adequately discussed in Section 3.8, “Land Use and  
41 Planning.”



## 1 Response to Comment WAT2-19

2 As discussed in the detailed Response to Comment WAT2-10, the Ports O'Call  
3 redevelopment as analyzed in the draft EIS/EIR includes adequate detail. This detail  
4 is sufficient to determine the environmental impacts that may arise from the  
5 redevelopment of this area. Furthermore, LAHD would not issue any RFP or RFQ to  
6 a developer for any part of the proposed Project unless approval of the proposed  
7 Project or one of the alternatives has been granted by the Board of Harbor  
8 Commissioners and the environmental clearance is completed.

## 9 Response to Comment WAT2-20

10 The draft EIS/EIR does sufficiently analyze the impacts the proposed Project and  
11 alternatives would have on the environment under CEQA and NEPA. No specific  
12 comments related to the adequacy of the draft EIS/EIR are provided in this comment.  
13 Please see Responses to Comments WAT2-21 through WAT2-38 for responses to  
14 specific comments regarding impacts to urban decay, land use, public services,  
15 groundwater and soils, hazards, geology, noise, air quality, transportation, parking,  
16 and marine navigation.

## 17 Response to Comment WAT2-21

18 The draft EIS/EIR has adequately addressed the proposed Project's impact on urban  
19 decay and economic impacts on Pages 3.1-75 and 7-50. (CEQA Guidelines Section  
20 15131(a); *Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th  
21 1173.) When presented with credible evidence of potential environmental impacts  
22 due to urban decay, an EIR must evaluate those impacts and make a significance  
23 determination based on the evidence. (*Anderson First Coalition*, supra, 130  
24 Cal.App.4th 1173.) The draft EIS/EIR addresses the urban decay and economic  
25 impacts of the proposed Project and makes a significance determination based on the  
26 evidence presented in Section 3.1, "Aesthetics," and in Chapter 7, "Socioeconomics  
27 and Environmental Quality."

28 The three main commercial areas in San Pedro—downtown San Pedro, the Pacific  
29 Corridor, and the waterfront area—have totally different characters. Downtown San  
30 Pedro has pioneering coffee shops, restaurants, art galleries, and professional offices.  
31 Pacific Avenue, the commercial core of the Pacific Corridor area, has local services  
32 such as mechanics, barbershops, locksmiths, appliance stores, and banks. The  
33 waterfront area contains a variety of maritime-related uses, two museums, marinas,  
34 the fishing fleet and supporting activities, and visitor-oriented commercial.

35 As discussed in the draft EIS/EIR, there is a low potential for competition between  
36 the two commercial districts and for downtown businesses to relocate to the  
37 waterfront. (See draft EIS/EIR Section 7.4.2.2.1 of Chapter 7, "Socioeconomics and  
38 Environmental Quality.") Ports O'Call would continue to include recreational,

1 commercial, and port-related waterfront uses similar to the existing establishments of  
2 Ports O'Call to serve the needs of cruise passengers. These businesses would not  
3 directly compete with downtown businesses. The analysis concluded that the  
4 proposed Project would have no adverse impact on downtown San Pedro in terms of  
5 urban decay (draft EIS/EIR Page 3.1-75). Market demand would drive the ultimate  
6 buildout of Ports O'Call, and the proposed Project may not reach the full 375,000  
7 square feet of development identified in the draft EIS/EIR. Additionally, the 75,000  
8 square foot conference center would be included in the request for proposals for the  
9 master developer, but it would not necessarily be incorporated into the final  
10 development plans if market demand and the master developer do not support it.

11 Based on this and other evidence presented, it was determined that the proposed  
12 Project would have no adverse impact on downtown San Pedro in terms of urban  
13 decay. (See draft EIS/EIR, Pages 3.1-75 and 7-50). Please see Master Responses 5  
14 and 6 for further discussion regarding the proposed San Pedro Waterfront Project and  
15 potential impacts to San Pedro businesses, including the potential for urban decay.

16 This issue is also discussed in Response to Comments LADCP-15, LIT-4 and MEL-  
17 4. See also Master Response 5 for a discussion of San Pedro businesses. See  
18 Response to WAT2-16 regarding no CEQA requirement for "mentioning of the type  
19 of retailers."

## 20 **Response to Comment WAT2-22**

21 The proposed Project is consistent with the purposes of the Port of Los Angeles  
22 Community Plan identified in the comment. The ULI Study mentioned in the  
23 comment was conducted in 2002 to investigate how the many plans for the San Pedro  
24 Waterfront and the downtown could be unified into a framework for the development  
25 of the waterfront and the downtown. The proposed Ports O'Call redevelopment as  
26 discussed in the draft EIS/EIR would include up to 300,000 square feet of restaurant  
27 and commercial space. This is more than the 150,000 square feet identified in the  
28 ULI Study, but there is no requirement for the proposed Project to comply with that  
29 Study, as it is not a regulatory document in which the LAHD must comply.  
30 Moreover, Alternative 3 evaluates a project, including up to 150,000 square feet of  
31 restaurant and commercial space, which is in line with the ULI study. Further, the  
32 proposed cruise terminals at the Outer Harbor, the proposed conference center, and  
33 the facilities proposed to enhance public access to the waterfront would bring in a  
34 large amount of tourists that currently do not come to the area. The proposed Project  
35 as a whole is expected to create a sufficient influx of local and regional visitors that  
36 would in turn support the addition of the amount of proposed commercial and  
37 restaurant space above and beyond that discussed in the ULI study. The ULI study  
38 did not evaluate the potential for these amenities to generate the influx of visitors  
39 needed to support this amount of development because they did not exist at the time  
40 of the study. Furthermore, the draft EIS/EIR evaluated the maximum reasonable  
41 potential for developable restaurant and commercial space in order to determine the  
42 worst-case impacts that would occur resulting from the proposed Project. However, if  
43 the proposed Project is approved, the master developer chosen for the Ports O'Call

1 redevelopment would determine the amount of restaurant and commercial space to  
2 develop. This developer may determine that less than 300,000 square feet of  
3 restaurant and commercial space is warranted based on the type and location of  
4 businesses that would be put into the developed Ports O'Call.

5 Thus, the amount of proposed Ports O'Call redevelopment would be consistent with  
6 the Port of Los Angeles Community Plan as it would be designed to meet the  
7 *anticipated* consumer needs of greatly increased visitor traffic attracted to the  
8 amenities of the proposed Project. Conversely, to under-develop the Ports O'Call  
9 area would potentially deprive the San Pedro community and the City of Los Angeles  
10 of the employment base that could follow from such an influx of visitors and thus  
11 would not be consistent with the purpose of the Plan to "promote an arrangement of  
12 land and water uses, circulation and services which will encourage and contribute to  
13 the economic, social, and physical health, safety, welfare and convenience of the  
14 Port, within the larger framework of the City." Therefore, the proposed Project is  
15 consistent with the Port of Los Angeles Community Plan policies.

## 16 Response to Comment WAT2-23

17 As discussed in detail in Response to Comment WAT2-10, the project description  
18 includes an adequate description of the Ports O'Call redevelopment to determine  
19 compatibility with the surrounding community and the potential impacts resulting  
20 from the proposed Project, including potential conflicts with the Port Risk  
21 Management Plan. As stated in the comment and per Port of Los Angeles Plan Policy  
22 5, "areas in the Port which are adjacent or contiguous to residential, commercial or  
23 industrial areas in the surrounding communities, an analysis of the location, design  
24 effect and operation of the proposed facility shall be made to ensure the compatibility  
25 of such a Port facility with the provisions of the Risk Management Plan and with  
26 existing and/or planned uses in adjacent areas." The various sections of the draft  
27 EIS/EIR include exactly what is required by Policy 5: an analysis of the location,  
28 design effect, and operation of the proposed facility in order to ensure compatibility  
29 with LAHD's Risk Management Plan (RMP) and the surrounding community. For  
30 example, the analysis contained in Section 3.1, "Aesthetics," assesses the visual  
31 compatibility of the proposed Project and alternatives within the context of the Port  
32 and adjacent areas. Similarly, in addition to the aesthetic analysis the draft EIS/EIR  
33 includes analyses of potential significant impacts that may result from the proposed  
34 Project and alternatives for each of the following resources: Air Quality and  
35 Meteorology (Section 3.2), Biological Resources (Section 3.3), Cultural Resources  
36 (Section 3.4), Geology (Section 3.5), Groundwater and Soils (Section 3.6), Hazards  
37 and Hazardous Materials (Section 3.7), Land Use and Planning (Section 3.8), Noise  
38 (Section 3.9), Recreation (Section 3.10), Transportation and Circulation (Ground)  
39 (Section 3.11), Transportation and Navigation (Marine) (Section 3.12), Utilities and  
40 Public Services (Section 3.13), Water Quality, Sediments, and Oceanography  
41 (Section 3.14), Environmental Justice (Chapter 5), and Socioeconomics and  
42 Environmental Quality (Chapter 7).

1 With respect to Policy 5 and the RMP, the analysis included in Section 3.7, “Hazards  
2 and Hazardous Materials,” of the draft EIS/EIR included an adequate consistency  
3 determination with the RMP. The RMP provides guidance for existing activities and  
4 future development of the Port to minimize or eliminate impacts on vulnerable  
5 resources from accidental releases. The overall objective of the RMP is to minimize  
6 or eliminate the overlaps of hazardous footprints and areas of substantial residential,  
7 visitor, recreational, and high density working populations and direct high economic  
8 impact facilities identified as hazardous. The only existing facility in the Ports O’Call  
9 area that is subject to the RMP is Jankovich Fueling Station, which would be  
10 relocated as part of the proposed Project. The demolition of Westway terminal and  
11 the decommissioning of Jankovich & Son Fueling station would remove existing  
12 risks and incompatibilities of land uses within the proposed project area. Under  
13 Alternatives 5 and 6, Jankovich would remain at Ports O’Call, and the potential  
14 inconsistencies with the RMP are appropriately discussed in Section 3.7, “Hazards  
15 and Hazardous Materials.” For the proposed Project, the consistency analysis in  
16 Section 3.8, “Land Use and Planning,” also determined that continued operation of  
17 Mike’s fueling station adjacent to the waterfront promenade is inconsistent with the  
18 Risk Management Plan. Therefore, as part of the proposed Project’s mitigation,  
19 Mike’s fueling station would have to remove all hazardous materials with flashpoints  
20 below 140F in order for the proposed Project to be consistent with the Risk  
21 Management Plan. Additionally, the analysis of land use plan consistency considered  
22 commercial and industrial areas within the Port and their relationship with existing  
23 adjacent uses both inside and outside of the Port area to ensure they were compatible.  
24 Although the final mix of uses has not been finalized, uses would be segregated and  
25 themed where appropriate. (See Section 3.8, “Land Use and Planning,” analysis of  
26 Impact LU-2.)

## 27 **Response to Comment WAT2-24**

28 The draft EIS/EIR analyzes seven alternatives, including the proposed Project, the  
29 No-Project Alternative, the No-Federal-Action Alternative, and four alternative  
30 development scenarios. Each of these includes various alternative locations for  
31 numerous elements of the proposed Project and alternative design details to the  
32 proposed Project. Because the draft EIS/EIR considers alternative locations and  
33 designs to minimize environmental impacts, a decision to approve the proposed  
34 Project or any alternative would be consistent with Policy 7 of the Port of Los  
35 Angeles Community Plan. Specific alternative locations for Ports O’Call  
36 redevelopment are not warranted as the area is the current location of Ports O’Call,  
37 and the need and desire to redevelop the area has been established.

## 38 **Response to Comment WAT2-25**

39 LAHD has extensively coordinated the CEQA process and development of the  
40 project description directly with the community of San Pedro. Extensive community  
41 outreach was conducted during the planning process and at every required step of the

1 CEQA process. A list of community outreach meetings and dates is provided in the  
2 draft EIS/EIR in Chapter 1, “Introduction,” and PCAC Appendix B.

### 3 **Response to Comment WAT2-26**

4 The proposed Project includes components that are located within the San Pedro  
5 Community Plan area: the west side of Harbor Boulevard from Swinford to 22nd  
6 Street; along both sides of Harbor Boulevard between 3rd and 7th streets; the Red  
7 Car Line along the west side of Via Cabrillo Marina and Shoshonean Road; and the  
8 Red Car Line southwest of 34<sup>th</sup> Street and Shoshonean Road. The Existing Setting of  
9 Section 3.8, “Land Use and Planning,” has been revised in the final EIS/EIR to  
10 reflect this correction.

11 The comment states that the draft EIS/EIR is inconsistent with Goal 19 and Objective  
12 19-1 of the San Pedro Community Plan because it does not adequately analyze  
13 potential significant impacts, including Urban Decay, resulting from redevelopment  
14 and expansion of Ports O’Call. As discussed in the Response to Comment WAT2-21,  
15 and Master Response 5, the draft EIS/EIR does in fact adequately analyze the  
16 potential for Urban Decay resulting from the proposed redevelopment. See also  
17 Section 3.1, “Aesthetics,” and Chapter 7, “Socioeconomics and Environmental  
18 Quality.”

### 19 **Response to Comment WAT2-27**

20 As discussed in the Response to Comment WAT2-26, the proposed Project includes  
21 components that are located within the San Pedro Community Plan area: the west  
22 side of Harbor Boulevard from Swinford to 22nd Street; along both sides of Harbor  
23 Boulevard between 3rd and 7th streets; the Red Car Line along the west side of Via  
24 Cabrillo Marina and Shoshonean Road; and the Red Car Line southwest of 34<sup>th</sup> Street  
25 and Shoshonean Road. The Existing Setting of Section 3.8, “Land Use and  
26 Planning,” has been revised in the final EIS/EIR to reflect this change.

27 CEQA requires an EIR to evaluate potential conflicts with applicable land use plans  
28 adopted for purposes of avoiding or mitigating an environmental effect. The draft  
29 EIS/EIR evaluated and discussed all relevant goals and objectives associated with  
30 adjacency issues, issues relating to Harbor Boulevard, and the relationship between  
31 the San Pedro Community Plan the Port of Los Angeles Plan in Section 3.8, “Land  
32 Use and Planning.” The EIR is not required to analyze potential conflicts with  
33 unadopted plan updates, nor should development of the proposed Project be delayed  
34 until completion of the San Pedro Community Plan update. The community plan  
35 update would be independent of the proposed Project and would have to analyze  
36 impacts on a cumulative level with the proposed Project. See Response to Comment  
37 WAT2-25 for additional discussion on coordination between LAHD and the San  
38 Pedro community.

## 1 Response to Comment WAT2-28

2 The Port would coordinate with the City to institute the parking policy in waterfront  
3 area. The Port would consider a number of different parking arrangements for the  
4 waterfront and various events. As identified on Page ES-31 of the Executive  
5 Summary: “The redevelopment and additional development at Ports O’Call would  
6 require an increase in parking spaces. Parking would be provided at a number of  
7 locations within the Port and near Ports O’Call. Parking would no longer be free  
8 along the waterfront.” Some of the parking may not be free along the waterfront;  
9 however, because a fee for parking maybe charged does not mean the proposed  
10 Project would not enhance vehicular and pedestrian linkages (Page 3.8-27). The  
11 proposed Project would achieve the objective to connect the communities to the Port  
12 and allow residents and visitors to better access the coastal resources through  
13 proposed project features, including the promenade, recreational opportunities, open  
14 space, commercial, retail, restaurants, and marinas/harbors. Furthermore, residents  
15 would also be able to access the waterfront via pedestrian means as well as Red Car  
16 Line. Impacts to minority and/or low-income populations have been adequately  
17 analyzed in disclosed in Chapter 5, “Environmental Justice,” of the draft EIS/EIR. In  
18 fact, EPA’s Comment EPA-23 states that the Environment Justice analysis was “very  
19 well done.” The leap the commenter makes to attempt to connect redevelopment to  
20 precluding minority and/or low-income populations access to the proposed project  
21 area is completely unfounded and unsubstantiated opinion. These types of alleged  
22 impacts are not related to physical effects on the environment that disproportionately  
23 affect minority and/or low-income populations, which is the required link to NEPA.  
24 This issue is also discussed in PCCAC1-17, VISION-16, and INT-5.

## 25 Response to Comment WAT2-29

26 The commenter’s opinion that the park may never be built is unsubstantiated. The  
27 Port would work with DTSC to obtain the necessary approvals for the park, and  
28 would implement the required mitigation to accommodate development of the San  
29 Pedro Park. The DTSC maintains risk guidance documents that present threshold  
30 concentrations for selected chemicals. As discussed in Section 3.6, “Groundwater  
31 and Soils,” under mitigation measure GW-1a, the DTSC would likely require  
32 preparation of a health-based risk assessment for this site, and if the site is deemed to  
33 have unacceptable risk then remediation would be required until the risk is deemed to  
34 be acceptable, A summary of the GATX site’s status is provided in Section 3.6,  
35 “Groundwater and Soils.” DTSC has agreed to de-list the site from its hazardous  
36 waste site status after completion of the RI/FS or RAW process. The level of  
37 evaluation provided is appropriate for this study. More detailed evaluation of  
38 impacts cannot be conducted until site specific remediation and development plans  
39 are provided by LAHD through completion of the RI/FS or RAW process under the  
40 oversight of the DTSC.

## 1 **Response to Comment WAT2-30**

2 The level of evaluation provided is appropriate for this study. Specifics such as the  
3 number of truck trips required during the remediation of this site would not be known  
4 until after completion of the RI/FS or RAW process, and therefore more detailed  
5 evaluation of the potential for impacts resulting from implementation of Mitigation  
6 Measure MM GW-1a cannot be conducted until site specific remediation and  
7 development plans are provided by LAHD under the oversight of the DTSC. If new  
8 information is revealed through the RI/FS or RAW process that additional analysis is  
9 required, a supplemental EIS/EIR may be required.

## 10 **Response to Comment WAT2-31**

11 The commenter is incorrect. Pages 3.11-31 through 3.11-35 of the draft EIS/EIR  
12 detail the temporary impacts that are expected to occur during the construction  
13 period. The quantified intersection-level traffic analysis for the construction period  
14 (2011) were based on detailed estimates of construction worker and truck trips, and  
15 temporary closure of the Los Angeles Maritime Museum as well as 40,000 square  
16 feet of the existing retail uses that were provided as inputs. Threshold TC states: “A  
17 project would have a significant impact if construction of the project would result in  
18 a short-term, temporary increase in construction-related truck and auto traffic,  
19 decreases in roadway capacity, potential safety hazards and disruption of travel for  
20 vehicular and nonmotorized travelers.” The results of this analysis were used for  
21 both the air quality and noise analyses. A comprehensive Traffic Control Plan to be  
22 in effect during the construction period is provided as a mitigation measure to the  
23 construction period impact.

## 24 **Response to Comment WAT2-32**

25 Section 3.12, “Transportation and Navigation (Marine),” adequately analyzes and  
26 discloses impacts to navigation during construction. The draft EIS/EIR identifies to  
27 the greatest degree possible given available information, the number of vessels and  
28 the activities that vessels would be used for. The total number of vessels that may be  
29 utilized during marine-side construction activities has been revised in the final  
30 EIS/EIR from approximately 180 to a total of approximately 198 vessels, with the  
31 maximum number, approximately 52 vessels, being utilized during construction of  
32 the Outer Harbor Cruise Ship Terminals and berths. The assertion in the comment  
33 that it is conceivable that all construction vessels would be in use at the same time  
34 due to overlapping construction phases is incorrect. There certainly would be some  
35 overlap in the use of construction vessels in the construction of different elements;  
36 however, it would be highly inefficient to simultaneously employ this many vessels  
37 in waterside construction activities along the Main Channel and Outer Harbor areas.  
38 Furthermore, the Port employs substantial regulatory requirements and restrictions to  
39 minimize vessel hazards in the harbor, discussed in Section 3.12.3 of Section 3.12,  
40 “Transportation and Navigation (Marine),” of the draft EIS/EIR. It is appropriate and

1 adequate to assume that construction vessels would comply with such requirements,  
2 and as a result, conclude that compliance would minimize impacts to less than  
3 significant levels. There is no substantial evidence that waterside construction  
4 activities would not comply with these requirements or would otherwise result in  
5 significant impacts. Any such conclusions are unsubstantiated opinion.

## 6 **Response to Comment WAT2-33**

7 Full disclosure of impacts to utilities and public services has been provided and  
8 analyzed in Section 3.13, “Utilities and Public Services,” of the draft EIS/EIR, along  
9 with appropriate references to support conclusions. Significant degradation would not  
10 occur. The affected agencies are considered experts on the matter and have not  
11 expressed concern over the ability to serve the proposed Project without the need to  
12 construct additional facilities, thereby resulting in significant physical impacts.  
13 There is no substantial evidence provided in the comment that the proposed Project  
14 would impact police and fire protection services or otherwise result in significant  
15 impacts and any such conclusions are unsubstantiated opinion. A detailed discussion  
16 of police and fire protection services analyzed in the draft EIS/EIR can be found in  
17 the Responses to Comment WAT2-34 and WAT2-35, respectively.

## 18 **Response to Comment WAT2-34**

19 Full disclosure of impacts to utilities and police services has been provided and  
20 analyzed in Section 3.13, “Utilities and Public Services,” of the draft EIS/EIR along  
21 with appropriate references to support conclusions. Agencies providing police  
22 protection services in the proposed project area include the Port Police, the Los  
23 Angeles Police Department, and the United States Coast Guard.

24 The primary provider that would service the proposed Project is the Port Police,  
25 whose primary goal is to protect the Port against all hazards through identification  
26 and elimination to ensure the free flow and protection of commerce, and to identify,  
27 apprehend, and prosecute persons who would direct criminal activity toward LAHD  
28 properties, customers, or port users. Furthermore, as discussed in Section 3.13,  
29 “Utilities and Public Services,” LAPD provides support to the Port Police and  
30 responds to Port incidents under the following special circumstances: (1) complex  
31 crimes including homicides and major traffic incidents (2) special investigations  
32 including narcotics, organized crime, and terrorism and (3) unusual occurrences as  
33 identified by City protocol, such as events that require special resources, expertise, or  
34 staffing beyond current competencies. Finally, USCG’s primary responsibility at the  
35 Port is to ensure the safety of vessel traffic in the channels of the Port and in coastal  
36 waters, and does not provide land-based police protection services.

37 In communication with the Port Police during this process, it was determined that  
38 staffing levels at this agency are not based on the anticipated population for a given  
39 area. The primary goal of the Port Police is to protect LAHD property, customers,  
40 and users, and to ensure the free flow of commerce. As such, the Port Police do not



1 base the number of sworn officers on a ratio of officers to population. Staffing levels  
2 are instead based on information provided by Homeland Security regarding provision  
3 of adequate levels of protection against a wide variety of threats to commerce and  
4 national security; staffing levels are additionally estimated by the levels of security  
5 and policing at other ports of corresponding size and activity.

6 On February 26, 2008, Port Police staff communicated via telephone that existing  
7 sworn staff at the agency is 142, and the Board of Harbor Commissioners has  
8 approved the growth of sworn staff to 212 (Kirwan and Provinchain pers. comm.  
9 2008.) In addition, the Port Police is in the process of building a new station to be  
10 located on Centre Street between 3<sup>rd</sup> and 5<sup>th</sup> Streets which is anticipated to be  
11 complete in 2010. The expanded facilities at this location would house mobile  
12 incident command vehicles, bicycle unit equipment, security officer equipment and  
13 vehicles, hazardous material response vehicles, an expanded marine unit facility, a  
14 marine mammal facility, K-9 kennel and K-9 training centers, Port Police dive and  
15 in-water training center, as well as other facilities. Port Police staff also noted that  
16 while officers are assigned to one of four patrol areas within the port, additional  
17 officers may be deployed throughout the port as need requires. (Kirwan and  
18 Provinchain pers. comm. 2008.)

19 The LAPD provides support to the Port Police for special circumstances as described  
20 above and in Section 3.13, "Utilities and Public Services." Port Police staff estimates  
21 that officers respond to approximately 20,000 dispatch incidents per year. Out of all  
22 the dispatch calls responded to during the first 3 quarters of 2007, Port Police officers  
23 reported approximately 31 crimes against persons, 148 property crimes, and 18 other  
24 incidents. (Kirwan and Provinchain pers. comm. 2008.) Based on these statistics, the  
25 proposed Project is not anticipated to result in a significant increase in the types of  
26 special circumstances which would require LAPD involvement. Furthermore, due to  
27 the fact that there is already a planned increase in the amount of Port Police officers  
28 that would be patrolling the area, normal day-to-day operations of the proposed  
29 Project are not anticipated to require LAPD police services. Therefore, LAPD  
30 response times would not be affected by the proposed Project, requiring an expansion  
31 of LAPD staffing levels or facilities.

32 As stated in Section 3.13, "Utilities and Public Services," the USCG has adequate  
33 personnel to serve the proposed Project, and the USCG's ability to respond would not  
34 be affected by the proposed Project's increase in cruise berths/terminals in the Outer  
35 Harbor, because all of the components of the proposed Project are within areas that  
36 the USCG is currently able to respond to adequately. The proposed Project would be  
37 located within the same operating distance of other facilities served by USCG; USCG  
38 emergency response times would not increase. Additionally, the increase of 17  
39 cruise vessel calls per year by 2015 and 29 vessels through 2037, over CEQA  
40 baseline levels would not reduce available USCG resources or impact its ability to  
41 adequately serve the area. Because the proposed Project would be constructed in  
42 locations that USCG can adequately respond to, USCG would not have to add  
43 additional response resources (Gooding pers. comm. March 20, 2008).

1 The agencies servicing the proposed Project and surrounding area are considered  
2 experts on providing police protection services within their respective jurisdictions.  
3 In relation to analysis of adequate service levels provided by the Port Police, specific  
4 details pertaining to Homeland Security data and levels of security at other ports was  
5 not available for public review, and thus was not available for detailed analysis in the  
6 draft EIS/EIR. Therefore, reliance upon the determination of Port Police staff that the  
7 agency would be able to provide adequate levels of service to the proposed project  
8 area was absolutely necessary. As determined in Section 3.13, "Utilities and Public  
9 Services," in consulting with these agencies during preparation of the draft EIS/EIR,  
10 contacts at these agencies did not express concern over the ability to serve the  
11 proposed Project without the need to construct additional facilities, thereby resulting  
12 in significant physical impacts. Thus, while the proposed Project would introduce  
13 additional persons and marine vessels to the proposed project area, significant  
14 degradation would not occur, and there is no substantial evidence provided that the  
15 proposed Project would impact police protection services or otherwise result in  
16 significant impacts. Any such conclusions are unsubstantiated opinion.

## 17 **Response to Comment WAT2-35**

18 Full disclosure of impacts to fire protection services has been provided and analyzed  
19 in Section 3.13, "Utilities and Public Services," in the draft EIS/EIR along with  
20 appropriate references to support conclusions. Staff at LAFD and the Port discussed  
21 the need for more personnel or equipment due to the increase in commercial activity,  
22 and it was established that no additions would be necessary for the proposed Project.  
23 (LAHD pers. comm. January 14, 2008.)

24 Several reasons exist for this determination. First, as described in Section 3.7,  
25 "Hazards and Hazardous Materials," LAHD maintains emergency response and  
26 evacuation plans. The Homeland Security Division of LAHD is responsible for  
27 maintaining and implementing the LAHD's Emergency Procedures Plan. The  
28 evacuation plan is maintained and implemented by the Port Police and in consultation  
29 with the Homeland Security Division and the USCG. These plans would be enacted  
30 in the event that the Port Police determines that an emergency event warrants such  
31 action, and are designed for the protection of life and property at the Port.

32 Second, cruise ships would comply with applicable federal and international  
33 regulations regarding fire prevention and safety, passenger safety, and passenger  
34 evacuation procedures. Per the Cruise Lines International Association, the cruise  
35 industry complies with all regulations governing the design, construction and  
36 operation of cruise ships as set by the International Maritime Organization. The  
37 USCG examines each cruise vessel when it enters service at a U.S. port and each  
38 quarter thereafter for compliance with all international and federal regulations, with  
39 an emphasis on structural fire safety and proper life saving equipment. Furthermore,  
40 the USCG observes fire and abandon ship safety drills as well as operational  
41 equipment tests performed by the crew. Ultimately the USCG retains the authority to  
42 prevent a cruise ship from taking passengers at a U.S. port if deficiencies are found  
43 and not corrected (CLIA 2009.) As required, cruise ships are fully outfitted with fire

1 suppression and firefighting equipment, and ship crews are well trained for handling  
2 on-board emergencies including fires. In combination with well equipped ships and  
3 crew, the cruise industry maintains the safest form of commercial transportation  
4 according to the USCG (CLIA 2009.)

5 With respect to the capabilities of LAFD, as described in Section 3.13, “Utilities and  
6 Public Services,” LAFD facilities in the vicinity of the proposed Project include land-  
7 based fire stations and fireboat companies. Specifically, this includes 10 fire stations  
8 composed of fire boats, hazardous material squads, paramedic and rescue vehicles,  
9 three-truck companies, an urban search and rescue, and a foam tender apparatus.  
10 (Roupoli pers. comm. 2007.) Please see Section 3.13.2.1.2 of Section 3.13, “Utilities  
11 and Public Services,” in the draft EIS/EIR for a full description of all of the resources  
12 available at these facilities. As stated in the draft EIS/EIR, LAFD response time is 5  
13 minutes or less by land and 10 minutes or less by water, falling well within the  
14 required response times of 9 minutes by land and 14 min by water. (Roupoli pers.  
15 comm. 2007.) Therefore, LAFD response times are considered adequate, and in the  
16 event that additional resources are needed, LAFD can call upon any of the other 95  
17 (not including the 10 in the vicinity of the proposed Project) fire stations throughout  
18 the City of Los Angeles.

19 As described in Section 3.13.2.1.3 of Section 3.13, “Utilities and Public Services,”  
20 USCG also provides emergency response services to the proposed project area.  
21 USCG evaluates the location of an operation to ensure that it can adequately respond  
22 in a timely fashion. According to USCG policy, USCG must be able to respond to an  
23 emergency event within 20 minutes. From underway time to any location, in the  
24 worst weather conditions, USCG can reach the proposed project area in less than 15  
25 minutes (10 minutes for getting underway, and 5 minutes for travel time), and thus  
26 adequately respond within the proposed project area without having to add additional  
27 response resources. (Gooding pers. comm. March 20, 2008.)

28 In light of the emergency response plans maintained by the Port, the capabilities of  
29 cruise ships and their crews, the capabilities of LAFD, and the capabilities of USCG,  
30 appropriate and adequate facilities and staff are available to combat a cruise ship fire.  
31 In the highly unlikely event that emergency services are required at multiple cruise  
32 ships simultaneously, on-board crews would work with the emergency service  
33 providers discussed above to handle the event as effectively as possible. Such action  
34 may include the use of LAFD resources from outside the proposed project vicinity as  
35 well as coordination with the Port of Long Beach for assistance.

36 With respect to emergency fire service requests at Ports O’Call, LAFD would be the  
37 primary responder. As discussed above, LAFD maintains 10 fire stations in the  
38 vicinity of the proposed Project as well as an additional 95 stations throughout the  
39 City of Los Angeles. Communication with LAFD regarding service levels and the  
40 availability of equipment within the vicinity of the proposed Project, as discussed in  
41 Section 3.13, “Utilities and Public Services,” revealed that LAFD service levels  
42 would not be significantly impacted as a result of the proposed Project. In the  
43 unlikely event that a large-scale fire event were to occur at Ports O’Call, LAFD

1 would receive assistance from the stations outside of the proposed project vicinity,  
2 the Port Police, USCG, and the Port of Long Beach, if warranted.

3 The affected agencies are considered experts on the matter and have not expressed  
4 concern over the ability to serve the proposed Project without the need to construct  
5 additional facilities, thereby resulting in significant physical impacts. As stated by  
6 staff at these agencies, significant degradation to emergency services would not occur  
7 as a result of the proposed Project. There is no substantial evidence provided that the  
8 proposed Project would impact fire services or otherwise result in significant impacts  
9 and any such conclusions are unsubstantiated opinion.

## 10 **Response to Comment WAT2-36**

11 An EIR need not propose, identify, or discuss mitigation measures that are infeasible.  
12 (CEQA Guidelines Section 15126.4(a); *Concerned Citizens of S. Cent. Los Angeles v.*  
13 *Los Angeles Unified School Dist.* (1994) 24 Cal.App.4<sup>th</sup> 826, 841; *Napa Citizens for*  
14 *Honest Gov't v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4<sup>th</sup> 342, 365.)  
15 With the present state of technology, seismic events cannot be prevented or predicted  
16 with any degree of certainty. Due to the large tectonic forces involved with fault  
17 rupture and related ground shaking, there are currently no available methods to  
18 modify or control fault rupture hazard or seismic ground shaking to less-than-  
19 significant levels. Although seismic hazards are unavoidable, the proposed Project  
20 would be designed and constructed in accordance with the Los Angeles Municipal  
21 Code to minimize impacts associated with seismically induced geohazards.

## 22 **Response to Comment WAT2-37**

23 An EIR need not propose, identify, or discuss mitigation measures that are infeasible.  
24 (CEQA Guidelines Section 15126.4(a); *Concerned Citizens of S. Cent. Los Angeles v.*  
25 *Los Angeles Unified School Dist.* (1994) 24 Cal.App.4<sup>th</sup> 826, 841; *Napa Citizens for*  
26 *Honest Gov't v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4<sup>th</sup> 342, 365.)

27 The increased traffic along Miner Street, south of 22<sup>nd</sup> Street, that would occur as a  
28 result of the proposed Project or an alternative would cause an increase in noise that  
29 would impact the live-aboards at the marina in the Outer Harbor. Noise impacts to  
30 these live-aboards can be mitigated to some extent, but there are costs associated with  
31 such mitigation. One method of reducing the exterior noise levels caused by traffic  
32 (or any other noise source) includes constructing a sound barrier between the noise  
33 source and the sensitive receiver. A sound barrier reduces noise levels because it  
34 obstructs line-of-sight sound propagation from the noise source to the area needing  
35 protection. A high, long noise barrier could be constructed around the Outer Harbor  
36 between the noise source (i.e., traffic on Miner Street) and the live-aboards in the  
37 marina at the Outer Harbor. Such a barrier would have to be long enough to protect  
38 all live-aboards, so it may need to be extended beyond the boundary of the Outer  
39 Harbor. A long barrier would, in addition to reducing noise, impede ingress and  
40 egress between Miner Street and the boats in the Outer Harbor. Ingress and egress to

1 the Outer Harbor from Miner Street could be achieved by constructing breaks in the  
2 sound barrier at specified intervals to permit access to the Outer Harbor for vehicles  
3 and pedestrians; however, due to the barrier effect, any line-of-sight break in a sound  
4 barrier greatly reduces the attenuation that the barrier provides, thereby reducing its  
5 efficacy in providing noise mitigation. Sound barriers that have breaks, but do not  
6 permit line-of-sight propagation through the barrier are possible to build, but they  
7 need to be carefully designed either by providing double walls that are staggered so  
8 that sound doesn't have a direct route through the barrier, or by providing some other  
9 means (e.g., constructing a tunnel underneath the barrier) for pedestrian and vehicles  
10 to get around the barrier. Any sound barrier that has vehicle ingress/egress also  
11 allows the noise source (i.e., vehicle traffic) onto the protected side of the barrier,  
12 somewhat negating the purpose for the existence of the barrier. In order to be  
13 completely effective, the barrier also has to be high enough to sufficiently reduce the  
14 sound level on the protected side of the barrier. In order for the sound barrier to  
15 reduce the noise level on the protected side of the barrier to the value that it would  
16 have had in the absence of the proposed Project, a very rough estimation of noise  
17 barrier design parameters seems to indicate that for flat topography and no breaks in  
18 the barrier, the height of the noise barrier would need to be about 12 feet high for  
19 some of the alternatives. The required height and length of the sound barrier depends  
20 upon the actual topography of the Outer Harbor, so further analysis would be  
21 required to determine the barrier's exact design parameters. Building a long, high  
22 sound barrier would drastically degrade the view of the Outer Harbor, resulting in  
23 negative impacts to the aesthetics of the area. Due to the complexities involved,  
24 noise mitigation for Miner Street, south of 22<sup>nd</sup> Street, is not feasible.

## 25 **Response to Comment WAT2-38**

26 On Page 3.11-45, the draft EIS/EIR states, "No feasible mitigation is identified to  
27 address the impacts due to traffic on West 17<sup>th</sup> Street between Centre and Palos  
28 Verdes under 2015 and 2037 conditions. Short of the permanent closure of the  
29 affected street segment, which would not be acceptable since it serves adjacent land  
30 uses and carries substantial traffic volumes, no mitigation measures exist that would  
31 fully eliminate the addition of significant or adverse traffic volumes to this segment  
32 of 17<sup>th</sup> Street." Additionally, Page 80 of the Traffic Impact Study Report, provided in  
33 Appendix M.1, states, "The significant neighborhood traffic impact identified at 17<sup>th</sup>  
34 Street between Centre Street and Palos Verdes Street occurs primarily because of its  
35 utility to locally-based traffic generated from non-cruise-related land uses at the  
36 proposed project site, rather than from regional cut-through traffic, which primarily  
37 travels on arterials and collectors rather than local streets. Short of the permanent  
38 closure of the affected street segment, which would not be acceptable since they  
39 serve adjacent land uses and carry substantial traffic volumes, no mitigation measures  
40 exist that would fully eliminate the addition of significant or adverse traffic volumes  
41 to this segment of 17<sup>th</sup> Street. Therefore, under the proposed Project (in 2037) and  
42 Alternatives 1 and 2 (in 2015 and in 2037), this would be considered a significant and  
43 unavoidable impact under CEQA." LAHD is only required to mitigate for those  
44 impacts that occur as a result of the proposed Project and over which it has  
45 jurisdiction. This impact occurs primarily due to because of locally generated traffic

1 with an origin or destination to areas such as Ports O'Call, rather than regional or cut-  
2 through traffic, mitigation measures are unfeasible. Moreover, the analysis identified  
3 a potential measure to mitigate this impact (permanent closure of the affected street  
4 segment), but determined that such a measure is not potentially feasible because these  
5 segments serve adjacent land uses and carry substantial traffic volumes. Local traffic  
6 uses local streets, and mitigation measures such as full or partial closures, or traffic  
7 calming measures such as speed bumps, humps, chicanes, and other vertical and  
8 horizontal deflection devices would simply shift local traffic to other local streets.

## 9 Response to Comment WAT2-39

10 The draft EIS/EIR describes all feasible mitigation measures that could minimize  
11 significant adverse mitigation measures as required by CEQA. (CEQA Guidelines  
12 Section 15126.4(a)(1).) CEQA requires the Lead Agency to determine whether a  
13 project would have significant environmental impacts and to formulate measures to  
14 mitigate those impacts before the project is approved. (*California Native Plant  
15 Society v. City of Rancho Cordova* (2009) 172 Cal. App.4th 603.) Establishing a  
16 commitment to mitigate the significant impacts of a project before it is approved,  
17 even if the details of a particular mitigation measure are unknown, satisfies this  
18 requirement. (*Id.*) When details of a particular mitigation measure cannot be  
19 formulated at the time the draft EIS/EIR is written, the mitigation measures may  
20 “specify performance standards which would mitigate the significant effect of the  
21 project and which may be accomplished in more than one specified way.” (CEQA  
22 Guidelines Section 15126.4(a)(1)(B); *California Native Plant Society v. City of  
23 Rancho Cordova*, 172 Cal.App.4th at 621; *Sacramento Old City Assn. v. City Council  
24* (1991) 280 Cal. Rptr. 478.)

25 The mitigation measures as presented in the draft EIS/EIR do not improperly defer  
26 mitigation and contain the requisite specificity under CEQA. They establish a  
27 commitment to mitigate the significant impacts of the proposed Project and  
28 demonstrate how they can avoid, minimize, rectify, reduce, or compensate for their  
29 respective impacts. Additional details related to the specificity of each of the  
30 mitigation measures are contained within a mitigation monitoring plan table at the  
31 end of each section of the draft EIS/EIR and the Mitigation Monitoring Reporting  
32 Plan prepared as part of this Final EIR, which provide a description of the impact, the  
33 mitigation measure, timing of implementation, methodology for implementation,  
34 responsible parties for carrying out and enforcing the mitigation, and residual impacts  
35 after the implementation of the mitigation measures. Responses to Comments  
36 WAT2-10 through WAT2-59 provide responses regarding specific mitigation  
37 measures.

## 38 Response to Comment WAT2-40

39 Mitigation Measure MM AQ-1 specifies all harbor craft used during construction  
40 shall meet the cleanest existing marine engine emission standards, which are now  
41 USEPA Tier 3. The California Air Resources Board has promulgated the harbor

1 craft regulations that require the specific emission-reduction technologies be used on  
2 all harbor craft starting in January 2009. The construction mitigation measures were  
3 based on the recently approved *Sustainable Construction Guidelines for Reducing*  
4 *Air Emissions* (LAHD 2008). LAHD conducted a survey in early 2008 of  
5 construction contractors and equipment providers, including information on future  
6 equipment orders. The survey found there would be limited availability of Tier 3  
7 tugboats in 2009 with inventories increasing over the years. As discussed in the  
8 mitigation measure, LAHD would encourage contractors to use EPA Tier 4 engines  
9 in their harbor craft as soon as they become available as specified and required by  
10 Mitigation Measure MM AQ-22 in Section 3.2, “Air Quality and Meteorology.” See  
11 Response to Comment WAT2-39 above regarding specificity. Under Mitigation  
12 Measure MM AQ-1, the Port commits to using harbor craft that meets the cleanest  
13 existing marine engine emission standards unless the contractor is able to provide  
14 proof that certain, specific circumstances exists that make use of such harbor craft  
15 infeasible (Page 3.2-60). In other words, the Port assumes that all harbor craft can  
16 meet the highest existing USEPA Tier standards and commits to using such craft  
17 except in certain specific instances, which it clearly acknowledges and explains in the  
18 draft EIS/EIR. The draft EIS/EIR concludes that, even after implementation of  
19 mitigation, emissions of VOC, NOX, CO, PM10, and PM2.5 would remain  
20 significant (Page 3.2-65). Therefore, Mitigation Measure MM AQ-1 meets CEQA’s  
21 requirements for specificity.

## 22 Response to Comment WAT2-41

23 Similar to Mitigation Measure MM AQ-1 discussed above, Mitigation Measure MM  
24 AQ-4 commits the Port to emissions savings technology such as hybrid drives and  
25 specific fuel economy standards unless the contractor is able to provide proof that  
26 certain, specific circumstances exists that make use of such technology infeasible  
27 (see Pages 3.2-62 through -63). These performance standards meet CEQA’s  
28 requirements, as explained in Response to Comment WAT2-39 above. Feasibility  
29 with respect to Mitigation Measure MM AQ-4 has the same definition when used  
30 elsewhere in CEQA, i.e., “capable of being accomplished in a successful manner  
31 within a reasonable period of time, taking into account economic, environmental,  
32 legal, social, and technological factors.” (CEQA Guidelines Section 15364.)

## 33 Response to Comment WAT2-42

34 The performance standards set forth in Mitigation Measure MM AQ-10 meet  
35 CEQA’s requirements, as explained in Response to Comment WAT2-39 above.  
36 Mitigation Measure MM AQ-10 specifies that 100% of the ships calling at both the  
37 Inner and Outer Harbor Cruise Terminals shall use low-sulfur fuel beginning on Day  
38 1 of operation. However, the air quality analysis in the draft EIS/EIR assumed that  
39 only 30% of ships would meet the standards set forth in Mitigation Measure MM  
40 AQ-10 at the start of the proposed Project because it is not feasible to immediately  
41 retrofit all ships, which are generally only removed from the water for regular  
42 maintenance once a year. Please see Response to Comment USEPA-17 which also

1 discusses this issue. The draft EIS/EIR concludes that, even after implementation of  
2 mitigation, including Mitigation Measure MM AQ-10, impacts of NOX, SOX,  
3 PM10, and PM2.5 would remain significant in 2011; VOC, NOX, and PM10 in 2015  
4 and 2022; and NOX and PM10 in 2037 (Page 3.2-94). Therefore, the analysis  
5 properly accounts for the mitigating affect of Mitigation Measure MM AQ-10 and  
6 the entire suite of mitigation measures that would be implemented to reduce daily  
7 criteria pollutant emissions associated with operation of the proposed Project.

## 8 **Response to Comment WAT2-43**

9 As explained in the draft EIS/EIR, the effectiveness of Mitigation Measure MM AQ-  
10 12 is not known and, therefore, this measure was not quantified. (See Page 3.2-94.) In  
11 other words, although Mitigation Measure MM AQ-12 would reduce impacts of the  
12 proposed Project, the analysis did not rely on this measure to determine the  
13 significance of the impact after mitigation. The analysis properly accounts for the  
14 mitigating affect of Mitigation Measure MM AQ-12 and the entire suite of mitigation  
15 measures that would be implemented to reduce daily criteria pollutant emissions  
16 associated with operation of the proposed Project. Feasibility with respect to  
17 Mitigation Measure MM AQ-12 has the same definition when used elsewhere in  
18 CEQA. “‘Feasible’ means capable of being accomplished in a successful manner  
19 within a reasonable period of time, taking into account economic, environmental,  
20 legal, social, and technological factors” (CEQA Guidelines Section 15364). The  
21 mitigation measures presented in the draft EIS/EIR do not improperly defer  
22 mitigation and contain the requisite specificity under CEQA in accordance with the  
23 level of detail of the information that is known about the proposed Project and its  
24 alternatives at time the draft EIS/EIR was released. See Response to Comment  
25 WAT2-39 above for additional explanation.

## 26 **Response to Comment WAT2-44**

27 Mitigation Measure MM AQ-13 would require the cruise ship tenants to ensure that  
28 all terminal forklifts are electric-powered and that fuel trucks and other equipment  
29 are in compliance with Tier 4 engine standards. This mitigation measure specifies  
30 clear targets for compliance that would be enforced through lease agreements.  
31 Therefore, it is not deferred mitigation and the tenant would be expected to comply  
32 with all feasible mitigation measures as a term of the Permit to operate the facility.  
33 See Response to Comment WAT2-39 above for additional explanation. However,  
34 the Port cannot guarantee that all terminal equipment be electric because equipment  
35 that is used for non-steady state applications, that is used for heavy load, and that  
36 requires bursts of power often cannot be electrified. Therefore, to be conservative,  
37 the analysis did not assume that all terminal equipment would be electric in the  
38 emissions calculations; only requirements for compliance with Tier 4 engine  
39 standards were accounted for in the emission calculations.



## 1 Response to Comment WAT2-45

2 Mitigation Measure MM AQ-16 would require the cruise terminal building operator  
3 to ensure that heavy-duty truck idling is reduced at both the Inner and Outer Harbor  
4 Cruise Terminal. It then sets out a number of potential ways to achieve this standard.  
5 Establishing a commitment to mitigate the significant impacts of a project before it is  
6 approved satisfies CEQA's requirements, even if the details of a particular mitigation  
7 measure are unknown. (*California Native Plant Society v. City of Rancho Cordova*,  
8 172 Cal. App.4th 603.) See Response to Comment WAT2-39 above for additional  
9 explanation. This mitigation measure would be enforced through lease agreements  
10 and would require operators to self monitor. Truck idling measures may include  
11 maximizing the time gates are left open to minimize queuing as well as other  
12 operational measures. Although this mitigation measure would result in emission  
13 reductions, the benefits of this mitigation measure are not quantified. In other words,  
14 the analysis did not rely on this measure to determine the significance of the impact  
15 after mitigation. CARB truck idling regulations would be enforced and trucks would  
16 not idle more than 5 minutes with the exception of queuing (California Code of  
17 Regulations Title 13, Division 3, Article 1 – Motor Vehicles, Chapter 10 – Mobile  
18 Source Operational Controls, Section 2485).

## 19 Response to Comment WAT2-46

20 Mitigation Measure MM AQ-19, as revised in the final EIS/EIR, would require  
21 tugboat operators to ensure that idling is reduced to 10 minutes. This mitigation  
22 measure would be enforced through lease agreements and would require operators to  
23 self monitor. However, the draft EIS/EIR recognized that the effectiveness of this  
24 measure cannot be established because it relies upon self monitoring by tugboat  
25 operators, which cannot be guaranteed. As a result, the percentage of tugboat  
26 operators who would not comply with this measure is unknown and therefore the  
27 total reduction in emissions cannot be reliably quantified. (See Page 3.2-94.)  
28 Therefore, this mitigation is not quantified in the emissions calculations, i.e., the  
29 analysis did not rely on this measure to determine the significance of the impact after  
30 mitigation. Therefore, the analysis of the proposed Project's air quality impacts  
31 properly accounts for the mitigating affect of Mitigation Measure MM AQ-19 and  
32 the entire suite of mitigation measures that would be implemented to reduce the  
33 proposed Project's impacts. See Response to Comment WAT2-39 above for  
34 additional explanation.

## 35 Response to Comment WAT2-47

36 The comment calls for greater specificity on Catalina Express idling times. As a  
37 matter of policy, Catalina Express ferries do not idle when at berth. Engines are  
38 turned off when a ferry arrives at berth. The engines are started up following  
39 passenger boarding when the ferry is ready to depart. In practice, however,  
40 infrequent idling may occur, while last-minute passengers are boarding. Mitigation

1 Measure MM AQ-20, as revised in the final EIS/EIR, would require ferry operators  
2 to ensure that idling is reduced to less than 5 minutes. This mitigation measure  
3 would be enforced through lease agreements and would require operators to self  
4 monitor. However, the draft EIS/EIR recognized that the effectiveness of this  
5 measure cannot be established because it relies upon self monitoring by ferry  
6 operators, which cannot be guaranteed. As a result, the percentage of ferry operators  
7 who would not comply with this measure is unknown and therefore the total  
8 reduction in emissions cannot be reliably quantified. (See Page 3.2-94.) . Therefore,  
9 this mitigation is not quantified in the emissions calculations i.e., the analysis did not  
10 rely on this measure to determine the significance of the impact after mitigation.  
11 Therefore, the analysis of the proposed Project's air quality impacts properly  
12 accounts for the mitigating affect of Mitigation Measure MM AQ-20 and the entire  
13 suite of mitigation measures that would be implemented to reduce the proposed  
14 Project's impacts. See Response to Comment WAT2-39 above for additional  
15 explanation.

## 16 **Response to Comment WAT2-48**

17 Mitigation Measure MM AQ-28 was developed in response to the Attorney Generals'  
18 May 2008 memo. The draft EIS/EIR explains that Mitigation Measure MM AQ-28  
19 could reduce overall proposed project GHG emissions by a fraction of 1% (Page 3.2-  
20 132); however, because the mitigating effect of this measure is uncertain, this  
21 mitigation measure was not quantified in the emissions calculations, i.e., the analysis  
22 did not rely on this measure to determine the significance of the impact after  
23 mitigation. Therefore, the analysis of the proposed Project's air quality impacts  
24 properly accounts for the mitigating affect of Mitigation Measure MM AQ-28 and  
25 the entire suite of mitigation measures that would be implemented to reduce the  
26 proposed Project's impacts. See Response to Comment WAT2-39 above.

## 27 **Response to Comment WAT2-49**

28 Through the Million Trees L.A. Initiative, the City of Los Angeles is in the process  
29 of planting 1 million trees throughout Los Angeles via public-private partnerships.  
30 As part of this initiative, LAHD would be adding more than 7,300 trees to the Harbor  
31 and Los Angeles areas by the end of 2009. LAHD would plant trees in its  
32 neighboring communities of Wilmington and San Pedro. LAHD has also embarked  
33 upon an aggressive community tree give-away program, and would be giving away  
34 more than 500 trees per month. The draft EIS/EIR explains that implementation of  
35 this measure is expected to reduce the proposed Project's GHG emissions by less  
36 than 0.1%. Future Port-wide GHG emission reductions are also anticipated through  
37 AB 32 rule promulgation. However, such reductions have not yet been quantified  
38 because AB 32 implementation is still under development by CARB. Therefore, the  
39 analysis did not rely on this measure to determine the significance of the impact after  
40 mitigation, and the analysis of the proposed Project's air quality impacts properly  
41 accounts for the mitigating affect of Mitigation Measure MM AQ-30 and the entire

1 suite of mitigation measures that would be implemented to reduce the proposed  
2 Project's impacts. See Response to Comment WAT2-39 above.

### 3 **Response to Comment WAT2-50**

4 Mitigation Measure MM NOI-1 has been modified in the final EIS/EIR to include  
5 requirements for proper muffling and maintenance of construction equipment,  
6 restrictions on unnecessary idling near noise-sensitive areas, and requirements for  
7 locating noise-generating construction equipment as far away from noise sensitive  
8 land uses as practical. In addition to the existing stipulations of Mitigation Measure  
9 MM NOI-1, which specify the use of temporary noise barriers, use of quiet  
10 construction equipment, and notification of residents within 500 feet of construction  
11 sites, the modified Mitigation Measure MM NOI-1 represents the extent of  
12 technically feasible mitigation that is available to reduce construction noise impacts.  
13 The draft EIS/EIR acknowledges that although Mitigation Measure MM NOI-1  
14 would help reduce impacts, impacts would remain significant and unavoidable after  
15 its implementation.

### 16 **Response to Comment WAT2-51**

17 The draft EIS/EIR does not claim, as the comment suggests, that implementation of  
18 Mitigation Measure MM REC-3 would, by itself, reduce the proposed Project's  
19 adverse impacts to a less than significant level. In fact, the draft EIS/EIR  
20 acknowledges that construction of the proposed Project would result in a substantial  
21 loss or diminished quality of recreational resources even after mitigation. (See Page  
22 3.10-37.) Nevertheless, Mitigation Measure MM REC-3 would, in concert with six  
23 other identified mitigation measures, help reduce impacts to the greatest extent  
24 feasible by minimizing parking obstructions during construction periods. The  
25 EIS/EIR identifies all measures that the Port has determined could reasonably be  
26 expected to reduce the adverse impacts of the proposed Project. That the measure  
27 would not avoid such impacts entirely is not grounds upon which the adequacy of the  
28 EIS/EIR may be challenged. (See CEQA Guidelines Section 15126.4.)

### 29 **Response to Comment WAT2-52**

30 Similar to Mitigation Measure MM REC-3, discussed above, the draft EIS/EIR does  
31 not claim, as the comment suggests, that implementation of Mitigation Measure MM  
32 REC-4 would, by itself, reduce the proposed Project's adverse impacts to a less than  
33 significant level. In fact, the draft EIS/EIR acknowledges that construction of the  
34 proposed Project would result in a substantial loss or diminished quality of  
35 recreational resources even after mitigation. (See Page 3.10-37.) Nevertheless,  
36 Mitigation Measure MM REC-4 would, in concert with six other identified  
37 mitigation measures, help reduce impacts to the greatest extent feasible by  
38 minimizing obstructions to vehicle access during construction periods. The EIS/EIR

1 identifies all measures that the Port has determined could reasonably be expected to  
2 reduce the adverse impacts of the proposed Project. That the measure would not  
3 avoid such impacts entirely is not grounds upon which the adequacy of the EIS/EIR  
4 may be challenged. (See CEQA Guidelines Section 15126.4.)

## 5 **Response to Comment WAT2-53**

6 Mitigation Measure MM PS-3 applies to Impact PS-4. Impact PS-4 was determined  
7 to have a less-than-significant impact with implementation of Mitigation Measures  
8 MM PS-2, MM PS-3, MM PS-4, and MM PS-5. (See draft EIS/EIR, Page 3.13-27.)  
9 Mitigation Measure MM PS-3 in particular was prescribed as a way to reduce  
10 disposal of solid wastes generated during construction and to serve as an  
11 encouragement to LAHD to create “greener” protocols and standards through the use  
12 of recycled building materials. Although Mitigation Measure MM PS-3 would result  
13 in reduced wood consumption for landscaping activities related to the proposed  
14 Project, this is not the primary intent of this proposed mitigation measure, as the  
15 commenter contends. The text in the final EIS/EIR under Mitigation Measure MM  
16 PS-3 has been revised to clarify that the intent of this mitigation measure is to reduce  
17 the amount of wood that would be disposed of at a solid waste facility. See Response  
18 to Comment WAT2-39 above for further discussion of the draft EIS/EIR’s proper  
19 formulation of mitigation measures under CEQA.

## 20 **Response to Comment WAT2-54**

21 A mitigation measure that requires a project to comply with applicable environmental  
22 laws or regulations can be both adequate and reasonable. (*Sundstrom v. County of*  
23 *Mendocino* (1988) 202 Cal. App. 3d 296, 308.) As discussed under Impact PS-5 in  
24 Section 3.13, “Utilities and Public Services,” POLA has committed to design of new  
25 buildings over 7,500 square feet to be built with minimum LEED Silver certification.  
26 In addition, Mitigation Measure MM PS-6 specifically states that LAHD will require  
27 tenants to meet or exceed the efficiency standards of Title XXIV of the California  
28 Code of Regulations, and details specific energy efficiency standards that would be  
29 incorporated on various buildings to decrease energy demands. Requiring LEED  
30 Silver certification for buildings over 7,500 square feet and meeting or exceeding the  
31 Title XXIV criteria to reduce wasteful energy consumption, in combination with  
32 LADWP’s Integrated Resource Plan, which anticipates load growth and plans new  
33 generating capacity or demand side management programs to meet load requirements  
34 for future customers, would ensure that the proposed Project would result in less-  
35 than-significant impacts.

## 36 **Response to Comment WAT2-55**

37 Mitigation Measure MM AES-1 has been removed from the EIS/EIR because it is no  
38 longer applicable. On March 4, 2009, a professional landscape architect visited the

1 site to evaluate the landscaping to determine if the removal of trees that are  
2 significant to the visual quality of the area because of their age, history, and stature in  
3 the visual setting would result in a significant impact. While the overall landscaping  
4 in this area contributes to the community’s skyline and coastal character, it was  
5 determined that the individual plants that would be removed by construction are not  
6 unique, and because of their age, health, and prevalence, would not merit relocation  
7 or replacement (see Appendix C3). Mitigation Measure MM AES-1 has therefore  
8 been removed from the final EIS/EIR because the impact it was intended to mitigate  
9 is no longer significant, and appropriate revisions to the text have been made. See  
10 Chapter 3, “Modifications to the Draft EIS/EIR,” of this final EIS/EIR to view these  
11 changes.

## 12 **Response to Comment WAT2-56**

13 Mitigation Measure MM AES-2 commits the Port to minimizing impacts on views to  
14 the Vincent Thomas Bridge from Harbor Boulevard and does not improperly defer  
15 mitigation to a later date. Establishing a commitment to mitigate the significant  
16 impacts of a project before it is approved, even if the details of a particular mitigation  
17 measure are unknown, satisfies this requirement. See Response to Comment WAT2-  
18 39 for additional explanation. Therefore, Mitigation Measure MM AES-2 is an  
19 adequate mitigation measure that would reasonably be expected to reduce impacts.  
20 However, as stated in the draft EIS/EIR, although Mitigation Measure MM AES-2  
21 would help reduce impacts, impacts were still determined to be significant and  
22 unavoidable since the extent to which the final design would reduce visual impacts  
23 cannot yet be evaluated.

## 24 **Response to Comment WAT2-57**

25 Mitigation Measure MM CR-1 does not improperly defer mitigation. The proposed  
26 Project and alternatives would have the potential to significantly impact Mexican  
27 Hollywood, a potentially significant cultural resource. (See draft EIS/EIR Section  
28 3.4.4.3.1 of Section 3.4, “Cultural Resources.”) Because Mexican Hollywood is  
29 within an urban setting, the resources cannot be feasibly identified or examined prior  
30 to excavation of the site, which would only occur upon approval of the proposed  
31 Project or an alternative. Therefore, it was not possible to identify or examine  
32 whether significant cultural resources exist at Mexican Hollywood before preparation  
33 of the EIS/EIR. However, previous studies demonstrate that resources exist and that  
34 the likelihood of deposits is high. Therefore, the mitigation appropriately includes a  
35 comprehensive approach to the identification and treatment of significant deposits.  
36 Mitigation Measure MM CR-1 states that “if newly discovered portions of Mexican  
37 Hollywood are determined eligible for listing in the California Register,  
38 implementation of Mitigation Measures MM CR-2a and/or MM CR-2b would reduce  
39 impacts to less-than-significant levels. (See draft EIS/EIR, Page 3.4-48.) Mitigation  
40 Measure MM CR-1 should be read in conjunction with Mitigation Measures MM  
41 CR-2a and MM CR-2b, which provide the detailed methodology and performance  
42 standards that would be required, along with contingency measures should the

1 results of future studies demonstrate impacts. See Response to Comment WAT2-39  
2 above for further discussion of the draft EIS/EIR's proper formulation of mitigation  
3 measures under CEQA.

#### 4 **Response to Comment WAT2-58**

5 Mitigation Measure MM GEO-1 commits the Port to minimizing impacts from a  
6 tsunami and does not improperly defer mitigation. Establishing a commitment to  
7 mitigate the significant impacts of a project before it is approved, even if the details  
8 of a particular mitigation measure are unknown, satisfies this requirement. The  
9 details of the response training and procedures that would be implemented to assure  
10 that construction and operations personnel would be prepared to act in the event of a  
11 large seismic event depend upon construction plans which have not yet been chosen.  
12 The details of exactly how mitigation would be achieved would be determined once  
13 the contractors are selected and construction plans chosen. (See Response to  
14 Comment WAT2-56.) See Response to Comment WAT2-39 above for further  
15 discussion of the draft EIS/EIR's proper formulation of mitigation measures under  
16 CEQA.

#### 17 **Response to Comment WAT2-59**

18 Mitigation Measure MM GW-1c commits the Port to minimizing impacts from  
19 contaminated soil and does not improperly defer mitigation. Establishing a  
20 commitment to mitigate the significant impacts of a project before it is approved,  
21 even if the details of a particular mitigation measure are unknown, satisfies this  
22 requirement. The appropriate time for development of more detailed mitigation  
23 plans and for development of detailed abandonment plans is after the collection and  
24 analysis of additional field data under the oversight of the appropriate regulatory  
25 agency. Mitigation Measure MM GEO-1c specifies testing and evaluation for  
26 contaminants while conducting the proposed pipeline abandonment. In the event that  
27 contaminants are found, Mitigation Measure MM GEO-1c also specifies that  
28 appropriate remedial or removal actions would be taken under the oversight of the  
29 appropriate regulatory agency prior to construction of proposed project elements in  
30 order to avoid or minimize impacts. Oversight by applicable regulatory agencies with  
31 respect to remediation or removal of contaminants means that LAHD cannot begin  
32 construction at contaminated sites until the regulating agencies make certain required  
33 findings, such as finding that conditions would not significantly threaten the health  
34 and safety of persons working in or occupying the area. By definition, compliance  
35 with these regulations means that the proposed Project would not have a significant  
36 hazardous materials impact. In addition, LAHD would implement Mitigation  
37 Measure MM GW 2 to address the potential to encounter unanticipated contaminated  
38 soil and groundwater during construction in areas outside currently identified  
39 contaminated sites. See Response to Comment WAT2-39 above for further  
40 discussion of the draft EIS/EIR's proper formulation of mitigation measures under  
41 CEQA.

1 **Response to Comment WAT2-60**

2 Thank you for your comment. Notice was in made compliance with the  
3 requirements of CEQA and NEPA. LAHD and the USACE provided 77 days (not  
4 including Thanksgiving Day) for public comment on the draft EIS/EIR, exceeding  
5 the CEQA and NEPA policy of a 45 day public comment period by over a month.  
6 While LAHD and the USACE acknowledge that unusual circumstances were present  
7 due to the complexity and length of the document, the additional month was more  
8 than adequate to offset the circumstances. Additional review time is not necessary.

9 **Response to Comment WAT2-61**

10 Thank you for your comment. LAHD and the USACE provided 77 days for public  
11 comment on the draft EIS/EIR, exceeding the CEQA and NEPA policy of a 45 day  
12 public comment period by over a month. Additional review time is not necessary.

13 **Response to Comment WAT2-62**

14 The draft EIS/EIR has analyzed and discussed, in detail, the proposed Project and  
15 alternatives and any significant impacts. All new information added to the EIS/EIR  
16 merely clarifies or amplifies or makes insignificant modifications to the already  
17 adequate EIS/EIR. Therefore, no recirculation is required. (See CEQA Guidelines  
18 Section 15088.5(b).)



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El proceso de revisión pública es para permitir que agencias y el público en general provean sus reacciones al Cuerpo de Ingenieros y a el Puerto con respecto a la información del Informe Preliminar del Impacto sobre el Medioambiente/la Declaración del Impacto sobre el Medioambiente (DEIR/DEIS, por sus siglas en inglés). Por favor someta sus comentarios con respecto a la propuesta del proyecto, alternativas, medidas de mitigación y alguna otra información que nos ayude a preparar el reporte final del Impacto sobre el Medioambiente/la Declaración del Impacto sobre el Medioambiente para el proyecto del paseo de San Pedro. Comentarios públicos de la comunidad y de partes interesadas en las áreas cívicas e industriales también pueden ser enviados vía correo electrónico al [cequacomments@portla.org](mailto:cequacomments@portla.org). **Los comentarios enviados por correo electrónico deben incluir el título del proyecto (San Pedro Waterfront) en el espacio donde se coloca el tema del correo electrónico y se debe incluir una dirección postal válida dentro del mensaje. Su nombre, dirección e información de como contactarlo deben de estar escrito abajo para que el comentario sea aceptado en el record público.**

Nombre Arturo Eduardo Villanueva Teléfono/Fax 310 - 832-7356

Organización/Compañía \_\_\_\_\_

Dirección 631 Vista 26 St.

Ciudad/Estado/Código Postal San Pedro, California

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:

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 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 apoyo el proyecto del Puerto.  
me gusta mucho..  
Atentamente  
Arturo Villanueva

AEVIL-1



1 **Arturo Villonueva (AEVIL)**

2 **Response to Comment AEVIL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Nombre Amelia Garcia Teléfono/Fax \_\_\_\_\_

Organización/Compañía \_\_\_\_\_

Dirección 264 W 3rd St #274

Ciudad/Estado/Código Postal \_\_\_\_\_

Correo Electrónico \_\_\_\_\_

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Senior Project Manager  
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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

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AGAR-1

Me gusta, necesitamos mas, ~~empleos~~, alluda  
apolo el proyecto proporcionado

1 **Amelia Garcia (AGAR)**

2 **Response to Comment AGAR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Nombre Adolfo Gutierrez Teléfono/Fax (310) 518-6543  
Organización/Compañía Tabernun  
Dirección 495 Sycamore St.  
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)**

yo apoyo el proyecto del Puerto -

alentamente

adolfo Gutierrez.

AGUT-1

1 **Adolfo Gutierrez (AGUT)**

2 **Response to Comment AGUT-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Nombre Jris Alicea Teléfono/Fax 310) 519-0523

Organización/Compañía \_\_\_\_\_

Dirección 421 Norte 1<sup>st</sup> San Pedro

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)

ALI-1 Yo apoyo el proyecto del Puerto -  
desfruto comenando con mis amigos  
Jris Alicea

1 **Inis Alicia (ALI)**

2 **Response to Comment ALI-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Nombre Alma Martinez Teléfono/Fax \_\_\_\_\_

Organización/Compañía \_\_\_\_\_

Dirección 209 W 2nd St 183

Ciudad/Estado/Código Postal \_\_\_\_\_

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, quiero mas Apollo el proyecto proporcionado

AMAR-1



1 **Alma Martinez (AMAR)**

2 **Response to Comment AMAR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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ENVIRONMENTAL  
IMPACT DEPARTMENT  
CITY OF LOS ANGELES

## Comentarios

El proceso de revisión pública es para permitir que agencias y el público en general provean sus reacciones al Cuerpo de Ingenieros y a el Puerto con respecto a la información del Informe Preliminar del Impacto sobre el Medioambiente/la Declaración del Impacto sobre el Medioambiente (DEIR/DEIS, por sus siglas en inglés). Por favor someta sus comentarios con respecto a la propuesta del proyecto, alternativas, medidas de mitigación y alguna otra información que nos ayude a preparar el reporte final del Impacto sobre el Medioambiente/la Declaración del Impacto sobre el Medioambiente para el proyecto del paseo de San Pedro. Comentarios públicos de la comunidad y de partes interesadas en las áreas cívicas e industriales también pueden ser enviados vía correo electrónico al [cequacomments@portla.org](mailto:cequacomments@portla.org). Los comentarios enviados por correo electrónico deben incluir el título del proyecto (San Pedro Waterfront) en el espacio donde se coloca el tema del correo electrónico y se debe incluir una dirección postal válida dentro del mensaje. Su nombre, dirección e información de como contactarlo deben de estar escrito abajo para que el comentario sea aceptado en el record público.

Nombre Blanca Gonzalez Teléfono/Fax 310) 514-2785

Organización/Compañía \_\_\_\_\_

Dirección 495 Sepulveda Blvd.

Ciudad/Estado/Código Postal San Pedro ca. 90731

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:

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 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 apoyo el proyecto del Puerto  
después sobre todo en aviones.*

*abntamente  
Blanca Gonzalez.*

BGON-1

1 **Blanca Gonzales (BGON)**

2 **Response to Comment BGON-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Joanne Blair Telephone/Fax 310 5142520  
Organization/Company parent  
Address 956 W. Olivey St. #7  
City/State/Zip Code S.P. CA 90731  
E-Mail jbsp@ca.rr.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.)

Please keep the fountain.  
We support the project.  
My Autistic son can benefit  
from the fountain.

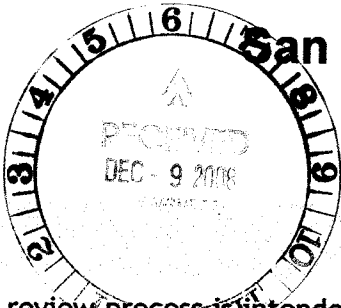
1 **Joanne Blair (BLAI)**

2 **Response to Comment BLAI-1**

3 Thank you for your comment. Your support for the proposed Project and the  
4 Downtown Civic Fountain will be forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Jessica Calderon Telephone/Fax (310) 831-1424 - (310) 821-5161  
Organization/Company Samoa Sea Arts  
Address 661 N. Harbor Blvd.  
City/State/Zip Code San Pedro CA 90731  
E-Mail SamoaSea@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.)

CALD-1

I am in support of the improvement project.

1 **Jessica Calderon (CALD)**

2 **Response to Comment CALD-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Paul Waters Telephone/Fax \_\_\_\_\_

Organization/Company Joberman

Address 131 N Grand Ave

City/State/Zip Code SP

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.)

CWAT-1 | Beautiful! love the fountain



1 **Carol Waters (CWAT)**

2 **Response to Comment CWAT-1**

3 Thank you for your comment. Your support for the Downtown Civic Fountain will  
4 be forwarded to the Board of Harbor Commissioners.



US Army Corps  
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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name DANIELA OLIVAS Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 3710 W 3rd St #13

City/State/Zip Code \_\_\_\_\_

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.)

~~What I think~~ I support the project of the waterfront.  
My family and I go every day to see the view  
it's very pretty.

DACUE-1

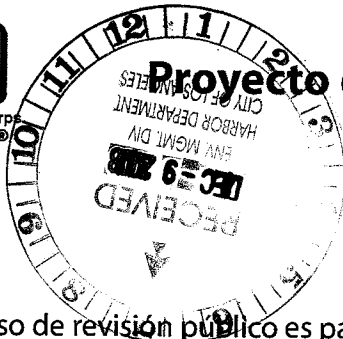
1 **Daniela Cuevas (DACUE)**

2 **Response to Comment DACUE-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



U.S. Army Corps of Engineers



# Proyecto de Desarrollo del Paseo de San Pedro DEIR/DEIS



## Comentarios

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Nombre Dolores Cuevas Teléfono/Fax \_\_\_\_\_

Organización/Compañía \_\_\_\_\_

Dirección 350 W 3rd st #13 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:

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 Environmental Management Division  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

**COMENTARIOS: (Use el otro lado si es necesario)**

DOCUE-1

yo estoy muy contenta con tener las fuentes  
y mi familia y yo disfrutamos del lugar  
apoyamos sus proyectos y sigan haciendo más.

1 **Dolores Cuevas (DOCUE)**

2 **Response to Comment DOCUE-1**

3 Thank you for your comment. Your support for the proposed Project and the  
4 Downtown Civic Fountain will be forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



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## Comments

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Name Esbein Guerra Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 571 W Sepulveda St.

City/State/Zip Code S.P.

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.)

GUE-1 | Wonderful, love it, we need jobs

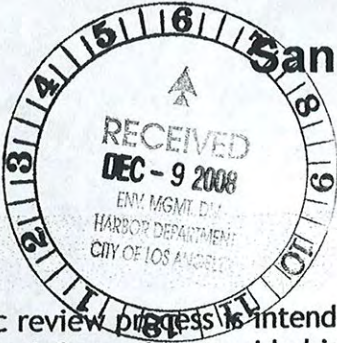
1 **Esteban Guerra (GUE)**

2 **Response to Comment GUE-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Carrie Harris Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip Code 121 So. Mesa #3

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  
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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.)**

HAR-1

love it! love the fountain, I support the project.



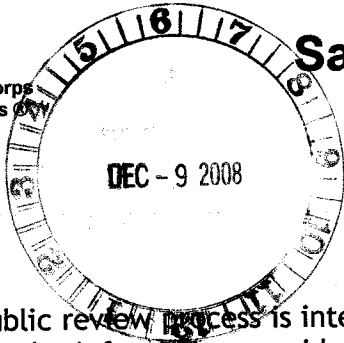
1 **Carrie Harris (HAR)**

2 **Response to Comment HAR-1**

3 Thank you for your comment. Your support for the proposed Project and the  
4 Downtown Civic Fountain will be forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Tyris Hatchett Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 842 W. 3rd St.

City/State/Zip Code \_\_\_\_\_

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.)

HAT-1

I like the Ports plan, and what there  
doing down the at the Port...

1 **Tyris Hatchett (HAT)**

2 **Response to Comment HAT-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Jorge Valdez Telephone/Fax 310-548-7158

Organization/Company \_\_\_\_\_

Address 650 W Santa Cruz St.

City/State/Zip Code SAN PEDRO CA 90731

E-Mail Horeb4236@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.)

JVAL-1

Yes I like it and I will like to support it for the good of my family and the town.

1 **Jorge Valdez (JVAL)**

2 **Response to Comment JVAL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



# Proyecto de Desarrollo del Paseo de San Pedro DEIR/DEIS



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## Comentarios

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Nombre Leticia Fedezma. Teléfono/Fax 310) 833-0706

Organización/Compañía \_\_\_\_\_

Dirección 421 Norte Armona St.

Ciudad/Estado/Código Postal San Pedro, Ca 90731

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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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 Environmental Management Division  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

**COMENTARIOS: (Use el otro lado si es necesario)**

*apoyo el proyecto del puerto:  
alentamente  
Leticia Fedezma.*

1 **Lety Ledegma (LED)**

2 **Response to Comment LED-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# Proyecto de Desarrollo del Paseo de San Pedro DEIR/DEIS



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CITY OF LOS ANGELES

## Comentarios

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Nombre Carmen Lopez Teléfono/Fax 310) 547-0637

Organización/Compañía \_\_\_\_\_

Dirección 425 North Center St.

Ciudad/Estado/Código Postal San Pedro, Ca 90731

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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Senior Project Manager  
U.S. Army Corps of Engineers, Los Angeles District  
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2151 Alessandro Drive, Suite 110  
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)**

LOP-1

*apoyo al proyecto.*

*Atentamente*

*Carmen Lopez*



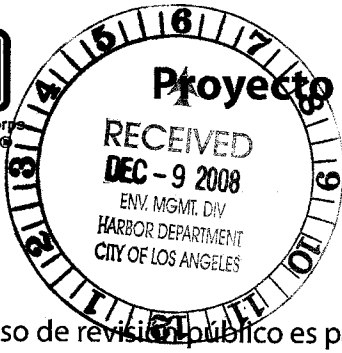
1 **Carmen Lopez (LOP)**

2 **Response to Comment LOP-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



U.S. Army Corps of Engineers



# Proyecto de Desarrollo del Paseo de San Pedro DEIR/DEIS



## Comentarios

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f Nombre Geo Maldonado Teléfono/Fax \_\_\_\_\_

Organización/Compañía \_\_\_\_\_

f Dirección \_\_\_\_\_

Ciudad/Estado/Código Postal 754 W. 16<sup>th</sup> #A

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:

Dr. Spencer D. MacNeil  
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Regulatory Division, Ventura Field Office  
2151 Alessandro Drive, Suite 110  
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)**

MAL-1

*Me gusta el proyecto, queremos trabajo*

1 **Gus Maldonado (MAL)**

2 **Response to Comment MAL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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](mailto: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 Marisol Chavez Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 641 W 12<sup>th</sup> St

City/State/Zip Code San Pedro CA 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.)

*The fountains are really pretty. I support the  
purpose project.*

MCHA-1

1 **Marisol Chavez (MCHA)**

2 **Response to Comment MCHA-1**

3 Thank you for your comment. Your support for the proposed Project and the  
4 Downtown Civic Fountain will be forwarded to the Board of Harbor Commissioners.



US Army Corps of Engineers ®



# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Marcia Morcia 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.)

MGAR-1

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

1 **Marina Garcia (MGAR)**

2 **Response to Comment MGAR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
of Engineers



# San Pedro Waterfront Project DEIR/DEIS



## Comments

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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.)

MPEREZ-1

Beautiful site we need more accessibility  
Support proposed project.



1 **Mayra Perez (MPEREZ)**

2 **Response to Comment MPEREZ-1**

3 Thank you for your comment. Your support for the proposed Project and increased  
4 waterfront accessibility will be forwarded to the Board of Harbor Commissioners.



# Proyecto de Desarrollo del Paseo de San Pedro DEIR/DEIS



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HARBOR DEPARTMENT  
CITY OF LOS ANGELES

## Comentarios

El proceso de revisión público es para permitir que agencias y el público en general provean sus reacciones al Cuerpo de Ingenieros y a el Puerto con respecto a la información del Informe Preliminar del Impacto sobre el Medioambiente/la Declaración del Impacto sobre el Medioambiente (DEIR/DEIS, por sus siglas en inglés). Por favor someta sus comentarios con respecto a la propuesta del proyecto, alternativas, medidas de mitigación y alguna otra información que nos ayude a preparar el reporte final del Impacto sobre el Medioambiente/la Declaración del Impacto sobre el Medioambiente para el proyecto del paseo de San Pedro. Comentarios públicos de la comunidad y de partes interesadas en las áreas cívicas e industriales también pueden ser enviados vía correo electrónico al [cequacomments@portla.org](mailto:cequacomments@portla.org). **Los comentarios enviados por correo electrónico deben incluir el título del proyecto (San Pedro Waterfront) en el espacio donde se coloca el tema del correo electrónico y se debe incluir una dirección postal válida dentro del mensaje. Su nombre, dirección e información de como contactarlo deben de estar escrito abajo para que el comentario sea aceptado en el record público.**

Nombre MARIBEL PEYES. 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:

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 Environmental Management Division  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

**COMENTARIOS: (Use el otro lado si es necesario)**

MREY-1 | Si me gusto A Toda mi familia.  
Para cominar con mis hijos  
Apoyo del Proyecto.

1 **Maribel Reyes (MREY)**

2 **Response to Comment MREY-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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of Engineers ©

# San Pedro Waterfront Project DEIR/DEIS



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CITY OF LOS ANGELES

## Comments

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Name Paul Newman Telephone/Fax \_\_\_\_\_

Organization/Company Jefferson

Address 131 N Grand Ave.

City/State/Zip Code SP.

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.)

NEW-1 | Very nice, keep up the good job. I support the project.

1 **Pam Newson (NEW)**

2 **Response to Comment NEW-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name ERNIE NUNEZ Telephone/Fax \_\_\_\_\_

Organization/Company TOBERMAN NEIGHBORHOOD CENTER

Address 131 N. GRAND AVE.

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

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

NUN-1

1 **Ernie Nunez (NUN)**

2 **Response to Comment NUN-1**

3 Thank you for your comment. Your support for the proposed Project and waterfront  
4 redevelopment will be forwarded to the Board of Harbor Commissioners.



# Proyecto de Desarrollo del Paseo de San Pedro DEIR/DEIS



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CITY OF LOS ANGELES

## Comentarios

El proceso de revisión público es para permitir que agencias y el público en general provean sus reacciones al Cuerpo de Ingenieros y a el Puerto con respecto a la información del Informe Preliminar del Impacto sobre el Medioambiente/la Declaración del Impacto sobre el Medioambiente (DEIR/DEIS, por sus siglas en inglés). Por favor someta sus comentarios con respecto a la propuesta del proyecto, alternativas, medidas de mitigación y alguna otra información que nos ayude a preparar el reporte final del Impacto sobre el Medioambiente/la Declaración del Impacto sobre el Medioambiente para el proyecto del paseo de San Pedro. Comentarios públicos de la comunidad y de partes interesadas en las áreas cívicas e industriales también pueden ser enviados vía correo electrónico al [cequacomments@portla.org](mailto:cequacomments@portla.org). **Los comentarios enviados por correo electrónico deben incluir el título del proyecto (San Pedro Waterfront) en el espacio donde se coloca el tema del correo electrónico y se debe incluir una dirección postal válida dentro del mensaje. Su nombre, dirección e información de como contactarlo deben de estar escrito abajo para que el comentario sea aceptado en el record público.**

Nombre Viviana Puga Teléfono/Fax \_\_\_\_\_

Organización/Compañía \_\_\_\_\_

Dirección 596 w 1st st

Ciudad/Estado/Código Postal San Pedro CA 90731

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:

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 Environmental Management Division  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

**COMENTARIOS: (Use el otro lado si es necesario)**

PUG-1 | Yo pienzo <sup>turismo</sup> que esta bien, ya que atrae gente, y esta bien que continue y apollamos el proyecto



1 **Violiana Puga (PUG)**

2 **Response to Comment PUG-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



**Proyecto de Desarrollo del Paseo de San Pedro  
DEIR/DEIS**



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CITY OF LOS ANGELES

# Comentarios

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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 \_\_\_\_\_

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:

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 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.*

RAY-1

1 **Sara Rayas (RAY)**

2 **Response to Comment RAY-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



# Proyecto de Desarrollo del Paseo de San Pedro DEIR/DEIS



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CITY OF LOS ANGELES

## Comentarios

El proceso de revisión pública es para permitir que agencias y el público en general provean sus reacciones al Cuerpo de Ingenieros y a el Puerto con respecto a la información del Informe Preliminar del Impacto sobre el Medioambiente/la Declaración del Impacto sobre el Medioambiente (DEIR/DEIS, por sus siglas en inglés). Por favor someta sus comentarios con respecto a la propuesta del proyecto, alternativas, medidas de mitigación y alguna otra información que nos ayude a preparar el reporte final del Impacto sobre el Medioambiente/la Declaración del Impacto sobre el Medioambiente para el proyecto del paseo de San Pedro. Comentarios públicos de la comunidad y de partes interesadas en las áreas cívicas e industriales también pueden ser enviados vía correo electrónico al [cequacomments@portla.org](mailto:cequacomments@portla.org). **Los comentarios enviados por correo electrónico deben incluir el título del proyecto (San Pedro Waterfront) en el espacio donde se coloca el tema del correo electrónico y se debe incluir una dirección postal válida dentro del mensaje. Su nombre, dirección e información de como contactarlo deben de estar escrito abajo para que el comentario sea aceptado en el record público.**

Nombre Ruben Villanueva Teléfono/Fax 310 832 2711  
 Organización/Compañía Tobemen  
 Dirección 209 S Armona Court 289  
 Ciudad/Estado/Código Postal San Pedro CA 90731  
 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:

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 Environmental Management Division  
 Los Angeles Harbor Department  
 425 South Palos Verdes Street  
 San Pedro, CA 90731

**COMENTARIOS: (Use el otro lado si es necesario)**

RVIL-1 | I Support project for jobs

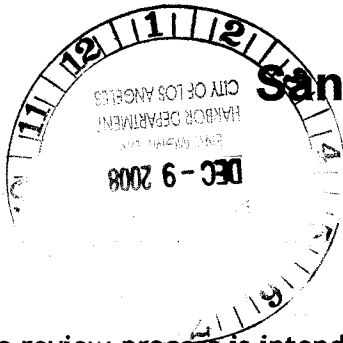
1 **Ruben Villanueva (RVIL)**

2 **Response to Comment RVIL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps of Engineers



# San Pedro Waterfront Project DEIR/DEIS



## Comments

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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.

VMEN-1 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.

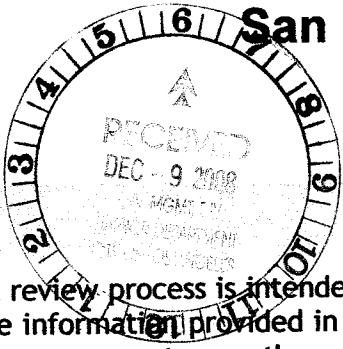
1 **Veronica Mendoza (VMEN)**

2 **Response to Comment VMEN-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
of Engineers ®



# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Janette Brubak Telephone/Fax (310) 992-3283

Organization/Company \_\_\_\_\_

Address 661 N. Harbor Blvd #10

City/State/Zip Code San Pedro, Ca 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.)



1 **Jannette Bautisk (BAU)**

2 **Response to Comment BAU-1**

3 Thank you for your comment. Responses are required only for those comments that  
4 address the adequacy of the EIS/EIR. Your comment has been noted.



U.S. Army Corps of Engineers ©

# Proyecto de Desarrollo del Paseo de San Pedro DEIR/DEIS



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CITY OF LOS ANGELES

## Comentarios

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Nombre Graciela Lopez Teléfono/Fax \_\_\_\_\_

Organización/Compañía \_\_\_\_\_

Dirección 546 w oliver st san Pedro

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:

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 Environmental Management Division  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

**COMENTARIOS: (Use el otro lado si es necesario)**

GLOP-1

Se me gusta mucho y que apoyo.  
el proyecto proporcionado.

1 **Garciela Lopez (GLOP)**

2 **Response to Comment GLOP-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

**CAFÉ INTERNATIONAL**  
1195 Nagoya Way  
San Pedro, California 90731  
(310) 519-1775



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, California 93001

DR. RALPH APPY  
Director Environmental Management Division  
425 So. Palos Verdes St.  
San Pedro, California 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. I am submitted this as an owner of Café International located in Ports O'Call Village at 1195 Nagoya Way, San Pedro, California 90731. All of these comments are regarding the greater of Ports O'Call Village area and none address additional items contained in the above-referenced document.

MAPS:

On December 4, 2008 I made a general comment to the Board of Harbor Commissioners.<sup>1</sup> I informed the Board the maps contained within the referenced document eliminates all businesses, save Utro/Acapulco. Further, the five options contained the above-referenced document also eliminates all businesses for new development. Thus, the document, regardless of

INT-1

---

<sup>1</sup> I hereby incorporate those comments.

what the Board and Executive Director states, eliminates viable businesses at Ports O'Call Village. Should this occur, the following will result:

- a. There will be a loss of millions of dollars in investments for those viable businesses that are present;
- b. There will be a loss of more that 600 jobs impacting hundreds of families. There will be a further loss of jobs for suppliers to the viable businesses;
- c. There will be a substantial loss of revenue in rent and taxes for the City of Los Angeles without any proof that a new development would produce more income or revenue.

The referenced document does not address these concerns.

#### 300,000 SQUARE FOOT BUILDOUT:

The above-referenced document states repeatedly there needs to be a 300, 000 square foot retail development in this subject area. Should this occur, it will significantly impact businesses in downtown San Pedro. Most recently, there have been several new residential buildings with commercial development on the bottom floor. Many of these spaces are still vacant. In addition, there are many vacancies in the older buildings located within downtown San Pedro. To flood the area with additional retail would have a dire consequence to these commercial units. Further, the Port's own market analysis contained within the binder provided the Urban Land Institute states there is no market for 300,000 square feet in Ports O'Call. The Urban Land Institute after a review of the area also concluded there was no market for 300,000 square feet. The referenced document does not address this issue.

#### ULI STUDY:

The Port commissioned the Urban Land Institute to address what should be done on the waterfront. The ULI Study clearly states viable businesses within Ports O'Call should remain and be given long term leases. Further, these businesses should be built around and act as

INT-3  
CONT.

anchors to new development. The referenced document does not address this study and opinions contained therein.

#### NOTICE OF PREPARATION:

INT-4

The referenced document state the alternatives suggested for Ports O'Call resulted in part from comments received as the result of the Notice of Preparation. A careful reading of the comments do not suggest nor require the elimination of viable businesses at Ports O'Call. Thus, the referenced document is inaccurate and fails to state which comments produce the alternatives that eliminate the viable businesses at Ports O'Call.

INT-5

Next, the document purports to promote public access to the waterfront. The referenced document does not state how this will occur and in fact, a new development will not promote public access to the waterfront. Currently, the businesses at Ports O'Call generate from 5,000 to 20,000 visitors per weekend depending upon the season. Visitors vary from people of modest means to those who are wealthy. New development will certainly change the complexion of those who could go to the waterfront. A new development will necessarily require increase prices thereby freezing out those who currently use the waterfront. A new development would be like the Staples Center, the Grove, or L.A. Live where food and beverage prices are expensive. Thus, a new development is not something that favors public access to the waterfront. Still further, the proposed parking structures will require patrons to pay for parking. This again will impede and eliminate those who go to the waterfront and currently pay nothing for parking.

#### WHAT SHOULD BE DONE:

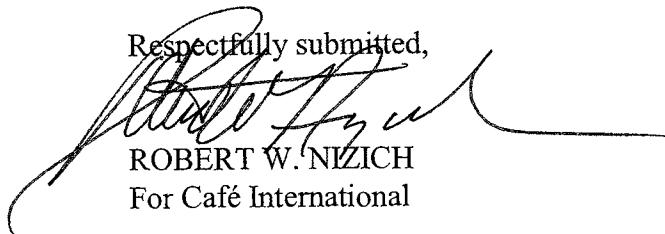
INT-6

1. Adopt the SUSTAINABLE WATERFRONT PLAN as presented by L.A. Waterfront working group;
2. Build a Paseo as passed by the L.A. Harbor Commission;
3. Remove dilapidated buildings in Ports O'Call to permit replacement buildings;
4. Build a parking structure above the railroad tracks with free parking;

INT-6  
CONT.

5. Extend Leases in Ports O'Call to viable businesses to permit investment and upgrades to their buildings and businesses;
6. Honor the L.A. Harbor Commission stated leasing policy for tenants in good standing;
7. Develop other areas in the seven miles of waterfront without causing economic hardship to viable businesses within Ports O'Call.

Respectfully submitted,



ROBERT W. NIZICH  
For Café International

RWN:kim

## 1 **Café International (INT)**

### 2 **Response to Comment INT-1**

3 Thank you for your comment. The map of the Ports O'Call planning area in the draft  
4 EIS/EIR was left blank because detailed plans are not yet available for the Ports  
5 O'Call. Specific redevelopment plans would be recommended by a master  
6 developer. Any redevelopment would include a location for existing successful  
7 businesses. The draft EIS/EIR provides sufficient detail regarding what is currently  
8 known about the proposed Project to provide reasonable assumptions for maximum  
9 buildout and the types of uses and addresses the impacts accordingly. Please see  
10 Master Response 4 for a discussion of the Ports O'Call development.

11 As discussed in Section 7.4.1.1.3 of Chapter 7, "Socioeconomics and Environmental  
12 Quality," of the draft EIS/EIR, the proposed Project would indirectly generate  
13 employment from business serving the cruise industry and other related development.  
14 The cruise ship industry in the Port would generate up to approximately 3,025 jobs in  
15 2015 and 3,157 jobs in 2037 in the Los Angeles area. The commercial development  
16 is anticipated to generate up to 600 jobs. Construction of the proposed Project and  
17 Alternatives 1 through 5 would generate up to 7,363 construction jobs over a 5-year  
18 period.

19  
20 Furthermore, the proposed Project would lead to increased tax revenues by  
21 expanding the tax base of the area with introduction of new marine commercial  
22 developments and new restaurants, by expanding the cruise ship industry, and by  
23 providing a new conference center. Based on cruise calls projected for 2015 and  
24 2037, the proposed Project would generate \$131.5 million in 2015 and \$137 million  
25 in revenue for the local area from the cruise ships. Similarly, the cruise ship industry  
26 would generate \$6.8 million in 2015 and \$7.2 million in 2037 in state and local taxes.

### 27 **Response to Comment INT-2**

28 Thank you for your comment. Although the ULI study referenced in the comment  
29 does conclude that there is not a current market for 300,000 square feet of retail  
30 development, this does not account for proposed project conditions which are  
31 anticipated to draw substantially more visitors than currently frequent Ports O'Call,  
32 and thus would support additional retail space that does not currently exist.  
33 Furthermore, the total of 375,000 square feet of commercial, retail, restaurant and  
34 conference space evaluated in the draft EIS/EIR represents the most conservative  
35 scenario and thus assesses the worst-case impacts that would result from full build-  
36 out of Ports O'Call. As discussed in Master Response 4, LAHD would partner with a  
37 master developer to determine the total square footage of space that would be  
38 warranted at Ports O'Call given current economic conditions and future forecasts.  
39 Alternatives 3 and 6 in the draft EIS/EIR vary the amount of development in the  
40 Ports O'Call component of the proposed Project. For example, Alternative 3 would



1 substantially reduce the amount of development in the Ports O’Call by adding only  
2 37,500 sf of new development. Alternative 6 would eliminate all development. (See  
3 Table 2-6, “Ports O’Call Redevelopment,” for greater detail.)

4 The Ports O’Call redevelopment is not expected to have a significant effect on  
5 downtown San Pedro. The draft EIS/EIR addresses the urban decay and economic  
6 impacts of the proposed Project and concludes that the proposed Project would have  
7 a less than significant impact on downtown San Pedro. (See draft EIS/EIR  
8 Section 3.1, “Aesthetics,” and Chapter 7, “Socioeconomics and Environmental  
9 Quality.”) As discussed in the draft EIS/EIR, there is a low potential for competition  
10 between the two commercial districts and for downtown businesses to relocate to the  
11 waterfront. (See draft EIS/EIR, Section 7.4.2.2.1 of Chapter 7, “Socioeconomics and  
12 Environmental Quality.”) The Ports O’Call redevelopment would continue to  
13 include recreational, commercial, and port-related waterfront uses similar to the  
14 existing establishments of Ports O’Call to serve the needs of cruise passengers, which  
15 would not directly compete with downtown businesses (Pages 3.1-75 and 7-50).  
16 Please see Master Response 4 and responses to LADCP-15 and WAT2-21 for further  
17 discussion of this issue.

### 18 **Response to Comment INT-3**

19 Thank you for your comment. As discussed in the Response to Comments INT-1 and  
20 INT-2, LAHD plans to partner with a master developer in order to redevelop the  
21 entire area holistically. Any redevelopment of Ports O’Call would include a location  
22 for existing successful businesses, while other existing leaseholds would be allowed  
23 to expire.

### 24 **Response to Comment INT-4**

25 As stated, the NOP comments were only one part of many considerations that led to  
26 the alternatives considered in comparison to the proposed Project. Alternatives  
27 analyzed for inclusion in the draft EIS/EIR include those that meet most of the  
28 proposed project objectives. Please see Response to Comment INT-1 and Master  
29 Response 4 regarding development of the Port’s O’Call.

### 30 **Response to Comment INT-5**

31 Thank you for your comment. One purpose of the proposed Project is to redevelop  
32 the San Pedro Waterfront area for increased public access and to provide connections  
33 between the waterfront and the San Pedro Community. The proposed Project  
34 provides numerous features that promote public access, as discussed in draft EIS/EIR  
35 Section 2.4.2.1.1 of Chapter 2, “Project Description.” Increased public access would  
36 be achieved in part by the addition of the Waterfront Promenade, which would

1 encourage pedestrian and bicycle access to the San Pedro Waterfront from numerous  
2 access points throughout the proposed project area.

3 The draft EIS/EIR analyzes the proposed economics impacts in Chapter 7,  
4 “Socioeconomics and Environmental Quality.” No further response is required as the  
5 comment does not address environmental issues or the adequacy of the draft  
6 EIS/EIR.

7 With respect to paid parking, the Port would coordinate with the City to institute a  
8 parking policy in waterfront area if the proposed Project or one of the Alternatives  
9 were approved. The Port would consider a number of different parking arrangements  
10 for the waterfront and various events. As identified on Page ES-31 of the Executive  
11 Summary: “The redevelopment and additional development at Ports O’Call would  
12 require an increase in parking spaces. Parking would be provided at a number of  
13 locations within the Port and near Ports O’Call. Parking would no longer be free  
14 along the waterfront.” Some of the parking may not be free along the waterfront;  
15 however, because a fee for parking maybe charged does not mean the proposed  
16 Project would not enhance vehicular and pedestrian linkages (Page 3.8-27). The  
17 proposed Project would achieve the objective to connect the communities to the Port  
18 and allow residents and visitors to better access the coastal resources through  
19 proposed project features including the promenade, recreational opportunities, open  
20 space, commercial, retail, restaurants, and marinas/harbors. Furthermore, residents  
21 would also be able to access the waterfront via pedestrian means as well as Red Car  
22 Line. This issue is also discussed in the Response to Comments PCCAC1-17,  
23 VISION-16, and WAT2-28.

## 24 **Response to Comment INT-6**

25 Thank you for your comment. Comments on the Sustainable Waterfront Plan will be  
26 forwarded to the Board of Harbor Commissioners for consideration during their  
27 deliberations on the proposed Project and alternatives. Please see Master Response 1  
28 for further discussion regarding the Sustainable Waterfront Plan.



## PACIFIC HARBOR LINE

December 8, 2008

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

Dear Dr. Appy,

PHL-1

Pacific Harbor Line supports the San Pedro Waterfront Project, as described in the DEIR/DEIS. We believe that this project will bring many important benefits to the residents of San Pedro and to the local business community. We urge that this project move forward as soon as possible.

PHL-2

With regard to the business community, it's particularly important that this project be constructed in a way that meets the needs of the cruise industry. It's difficult to name another industry that has such a far-reaching effect on local businesses. Hotels, restaurants, retail establishments, service providers, provisioning vendors, and local labor all benefit significantly with every ship call made. We acknowledge that there is controversy about the proposed outer harbor cruise terminal. However, given current trends in ship construction it is vital that San Pedro be able to handle "Freedom class" vessels in order to remain competitive in the west coast cruise port market. Forcing a vessel of this size to back down the channel to the existing cruise terminals is not a competitive offering in this market, and constructing a terminal at Ports O'Call, while appealing in the abstract, seems infeasible for reasons of navigational safety. Meanwhile, the reduction in air pollution that results from a ship of that size using an outer harbor berth and having an inbound/outbound transit that is 30 - 45 minutes shorter than for an inner harbor berth is a compelling benefit for the outer harbor location. If constructed with the vehicular traffic and aesthetic mitigation strategies listed in the various outer harbor terminal alternatives, the outer harbor is the best location for new large ship facilities.

PHL-3

PHL-4

PHL-5

Thank you for considering our input on this important project.

Sincerely,

Andrew C. Fox  
President

1 **Pacific Harbor Line (PHL)**

2 **Response to Comment PHL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment PHL-2**

6 Thank you for your comment. The proposed Project has been designed to provide a  
7 world-class port to encourage the use of the Port from the growing cruise industry.

8 **Response to Comment PHL-3**

9 Thank you for your comment. Your support for the Outer Harbor Cruise Terminal as  
10 opposed to a terminal in Ports O'Call will be forwarded to the Board of Harbor  
11 Commissioners.

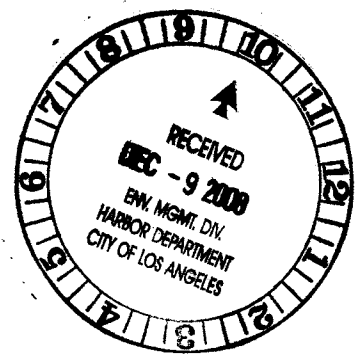
12 **Response to Comment PHL-4**

13 Thank you for your comment. Your support for the Outer Harbor Cruise Terminal  
14 and its resulting reduction in air pollution from the cruise ships will be forwarded to  
15 the Board of Harbor Commissioners.

16 **Response to Comment PHL-5**

17 Thank you for your comment. Your support for the Outer Harbor with inclusion of  
18 the vehicular traffic and aesthetic mitigation strategies will be forwarded to the Board  
19 of Harbor Commissioners.

WILSON  
MEANY  
SULLIVAN



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

Sent via Email and US Mail

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

**RE: San Pedro Waterfront Draft Environmental Impact Statement/Draft Environmental Impact Report (Draft EIS/EIR)**

Dear Drs. MacNeil and Appy:

We have reviewed the Draft EIS/EIR for the above-captioned project and are excited about the redevelopment potential for the San Pedro Waterfront area and the attendant improvements to pedestrian and vehicular access to the waterfront. We also commend the Los Angeles Harbor Department and the City of Los Angeles for their stated commitment to sustainable design and green building within our community.

As you may know, Wilson Meany Sullivan ("WMS") is a privately owned real estate investment and development firm focused on urban infill locations in the Western United States. WMS brings more than 35 years of experience to its mixed-use, residential, retail and office developments, all of which reflect the company's commitment to integrity, innovation and quality. Collectively, WMS's partners and professionals have developed over 10 million square feet, including some of the most innovative and distinctive properties in California.


SUL-1 | Upon review of the Draft EIS/EIR, WMS supports the Proposed Project as set forth therein. WMS further notes that Alternative 3, the "reduced project" alternative, provides for less square footage to be developed with respect to visitor-serving commercial opportunities.

SUL-2 | Given the economies of scale and scope of entitlements for a larger redevelopment project, we question whether the reduced size in Alternative 3 is sufficient to meet the overall goals for the waterfront to the same degree as the Proposed Project. The efforts to revitalize the San Pedro Waterfront present a unique and important moment for long-term commercial development in the area, and considerations of how to best maximize all available resources and approvals should be central to the overall analysis.

Dr. MacNeil  
Dr. Appy  
December 8, 2008  
Page 2

Please do not hesitate to contact me should you have any questions about this matter.

Cordially,

A handwritten signature in black ink, appearing to read 'P. Fooley', with a stylized flourish at the end.

Patrick B. Fooley

1 **Wilson Meany Sullivan (SUL)**

2 **Response to Comment SUL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment SUL-2**

6 Thank you for your comment. The draft EIS/EIR examines four alternative  
7 potentially feasible development scenarios which meet most of the proposed project  
8 objectives and CEQA and NEPA guidelines to present decision makers with a  
9 reasonable range of alternatives. The approval of the proposed Project or any  
10 proposed alternative has yet to be determined, as that is up to the Board of Harbor  
11 Commissioners and the USACE.



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PC/121008 CHO

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DEC 10 2008

# San Pedro Waterfront Project DEIR/DEIS

Regulatory Branch



## 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](mailto: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 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

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.)

CHO-1

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.



1 **Sarah Choszzyk (CHO)**

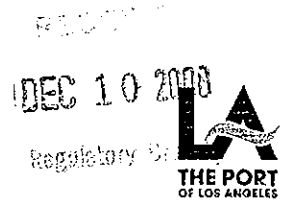
2 **Response to Comment CHO-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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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](mailto: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 HASHEMI, CAROL Telephone/Fax 310 377-8881

Organization/Company \_\_\_\_\_

Address 28619 BlytheWOOD Dr.

City/State/Zip Code RPT Ca. 90275

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.)

HOS-1

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

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- 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Carul Hotshemi (HOS)**

2 **Response to Comment HOS-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS

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## 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](mailto: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 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:

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.)

JMEN-1

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

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- 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Jodie Mendoza (JMEN)**

2 **Response to Comment JMEN-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS

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## 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](mailto: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 Marvie Roberts Telephone/Fax (562) 787-3273

Organization/Company \_\_\_\_\_

Address 3725 San Anselmo Ave

City/State/Zip Code Long Beach / CA 90805

E-Mail Marvie@tmail.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.)

ROB-1

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- I support the Expansion and Realignment of Sampson Way and the 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Marvie Roberts (ROB)**

2 **Response to Comment ROB-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

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,

WOO-1 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**

WOO-2 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**

WOO-5 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**

WOO-6 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**



WOO-7 | 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**

WOO-8 | 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**

WOO-9 | 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**

WOO-10 | 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.

WOO-11 | 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**

WOO-12 | 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**

WOO-13 | 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**

WOO-14 | 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.

WOO-14  
CONT.

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**

WOO-15

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).

WOO-16

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.

WOO-17

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.

WOO-18

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**

WOO-19

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**

WOO-20

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.

WOO-21

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 8<sup>th</sup> and 12<sup>th</sup> Streets must also be provided.

**Conclusion**

WOO-22

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

WOO-23

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

## 1 Kathleen Woodfield & Dr. John Miller (WOO)

### 2 Response to Comment WOO-1

3 Thank you for your comment. The overall objectives of the proposed Project are to  
4 increase public access to the waterfront, allow additional visitor-serving commercial  
5 development within the Port, respond to increased demand in the cruise industry, and  
6 improve vehicular access to and within the waterfront area. (See draft EIS/EIR  
7 Chapter 2, “Project Description.”) While the proposed Project includes cruise berths,  
8 there are numerous other project components, as described in greater detail in draft  
9 EIS/EIR Section 2.4.2 in Chapter 2, “Project Description,” including enhanced  
10 waterfront access as described in Section 2.4.2.1.1.

### 11 Response to Comment WOO-2

12 Thank you for your comment. As mentioned in Chapter 2, “Project Description,” of  
13 the draft EIS/EIR, preliminary discussions with the U.S. Coast Guard indicate that a  
14 floating security barrier providing a 75-foot buffer would provide adequate security,  
15 would reduce the security radius around the cruise ship while at berth, and would  
16 keep at a minimum any interference with small recreational boating in the vicinity of  
17 the Outer Harbor berths. However, even if the floating security barrier were not  
18 approved by the USCG and a full 100-yard barrier were necessary while a cruise ship  
19 were docked at the Outer Harbor, this would not preclude access to the marinas in the  
20 West Channel, would not require the USCG to deny access or close the marinas, and  
21 would not substantially restrict the movement of recreational uses of the harbor. In  
22 the worst-case scenario assuming a 100-yard security barrier in place at the Outer  
23 Harbor, recreational boaters would have a channel approximately 80 yards wide to be  
24 able to navigate around the security zone while a cruise ship is docked in this  
25 location. For additional details on recreational impacts see Section 3.10,  
26 “Recreation,” in the draft EIS/EIR and Section E.13 of Chapter 3, “Modifications to  
27 the Draft EIS/EIR,” in the final EIS/EIR.

### 28 Response to Comment WOO-3

29 Thank you for your comment. The commenter does not elaborate on or provide a  
30 specific reference to the Mack study “Cancers in the Urban Environment;” however,  
31 the draft EIS/EIR evaluated all the potential impacts resulting from the proposed  
32 Project and alternatives in a co-equal level of detail, including a detailed Air Quality  
33 analysis and corresponding Health Risk Assessment. Please see draft EIS/EIR  
34 Section 3.2, “Air Quality and Meteorology,” and Appendix D3 for discussion of Air  
35 Quality Impacts and Health Risk Assessment. As discussed in Section 3.2, “Air  
36 Quality and Meteorology,” the proposed Project would result in significant and  
37 unavoidable operational air quality impacts (see Impacts AQ-3, AQ-4, AQ-7, and

1 AQ-9). The HRA is based on a number of peer reviewed scientific studies and  
2 protocols as cited in the bibliography.

### 3 **Response to Comment WOO-4**

4 Thank you for your comment. The cruise industry within the Port is projecting  
5 growth in both passenger volume and ship size over the next 10 to 20 years. The  
6 infrastructure to serve these new, larger ships is not available at the existing Cruise  
7 Center and is required in order for the Port to accommodate demands in the cruise  
8 industry. In addition, the Port's existing available cruise berths will not meet future  
9 cruise berth occupancy demand. Alternatives 4 and 5 analyze maintaining the cruise  
10 ship berthing at the Inner Harbor. Your comment will be forwarded to the Board of  
11 Harbor Commissioners for consideration during their deliberations on the proposed  
12 Project and alternatives.

### 13 **Response to Comment WOO-5**

14 Thank you for your comment. Alternatives 4 and 5 do not include a North Harbor  
15 cut. These alternatives will be presented along with the proposed Project for  
16 consideration by the Board of Harbor Commissioners during their deliberations of the  
17 proposed Project and alternatives. Furthermore, LAHD would not issue any RFP or  
18 RFQ to a developer for any part of the proposed Project unless approval of the  
19 proposed Project or one of the alternatives has been granted by the Board of Harbor  
20 Commissioners and the environmental clearance is completed. The Tetra design  
21 contract referenced in the comment consists of more detailed design in order to  
22 determine the financial and technical feasibility of constructing the North Harbor  
23 water cut. Contracting additional detailed design for the North Harbor water cut does  
24 not preclude components of any other alternatives, nor does it commit LAHD to the  
25 proposed Project or the USACE to the proposed Project or an alternative.

### 26 **Response to Comment WOO-6**

27 Thank you for your comment. There are no new significant impacts or significant  
28 new information that requires recirculation of the draft EIS/EIR. Your comments on  
29 the Sustainable Waterfront Plan will be forwarded to the Board of Harbor  
30 Commissioners for consideration during their deliberations on the proposed Project  
31 and alternatives. Please see Master Response 1 for further discussion regarding the  
32 Sustainable Waterfront Plan

### 33 **Response to Comment WOO-7**

34 Thank you for your comment. The draft EIS/EIR evaluated a reasonable range of  
35 alternatives to the proposed Project, which were selected based on their ability to  
36 achieve the proposed project objectives while minimizing impacts to the  
37 environment. (See CEQA Guidelines Section 15126.6.) Please also see Master  
38 Response 1 for further discussion regarding the Sustainable Waterfront Plan. Six

1 alternatives were analyzed at a level of detail comparable to that of the proposed  
2 Project in the draft EIS/EIR. Please refer to Section 2.5 in Chapter 2, “Project  
3 Description,” in the draft EIS/EIR for a discussion of the alternatives evaluated.  
4 LAHD has not made any decision which would commit it to the proposed Project or  
5 one of the alternatives and would not make any such commitments until the CEQA  
6 environmental review process has been completed. (Public Resources Code Sections  
7 21100, 21151; CEQA Guidelines Sections 15004 (a); 15352 (a).) The results of this  
8 draft EIS/EIR’s analysis will be presented to the Board of Harbor Commissioners for  
9 consideration during their deliberations on the proposed Project and alternatives.

## 10 **Response to Comment WOO-8**

11 Thank you for your comment. Navigational reasons for the placement of cruise  
12 terminals at the Outer Harbor have been addressed in the Response to Comment  
13 JONWAR-7 as well as in Master Response 2. With respect to the economic support  
14 for the proposed Outer Harbor cruise terminals, the projections made in the cruise  
15 ship study referenced in the draft EIS/EIR reflect long-term trends and are expected  
16 to continue to reflect a long-term need for additional cruise ship facilities.

17 As noted by the commenter this particular study was conducted in 2006, predating  
18 the current economic recession and therefore not taking into account weakened cruise  
19 passenger demand. For this reason the Port commissioned an update to the 2006  
20 study, the Port of Los Angeles Cruise Market Demand Evaluation Study, completed  
21 by Menlo Consulting Group in February 2009. This study determined that the most  
22 likely future growth scenario is one in which growth projections are more in line with  
23 the historical growth rates at the Port of Los Angeles, around 2.88% per year. This  
24 updated study projects a two to three year period of flat or no-growth in cruise  
25 activity, followed by a period of recovery which would bring cruise passenger growth  
26 rates to historical rates of growth in the long-term.

27 According to the updated study, even a conservative assumption of historic rates of  
28 cruise passenger growth show that demand would still outstrip capacity at the  
29 existing Cruise Center within the next 10 to 20 years. In addition, the existing  
30 landside infrastructure and available berths at the Cruise Center will not meet the  
31 growth in cruise passenger demand and the growth in the size of the ships that  
32 regularly call on the Port. In terms of environmental impacts, the analysis in the draft  
33 EIS/EIR assumed a much higher rate of cruise passenger growth and cruise ship calls  
34 at the Port than are likely to be realized when compared to the revised projections in  
35 the latest update to the cruise ship study. Therefore, the impacts analyzed in the draft  
36 EIS/EIR are considered very conservative and would not be exceeded by the  
37 proposed San Pedro Waterfront Project.

38 Although one of the proposed project objectives is to expand cruise ship facilities and  
39 related parking to capture a significant share of anticipated West Coast growth in the  
40 cruise demand, as described in Section 2.3.1 of Chapter 2, “Project Description,”  
41 Alternatives 1, 3, 4, and 5, evaluate the potential impacts without having one or both  
42 cruise ship berths at the Outer Harbor.

## 1 **Response to Comment WOO-9**

2 Thank you for your comment. The draft EIS/EIR has analyzed and discussed the  
3 potential environmental impacts that would result from the proposed Project within  
4 each of these resource areas. The draft EIS/EIR provides mitigation measures to  
5 reduce all of the significant impacts that can be reduced to a less-than-significant  
6 level. However, some impacts that cannot be reduced to a less-than-significant level  
7 even with mitigation and are unavoidable adverse environmental impacts. The Board  
8 of Harbor Commissioners may still decide to adopt the proposed Project or one of the  
9 alternatives if it finds that specific economic, legal, social, technological, or other  
10 considerations make mitigation measures infeasible and that the benefits of the  
11 proposed Project outweigh the unavoidable adverse environmental effects. (CEQA  
12 Section 21081; CEQA Guidelines Section 15093.) Accordingly, should the Board of  
13 Harbor Commissioners decide to approve the proposed Project or any of the  
14 alternatives, a Statement of Overriding Considerations would be required pursuant to  
15 CEQA.

## 16 **Response to Comment WOO-10**

17 Thank you for your comment. The air quality analysis considered all emissions from  
18 both the Inner and Outer Harbor Cruise Terminals as discussed in Section 3.2, “Air  
19 Quality and Meteorology,” of the draft EIS/EIR for the proposed Project and each of  
20 the alternatives. Under the proposed Project the analysis evaluated significance for  
21 the proposed cruise terminals at the Outer Harbor in addition to the continued use of  
22 the Inner Harbor. The spatial distribution of emissions associated with activities at  
23 these locations was analyzed as a whole in the locations where they are anticipated to  
24 occur, and were not divided up to create an appearance of decreased significance as  
25 the comment suggests.

## 26 **Response to Comment WOO-11**

27 The comment calls for identical emission reduction standards for both Inner and  
28 Outer Harbor Cruise Terminals and that the standards should be increased as  
29 identified by the Port Community Advisory Committee (PCAC) Air Quality  
30 Subcommittee. The Inner and Outer Harbor Terminals are treated differently  
31 because, whereas a new lease agreement would be implemented for the Outer  
32 Harbor, the Inner Harbor would continue to operate under existing lease agreements  
33 until those agreements expire. Furthermore, since the Outer Harbor is not scheduled  
34 to begin operation until 2013, it would not be possible to consider mitigation  
35 measures for the Outer Harbor Terminal until that date. Emission reductions  
36 proposed by PCAC were considered in the mitigation measures feasibility  
37 assessment. Measures determined to be feasible were analyzed as part of the draft  
38 EIS/EIR air quality analysis.

## 1 Response to Comment WOO-12

2 Thank you for your comment. Based on the current state of scientific knowledge of  
3 the degree of climate change occurring with current global emission rates, it is clear  
4 that the climate impact to be expected from any single project is small. By stating  
5 this fact, the draft EIS/EIR is not minimizing the climate change issue or  
6 contradicting the impact analysis. The draft EIS/EIR determined the proposed  
7 Project would have significant and unavoidable GHG impacts. Numerous mitigation  
8 measures are provided, as discussed under Impact AQ-9, including measures that  
9 reduce electricity consumption or fossil fuel usage from proposed project emission  
10 sources, such as Mitigation Measures MM AQ-25 through MM AQ-30, which would  
11 reduce proposed GHG emissions. Mitigation Measures MM AQ-9, MM AQ-11  
12 through MM AQ-13, and MM AQ-16 through MM AQ-20, already developed for  
13 criteria pollutant operational emissions as part of Impact AQ-3, would also reduce  
14 GHG emissions. Despite these mitigation measures, the proposed Project concludes  
15 there would be significant and unavoidable GHG impacts. All feasible project-  
16 specific mitigation measures for GHG emissions have been proposed in the draft  
17 EIS/EIR. Through its continuing planning processes, as well as project planning and  
18 development, LAHD would consider any additional mitigation measures that are  
19 identified. This issue is also discussed in Response to Comment PCACAQS-17.

## 20 Response to Comment WOO-13

21 The Ports O'Call redevelopment would accommodate current successful businesses,  
22 including the jobs and revenues they represent, and these businesses would continue  
23 to operate during redevelopment; thus, there would be minimal loss of jobs and  
24 revenues due to redevelopment at Ports O'Call Village. Any redevelopment would  
25 include a location for existing successful businesses. As there is no specific  
26 redevelopment proposal at this time, details/timing of relocation during the  
27 redevelopment are not currently available. Please see Master Response 4 for further  
28 discussion regarding the Ports O'Call redevelopment.

## 29 Response to Comment WOO-14

30 The draft EIS/EIR analyzes impacts to emergency response plans in Section 3.7,  
31 "Hazards and Hazardous Materials," under threshold RISK-2. Impacts under  
32 threshold RISK-2 were determined to be less than significant. Impacts on police and  
33 fire services are analyzed in Section 3.13, "Utilities and Public Services," under  
34 thresholds PS-1 and PS-2. Impacts under thresholds PS-1 and PS-2 were determined  
35 to be less than significant after mitigation.

36  
37 The comment also references a "Performance Audit of the City of Los Angeles'  
38 Emergency Planning Efforts and City wide Disaster Preparedness, June, 2008. City  
39 Controller Laura Chick." This document was not provided in the comment letter.  
40 However, POLA is aware of the document and its results. he July 2008 document



1 does not address the proposed Project or the effects it would have on emergency  
2 preparedness.

3 LAHD and the City of Los Angeles currently have emergency preparedness and  
4 response plans in place. These plans are discussed on Pages 3.7-18 through 3.7-21  
5 and detail the processes and authorities responsible for handling various emergencies.  
6 In addition, LAHD has existing security measures in place, discussed on Pages 3.7-  
7 21 through 3.7-23 of the draft EIS/EIR, which are meant to prevent emergencies.  
8 These existing emergency preparedness and response plans, as well as security  
9 measures, would be followed and used in case of an emergency. In addition, LAHD  
10 is developing an emergency notification system to warn of tsunamis and other  
11 emergency situations. Finally, the Homeland Security Division of LAHD is updating  
12 the Port's emergency plan and evacuation procedures (Page 3.7-20), in which the  
13 Port Police would be responsible for implementing the evacuation plan (Page 3.7-  
14 45). There is sensitive security material in these plans, and therefore, they are not  
15 available to the public (Page 3.7-45). All of these existing and currently updated  
16 plans would be used in case of an emergency.

## 17 **Response to Comment WOO-15**

18 Thank you for your comment. Passenger terminals are classified as General Cargo,  
19 which is a compatible land use with the Outer Harbor where they would be located.  
20 Planning Area 1 ("PA1"), which includes the West Channel and Cabrillo Beach (but  
21 not Berths 45–47), is designated primarily for marine-oriented recreational uses.  
22 However, according to the proposed Project, cruise ship terminals would be located  
23 in Planning Area 2 ("PA2"), which, as explained below, is devoted to General Cargo  
24 use, among others.

25 The proposed Project would place the cruise ship facilities in the Outer Harbor at  
26 Berths 45–47 and 49–50. Berths 45–47 would be upgraded to accommodate a  
27 Freedom Class or equivalent cruise vessel and Berths 49–50 would be constructed to  
28 accommodate the same. (See draft EIS/EIR Section 2.4.2.2.1 in Chapter 2, "Project  
29 Description.") Berths 45–50 are all located in PA2, as defined in the Port of Los  
30 Angeles Master Plan ("PMP") and the Port of Los Angeles Plan ("Port Plan"). PA2  
31 includes the land use classification General Cargo, among others. (See draft EIS/EIR  
32 Section 3.8.3.3 in Section 3.8, "Land Use and Planning.") Passenger  
33 facilities/terminals fall under General Cargo use. The zoning for PA2 is consistent  
34 with the land use designations. PA2 is zoned [Q]M2 and [Q]M3, which allows  
35 General Cargo uses, among others. (See draft EIS/EIR Section 3.8.3.3 in Section 3.8,  
36 "Land Use and Planning.") The PMP and Port Plan both recommend PA2 be  
37 devoted to commercial, recreational, restaurant and tourist-oriented facilities,  
38 commercial fishing, general cargo, and dry and liquid bulk terminals. Thus, the  
39 establishment of cruise ship facilities at Berths 45–50 is consistent with land use  
40 designations, zoning, and associated planning documents.

## 1 Response to Comment WOO-16

2 Thank you for your comment. Detailed analyses of potential impacts to recreational  
3 boating have been provided in Section 3.7, “Hazards and Hazardous Materials,” and  
4 Section 3.10, “Recreation,” of the draft EIS/EIR and Section E.13 in Chapter 3,  
5 “Modifications to the Draft EIS/EIR,” in the final EIS/EIR. The analysis concludes  
6 that the operation of the Outer Harbor cruise terminal and berths would not restrict or  
7 reduce the ability of recreational vessels to utilize the marinas, the Outer Harbor, or  
8 the ocean. Therefore, impacts on recreational vessels would be less than significant.  
9 (See draft EIS/EIR, Section 3.10, “Recreation,” Page 3.10-46.)

10  
11 The 100-yard security zone would not interfere with recreational boating access. As  
12 mentioned in Chapter 2, “Project Description,” preliminary discussions with the  
13 U.S. Coast Guard suggest that a floating security barrier providing a 75-foot buffer  
14 would provide adequate security, would reduce the security radius around the cruise  
15 ship while at berth, and would keep at a minimum any interference with small  
16 recreational boating in the vicinity of the Outer Harbor berths. However, even if the  
17 floating security barrier were not approved by the USCG and a full 100-yard barrier  
18 were necessary while a cruise ship is docked at the Outer Harbor, the draft EIS/EIR  
19 discloses that the Outer Harbor berths would not preclude access to the marinas in the  
20 West Channel and would not require LAHD to deny access or close the marinas. In  
21 the worst-case scenario assuming a 100-yard security barrier in place at the Outer  
22 Harbor, recreational boaters would have a channel approximately 80 yards wide to  
23 navigate around the security zone while a cruise ship is docked in this location. In  
24 addition, as mentioned in Chapter 2, “Project Description,” security zones would  
25 restrict non-passenger movement around the cruise terminals consistent with the  
26 security plan required to operate the Outer Harbor Cruise Terminals. However, the  
27 proposed Project would include construction of the 6-acre Outer Harbor Park, which  
28 would be designed to maximize harbor views, facilitate public access to the water’s  
29 edge, encourage special events, and segregate park visitors from the secure areas of  
30 the proposed Outer Harbor Cruise Terminal. The Outer Harbor Park would  
31 incorporate landscaping, hardscaping, lighting, signage, and outdoor furniture. No  
32 additional security restrictions are reasonably foreseeable that would limit public  
33 access to the waterfront in this area. Your comment will be forwarded to the Board of  
34 Harbor Commissioners for consideration during their deliberations on the proposed  
35 Project and alternatives. Please also see draft EIS/EIR Section 2.4.2.1.1 in Chapter 2,  
36 “Project Description,” for additional components of the proposed Project, which  
37 encourage public access.

## 38 Response to Comment WOO-17

39 Thank you for your comment. As discussed in the project description and in the  
40 Response to Comment WOO-16, all facilities under the proposed Project would be  
41 designed to achieve a balance between access and security, while complying with all  
42 federal navigation and security regulations. As discussed in Section 3.7, “Hazards  
43 and Hazardous Materials,” Section 3.10, “Recreation,” and Section 3.12,  
44 “Transportation and Navigation (Marine),” in the draft EIS/EIR and Chapter 3,

1 “Modifications to the Draft EIS/EIR,” in the final EIS/EIR, the Outer Harbor Cruise  
2 Ship Terminals and berths would have two security barriers, one security barrier  
3 measuring 100 yards (300 feet) while the cruise ships are in transit and berthing and a  
4 second security barrier measuring 25 yards (75 feet) for when the cruise ships are  
5 berthed at Berths 45–47. Access to the various marinas in the area, such as Cabrillo  
6 Marina and the Cabrillo Way Marina is approximately 180 yards (540 feet). When  
7 the cruise ship is in transit and berthing at Berths 45–47, recreational vessels would  
8 be required to comply with the 100 yard (300 foot) security zone, just as they  
9 currently are required to do so. As discussed in Section 3.10, “Recreation,” under  
10 Impact REC-1b, this would leave approximately 80 yards (240 feet) remaining for  
11 recreational vessels to use traveling in and out of the marinas. When a cruise ship  
12 was berthed there would be approximately 155 yards (465 feet) of available space for  
13 recreational vessels access the marinas, and recreational vessels would be able to  
14 safely maneuver in and out of the marinas when a cruise ship is docked. For the  
15 purposes of Recreation, this reduction would not be considered substantial since  
16 recreational vessels would be able to safely maneuver in and out of the marinas while  
17 a cruise ship is docking or departing, and impacts are considered less than significant.  
18 See the chapters and sections referenced above for additional details. Your concerns  
19 will be forwarded to the Board of Harbor Commissioners for consideration during  
20 their deliberations on the proposed Project and alternatives.

## 21 **Response to Comment WOO-18**

22 Thank you for your comment. As discussed in Response to Comments WOO-16 and  
23 WOO-17, the security perimeter would temporarily reduce the width of the channel  
24 providing access to Cabrillo Marina; however, enough space would still exist with  
25 this barrier in place to allow free movement of vessels in and out of this area, and  
26 therefore would not adversely impact recreational use of the harbor or access to the  
27 waterfront. Your concerns will be forwarded to the Board of Harbor Commissioners  
28 for consideration during their deliberations on the proposed Project and alternatives.

## 29 **Response to Comment WOO-19**

30 The effects on water quality likely to result from the proposed Project are complex,  
31 as detailed in Section 3.14, “Water Quality, Sediments, and Oceanography,” of the  
32 draft EIS/EIR. That analysis includes consideration of the effects of unlawful or  
33 accidental spills and discharges from cruise ships. Operational Water Quality Impacts  
34 associated with Cruise Ships are addressed under Impact WQ-4d. As discussed in  
35 the draft EIS/EIR, there is potential for an increase in accidental spills and illegal  
36 discharges due to increased vessel calls at the facility, but recent history seems to  
37 show improvements in water quality in spite of increased use of the harbor, due to  
38 improved regulation and enforcement. (See draft EIS/EIR, Section 3.14, “Water  
39 Quality, Sediments, and Oceanography,” Pages 3.14-49). Certain types of discharges  
40 may lawfully occur from cruise ships, with potential to affect water quality. These  
41 discharges include treated sewage, graywater, and oily bilge water (USEPA 2008).

1 As specified in Section 312 of the Clean Water Act, all vessels are required to be  
2 equipped with an operable marine sanitation device (MSD), certified by the U.S.  
3 Coast Guard (USCG) to meet EPA performance standards or equivalent Annex IV to  
4 the International Convention for the Prevention of Pollution from Ships (MARPOL  
5 73/78). The USCG conducts inspections to verify that certified MSDs are installed  
6 and operating correctly (USEPA 2008). Treated sewage is not reused or recycled, but  
7 is kept in holding tanks and not discharged until vessels are at least 40 nautical miles  
8 seaward of the California State line (Diamond Princess Cruise Tour 2007).  
9 California Assembly Bill (A.B.) 2093 bans the dumping of graywater by commercial  
10 passenger ships of 300 gross registered tons and larger (Cal. Pub. Res. Code Section  
11 72525). A.B. 2672 prohibits large passenger vessels from dumping sewage into state  
12 marine waters (Cal. Pub. Res. Code Section 72425). Currents are highly variable  
13 3 nautical miles offshore; however, a plume dilution study of stationary vessels in  
14 Skagway Harbor, Alaska determined that initial mixing of 40–90% occurs within the  
15 first 1–15 meters (USEPA 2009b). Significant additional dilution occurs with vessels  
16 underway. An EPA study conducted in 2002 found that discharges behind a ship  
17 moving 9.1 to 17.4 knots were dispersed 200,000:1 to 640,000:1 (USEPA 2002).  
18 Thus, even if ships only discharge sewage when allowed by A.B. 2672, there is no  
19 potential for any of the proposed alternatives to affect water quality in the Los  
20 Angeles Harbor via authorized discharge of treated sewage.

21 Graywater consists of other freshwater discharges from a vessel, such as stormwater  
22 and wash water. Under the California Clean Coast Act of 2005, cruise ships are  
23 prohibited from discharging graywater within state waters, i.e. within 3 nautical miles  
24 of the coast. This prohibition thus includes the entire Los Angeles Harbor. In  
25 addition, as discussed in the previous paragraph, significant dilution occurs with  
26 vessels underway. Therefore, graywater discharge from cruise vessels does not have  
27 the potential to significantly affect water quality in the Los Angeles Harbor. Oily  
28 bilge water is the mixture of water, oily fluids, lubricants, cleaning fluids, and other  
29 similar wastes that accumulate in the lowest part of a vessel from a variety of  
30 different sources including engines (and other parts of the propulsion system), piping,  
31 and other mechanical and operational sources found throughout the machinery spaces  
32 of a vessel. It commonly contains petroleum distillates and other contaminants in  
33 substantial concentrations. Under the California Clean Coast Act of 2005, cruise  
34 ships are prohibited from discharging oily bilge water within state waters, i.e. within  
35 3 nautical miles of the coast. This prohibition thus includes the entire Los Angeles  
36 Harbor. Coast Guard regulations (33 CFR 151.10) provide that, when within 12  
37 nautical miles (nm) of the nearest land (e.g., within the Los Angeles Harbor), any  
38 discharge of oil or oily mixtures into the sea from a ship is prohibited except when all  
39 of the following conditions are satisfied:

- 40 (1) The oil or oily mixture does not originate from cargo pump room bilges;
- 41 (2) The oil or oily mixture is not mixed with oil cargo residues;
- 42 (3) The oil content of the effluent without dilution does not exceed 15 parts per  
43 million (ppm);

1 (4) The ship has in operation oily-water separating equipment, a bilge monitor, bilge  
2 alarm, or combination thereof, as required by Part 155 Subpart B; and

3 (5) The oily-water separating equipment is equipped with a 15 ppm bilge alarm; for  
4 U.S. inspected ships, approved under 46 CFR 162.050 and for U.S. uninspected ships  
5 and foreign ships, either approved under 46 CFR 162.050 or listed in the current  
6 International Maritime Organization (IMO) Marine Environment Protection  
7 Committee (MEPC) Circular summary of MARPOL approved equipment.

8 Given these conditions, discharges of oily bilge water have no potential to affect  
9 water quality within the Los Angeles harbor.

## 10 Response to Comment WOO-20

11 Thank you for your comment. Please see Section 3.1, “Aesthetics,” in the draft  
12 EIS/EIR and Section E.4 in Chapter 3, “Modifications to the Draft EIS/EIR,” in the  
13 final EIS/EIR for discussion of the proposed Project’s aesthetic impacts. The  
14 EIS/EIR concludes there would be significant and unavoidable impacts under Impact  
15 AES-1. However, impacts from Cabrillo Beach (KOP C) were determined to be less  
16 than significant under Impact AES-3. Experts presented with the same information  
17 may reach different conclusions regarding the impact a project may have on the  
18 environment. The existence of differing opinions is not a basis for finding an EIR to  
19 be inadequate. (CEQA Guidelines Section 15151; *See Association of Irrigated*  
20 *Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1398.) The Lead  
21 Agency can choose to accept one expert’s conclusion over another as long as the  
22 Agency has been presented with adequate information to ensure its decision is  
23 informed and balanced and its decision is supported by substantial evidence. (Id.)  
24 LAHD and USACE relied on state of the art analysis for analyzing aesthetic impacts.  
25 The methods used for evaluating the proposed Project’s aesthetic impacts and the  
26 analysis upon which the conclusions are based, are detailed in Section 3.1,  
27 “Aesthetics,” of the draft EIS/EIR and are briefly set forth below.

28 As discussed in the evaluation of the impacts of the Outer Harbor cruise ships on  
29 aesthetics (see Section 3.1, “Aesthetics,” Pages 3.1-33 through 3.1-35, of the draft  
30 EIS/EIR), the viewing experience is highly subjective. In order to evaluate an  
31 individual’s response to views and changes in the view, a number of strategies have  
32 been developed to help reduce this subjectivity. The analysis in the draft EIS/EIR  
33 was based, in part, upon a process developed by the Federal Highway Administration  
34 (FHWA) in which visual quality is evaluated according to the degree of vividness,  
35 intactness, and unity that exists within a landscape. Using this set of criteria, changes  
36 to the visual landscape resulting from the proposed Project were evaluated based  
37 upon the visual relationship between the proposed Project and surrounding landscape.  
38 Since all views of a project cannot be examined, key observation points were  
39 identified to provide representative views from the surrounding community to the  
40 proposed Project (Figures 3.1-17 through 3.1-23). Views were evaluated and, in  
41 areas that were considered most sensitive to changes in the view (because of  
42 proposed project elements and/or sensitive viewer groups such as residents,

1 recreationists, or drivers), photographic simulations were developed representing the  
2 proposed Project in place. This provided comparative before and after photos in  
3 order to assess changes resulting from the proposed Project. These photographic  
4 simulations are provided as Figures 3.1-24 through 3.1-29 in the draft EIS/EIR.  
5 Please also note that these figures do not display some of the existing uses at Berths  
6 45–50 discussed in Chapter 2, “Project Description,” in Section 2.2.3 (Page 2-5). As  
7 discussed in the draft EIS/EIR, Berths 45–50 are currently used by Pasha for  
8 break/bulk operations. Operations in this location are expected to cease in December  
9 2008. The existing Berths 45–47 are used on occasion by visiting cruise ships and  
10 other large wharf vessels, such as the visiting U.S. Navy vessels on Armed Forces  
11 Day.

12 To better understand the effects of the proposed cruise ships on visual quality from  
13 Cabrillo Beach, photographic simulations were developed that placed the proposed  
14 cruise ships into the existing setting at the Outer Harbor (see Figures 3.1-26a through  
15 3.1-26e). Based upon this process, it was determined that the cruise ships at berth  
16 would not be inconsistent with the visual elements of the working port, and would  
17 not have a substantial adverse effect on the highly textured, functionally dynamic,  
18 visual character of the Outer Harbor and its surroundings.

19 A widely accepted practice in visual impact assessment is to evaluate the relative  
20 importance of visual changes in the context of the viewer’s sensitivity to those  
21 changes. As demonstrated by their choice of beach, there is an implied viewer  
22 preference among Cabrillo Beach users for views to Port-related activities. This  
23 indicates that viewers would not be highly sensitive to the type of visual changes that  
24 would occur when the cruise ships are at berth. It is anticipated that significant  
25 negative impacts on visual resources would not occur for these visitors because of  
26 their enjoyment of and receptivity to the industrial, maritime, and recreational  
27 elements of the working port.

## 28 **Response to Comment WOO-21**

29 Thank you for your comment. A wireframe study was developed to model views of  
30 the Vincent Thomas Bridge from Harbor Boulevard with the proposed Inner Harbor  
31 parking structures in place. Fifteen viewpoints spaced 160 feet apart provided  
32 sequential images to assess the effect of the parking structures along a length of  
33 roadway from 3<sup>rd</sup> Street to north of O’Farrell Street. The wireframe study identified  
34 a mass blocking of views to the Vincent Thomas Bridge along approximately  
35 1,440 feet of Harbor Boulevard from 1<sup>st</sup> Street past O’Farrell Street. The wireframe  
36 study provided the necessary information to evaluate impacts; consequently,  
37 sequential photographic renderings between Santa Cruz and O’Farrell Streets were  
38 not necessary. The wireframe study is available for your review in Appendix C-1 to  
39 the draft EIS/EIR.

40 Visualizations are used as an analysis tool to identify changes in the landscape that  
41 would result if the proposed Project were developed. They provide critical  
42 information regarding view obstruction, changes in visual character, and visual

1 compatibility in order to assess the effects of a project on visual quality. Throughout  
2 the San Pedro Waterfront Project, visualizations were used to help determine visual  
3 effects when potential impacts could not be clearly assessed from a site evaluation;  
4 however, it was determined that visualizations for the proposed four parking  
5 structures at the bluff site, located at the existing SP Railyard between 8<sup>th</sup> and 12<sup>th</sup>  
6 Streets, would not be necessary. The height of the structures would be at or near the  
7 top of the bluffs and vehicular access to the top parking levels would be from Harbor  
8 Boulevard. As discussed in the draft EIS/EIR on Page 3.1-32, the structures would  
9 be sited within an area surrounded by transportation infrastructure, including streets,  
10 rail lines, and parking lots. It would replace surface parking lots; be sited and scaled  
11 within the continuous approximately 30-foot grade separation that extends from 7<sup>th</sup> to  
12 14<sup>th</sup> Streets, minimizing visual impact due to height, bulk, and contrast; and be  
13 designed according to design standards framed in the *San Pedro Waterfront and*  
14 *Promenade Design Guidelines* (Appendix C-2 of the draft EIS/EIR). An evaluation  
15 of existing conditions and proposed changes due to the bluff site parking indicated  
16 that impacts would be less than significant. Renderings were not required. The level  
17 of detail provided in the draft EIS/EIR is consistent with CEQA Guidelines Section  
18 15151 and Section 15204(a).

## 19 **Response to Comment WOO-22**

20 Thank you for your comment. The cruise terminal proposed at the Outer Harbor  
21 would attract additional cruise passenger traffic to San Pedro that would not  
22 otherwise come to the area if this facility were not constructed. As discussed in the  
23 project description, cruise passengers destined for the Outer Harbor Cruise Terminal,  
24 if constructed, would park at the Inner Harbor and therefore would park in the same  
25 proximity to downtown and Ports O'Call as passengers destined for the existing Inner  
26 Harbor Cruise Center. These additional passengers would bring outside money that  
27 would contribute to the local economy, including downtown San Pedro and Ports  
28 O'Call.

## 29 **Response to Comment WOO-23**

30 Thank you for your comment. Please see Master Response 1 for further discussion of  
31 the Sustainable Waterfront Plan. There are no new significant impacts or significant  
32 new information that requires recirculation of the draft EIS/EIR.

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

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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.

SIMO-1

Janet L. Simon  
3105 S. Kerckhoff Ave.  
San Pedro, CA 90731  
(562)708-1304



1 **Janet L. Simon (SIMO)**

2 **Response to Comment SIMO-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

**David G. Nichol**  
**23736 Maidstone Pl.**  
**Harbor City, CA 90710**

Dr. Spencer D. MacNeil  
Senior Project Manager  
U.S. Army Corps of Engineers, Los Angeles District  
Regulator 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

Re: **San Pedro Waterfront Project DEIR/DEIS**

8 December 2008

- NIC-1 | **I fully support the Port's "Proposed Project."** The following are comments and preferences regarding this project:
- NIC-2 | The "Waterfront Sustainability Plan" presented by members of the community at the public hearing is a total misuse of the term "Sustainability" as there is nothing sustainable about this plan and in fact if adopted would insure that San Pedro **Never** become sustainable.
- NIC-3 | This plan is an excellent piece of work that addresses most of the issues that will possible be brought up by reviewers. While I might not agree with all of the conclusions, it is very thorough.
- NIC-4 | I prefer Alternative 1 of One Outer Harbor Cruise Ship Terminal, but located at Berth 49-50 with Berth 45-47 to remain as the location for occasional US Navy Ships or overflow Cruise Ships.
- NIC-5 | I like alternative 4 with three Cruise Ships at the North Terminal with the Large Ships at Keiser Point.
- NIC-6 | The Floating Security Barrier is a great idea for minimizing the impact to small boats and would be useful at Berth 49-50 as well. The area adjacent to Berth 49-50 is used during sailboat races as a loitering area between races and the security barrier would help resolve conflicts in this area as well.

NIC-7 | Alternative 2 with the Promenade behind the Salt Marsh and Youth Camp is a better solution as it would not tend to block access to the water from the Youth Camp.

Respectfully,

David G. Nichol

1 **David G. Nichol (NIC)**

2 **Response to Comment NIC-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment NIC-2**

6 Thank you for your comment. Comments on the Sustainable Waterfront Plan will be  
7 forwarded to the Board of Harbor Commissioners for consideration during their  
8 deliberations on the proposed Project. Please see Master Response 1 for further  
9 discussion of the Sustainable Waterfront Plan.

10 **Response to Comment NIC-3**

11 Thank you for your comment. Your support for the proposed Project will be  
12 forwarded to the Board of Harbor Commissioners.

13 **Response to Comment NIC-4**

14 Thank you for your comment. The draft EIS/EIR analyzed a reasonable range of  
15 alternatives. Your suggestion is appreciated and will be forwarded to the Board of  
16 Harbor Commissioners for consideration during their deliberations on the proposed  
17 Project and alternatives.

18 **Response to Comment NIC-5**

19 Thank you for your comment. Your support for Alternative 4 will be forwarded to  
20 the Board of Harbor Commissioners.

21 **Response to Comment NIC-6**

22 Thank you for your comment. Your support for the floating barrier concept will be  
23 forwarded to the Board of Harbor Commissioners.

1 **Response to Comment NIC-7**

2 Thank you for your comment. Your support for elements of Alternative 2 will be  
3 forwarded to the Board of Harbor Commissioners.

From: [Risa Sher](#)  
To: [Ceqacomment:](#)  
Subject: San Pedro Waterfront DEIR  
Date: Monday, December 08, 2008 5:10:52 PM

---

Diane Risa Sher  
5840 W. 74<sup>th</sup> Street  
Los Angeles CA 90045  
310-216-2071

TO:

Army Corp of Engineers & Port of Los Angeles

RE:San Pedro Waterfront EIR

SHE-1 | I recommend that permit be given to develop the port waterfront adjacent to San Pedro. As a Citizen of the City I am fully satisfied by the EIR and I commend both the Port and the Corp for such a vast detailed document.

SHE-2 | Cruise ship industry that an updated port can support will be beneficial for the City in many ways.

SHE-3 | I believe we need regional public transit updated to accompany the port modernizations underway now, at both the sea and air ports. I am of the firm opinion that there ought be a rail link between the ports of Los Angeles. It is a 20 minute drive by car but currently takes 2 to 3 hours on mass transit. The transportation factors should be mitigated regionally. As a citizen I am active in doing what I can, to help this happen.

I would like to thank the Port and the Corp for the extensive EIR.

SHE-4 | My only criticism is that the projects scope and designs are too restrained, I think we should be bolder in our visions for the Port in the new global world. Los Angeles is a destination point all the world imagines so I think we should step back from our local vantage point and create a port that will astonish and lure tourists galore.

Sincerely,

Diane Risa Sher

-----

Sculptor

1 **Diane Risa Sher (SHE)**

2 **Response to Comment SHE-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment SHE-2**

6 Thank you for your comment. Your support for the proposed Project will be  
7 forwarded to the Board of Harbor Commissioners.

8 **Response to Comment SHE-3**

9 Thank you for your comment. LAHD does not have jurisdiction to propose project  
10 elements outside of its boundaries. LAHD is willing to work with other agencies to  
11 improve the public transportation system.

12 **Response to Comment SHE-4**

13 Thank you for your comment. Your enthusiasm for the proposed Project is  
14 appreciated and will be forwarded to the Board of Harbor Commissioners.





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.

Name EVELYN HAMMEL Telephone/Fax 310 514-3508

Organization/Company \_\_\_\_\_

Address 1032 WARBEL PL

City/State/Zip Code San Pedro, CA 90731

E-Mail eshammel@sbcglobal.net

I am strongly in favor of the proposed Port improvements - especially to revitalize Port o' Call. The potential tourism revenue is not being realized w/d a place for cruise ship passengers to visit. It would be great if we could offer fun, fun and beauty - including good food - shopping. Please do everything in your power to complete the Port improvement project(s). Thank you

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to 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

1 **Evelyn Hamel (HAM)**

2 **Response to Comment HAM-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

Valen Watson  
322 W. 18<sup>th</sup> Street  
San Pedro, California 90731  
310-547-4721

---

Ralph G. Appy  
Director of Environmental Management  
Port of Los Angeles  
425 W. Palos Verdes St.  
San Pedro, CA 90731

Re: POLA Waterfront Development DEIR

Dear Mr. Appy:

Thank you for the opportunity to make my comments to the DEIR for the proposed waterfront development in San Pedro.

I have given a great deal of thought to the content of this letter. I realize you have a difficult job ahead of you to balance the commercial and business needs of your organization with the impact it will have on the lives of others. Not many businesses have such a symbiotic relationship with so many people when it comes to their health, safety, and the quality of their lives.

And yet POLA does have this responsibility. We know this because despite recommendations on Port initiatives from Neighborhood Councils and PCAC, your hundreds of thousands of neighbors are not given the power to intervene even where our health and safety are concerned. It's hard to believe given all the mandates to reform this practice we have not been able to build a true working partnership. The road from City Hall through the Tidelands Trust is not yet locally accountable and in this case the ideal of democracy is failing us.

I have talked to many of my neighbors and I can say with certainty that although they may not stand up at meetings or write letters, they are afraid. Afraid to speak out because this is a town with generational livelihood ties to the Port. And yet we live with the ever-present fear of how much damage the pollutants will affect us and our children. We keep our windows closed and use our yards sparingly, knowing we are risking further exposure. Our children play in schoolyards and sports fields in areas where the air is heavy with industrial pollutants. While we take the brunt, this pollution is so pervasive it is spread far and wide into the entire Los Angeles basin.

VWAT-1

VWAT-2

The Waterfront Development proposal has many laudable features (including LEED features and electric shuttles) and I don't know anyone in San Pedro who

VWAT-2  
CONT.

isn't in favor of bringing new purpose and life into a languishing visitor-based waterfront. The potential there is great, for the Port, for San Pedro and all of Los Angeles. And yet we know the favored option with major cruise ship berths in the Outer Harbor and a disconnected, auto tourist flow (both to the ships and waterfront) not only will add significantly to the area's air pollution but doesn't provide sufficient planning to help our failing downtown benefit from the increased tourist trade. What we do get is increased noise, congestion and pollution.

VWAT-3

Mayor Villaraigosa knows we have a serious air quality problem: He gave POLA a mandate to clean it up and although I know of the various programs in development (including Clean Trucks and cleaner diesel fuel in-harbor) statistics show air quality still hasn't made measurable progress. We cannot understand why the Port would go ahead with development plans that don't specifically mitigate every aspect of increased pollution when POLA has pledged to clean the air by 2020. As it is your job is hard enough - so why not prevent an increase in the first place?

VWAT-4

Here are my observations so far:

- San Pedro Neighborhood Councils and PCAC object to the Outer Harbor berthing of new super-size cruise ships (22 stories) in front of Cabrillo Beach.

VWAT-5

- The San Pedro Chamber of Commerce objects to aspects of the current development plan as it does not connect to or support our downtown business district.

VWAT-6

- San Pedro Neighborhood Councils, Councilwoman Hahn, and the Chamber of Commerce object to the proposed waterfront visitor parking location as a waste of valuable land or too far from downtown businesses.

VWAT-7

- The current Waterfront Development plans will bring millions of additional cars streaming into our small town, clogging our streets and adding major pollution to an already polluted area.

Here are my suggestions, culled from various meetings and discussions with others so I'm sure my voice is not alone:

VWAT-8

- **Build additional berthing for the larger cruise ships in Inner Harbor area.** Outer Harbor Berthing serves the Port and the Cruise Lines only and does absolutely nothing to benefit our community. This location will overbear the recreational vista and use of Cabrillo Beach and restrict Marina flow. Further, this remote location disconnects passenger traffic our business district by providing new, self-sufficient terminals in situ.

VWAT-9

- **Do not build parking structures on valuable waterfront land or far from SP downtown businesses.** Parking far away from the downtown area would only benefit waterfront businesses and events. Downtown businesses will continue to decline. Instead, integrate pedestrian visitor flow from waterfront to our downtown core.

VWAT-10

- **Come up with a better multi-option solution for increased traffic so that millions of visitors don't add to an already serious air-pollution problem.** Mitigation must include short and long-term plans for satellite parking/shuttle programs and work with the City of L.A. to increase mass transit options in and out of the waterfront area, including express service from major transit points.

We are deeply invested in this area – my husband's family has been here since 1945 and one of our extended family members gave their life in a dock accident. Families have been here for generations, a unique distinction in the Los Angeles area. We think San Pedro is a very special place with a wonderful, vibrant past and the potential to become one of the most admired working waterfront towns in the world.

VWAT-11

Please don't build something that will be seen twenty years from now as short-sighted and disposable. We have the planners and technology to support a forward-thinking, innovative multi-use area (as in the Sustainable Waterfront Plan) and it only takes an open mind to embrace what can and should be a world-class destination.

Walt Disney envisioned a world of tomorrow in the 1950's and his multi-billion dollar enterprise still delights today with the monorail and many other creative innovations. You have bright ideas presented to you by thoughtful, concerned professionals who care about the health and viability of this region just as much as you and your colleagues do. Listen and you will find the answers. Please.

Sincerely,



Valen Watson

Resident of San Pedro and mother of 5-year-old Mimi

Cc: Spencer D. MacNeil,  
U.S. Corps of Engineers, Los Angeles District

Antonio Villaraigosa  
Mayor, Los Angeles

Janice Hahn  
Councilwoman, 15<sup>th</sup> District

## 1 Valen Watson (VWAT)

### 2 Response to Comment VWAT-1

3 Thank you for your comment. Responses are required only for those comments that  
4 address the adequacy of the draft EIS/EIR. Your comment has been noted.

### 5 Response to Comment VWAT-2

6 Thank you for your comment. Please refer to Section 3.9, “Noise”, Section 3.2, “Air  
7 Quality and Meteorology,” and Section 3.11, “Transportation and Circulation  
8 (Ground),” where predicted noise, air quality, roadway, transit, rail, and non-  
9 motorized infrastructure and operations impacts were assessed as part of the health  
10 risk assessment and traffic studies and where mitigation measures are proposed to  
11 reduce impacts. The cruise industry within the Port is projecting growth in both  
12 passenger volume and ship size over the next 10 to 20 years. The infrastructure to  
13 serve these new, larger ships is not available at the existing Cruise Center and is  
14 required in order for the Port to accommodate demands in the cruise industry. In  
15 addition, the Port’s existing available cruise berths will not meet future cruise berth  
16 occupancy demand. Therefore, the proposed Project and alternatives 1, 2, and 3  
17 propose placing the cruise terminal at the Outer Harbor. In addition to meeting the  
18 demand for increased growth in the cruise ship industry, the cruise terminal proposed  
19 at the Outer Harbor would attract additional cruise passenger traffic to San Pedro that  
20 would not otherwise come to the area if this facility were not constructed. As  
21 discussed in the project description, cruise passengers destined for the Outer Harbor  
22 Cruise Terminal, if constructed, would park at the Inner Harbor and therefore would  
23 park in the same proximity to downtown and Ports O’Call as passengers destined for  
24 the existing Inner Harbor Cruise Center. These additional passengers would bring  
25 outside money that would contribute to the local economy, including downtown San  
26 Pedro and Ports O’Call, in the same manner as they would were they destined for the  
27 existing Cruise Center. Alternatives 4 and 5 address maintaining the cruise ship  
28 berthing at the Inner Harbor. The proposed Project and each alternative were  
29 analyzed with an equal level of detail and will be given equal consideration by the  
30 Board of Harbor Commissioners. Your comment will be forwarded to the Board of  
31 Harbor Commissioners for consideration during their deliberations on the proposed  
32 Project and the alternatives.

### 33 Response to Comment VWAT-3

34 Thank you for your comment. It is LAHD’s goal to be the greenest port on the West  
35 Coast, and the San Pedro Waterfront Project is intended to showcase the Port’s  
36 commitment to sustainability. As presented on Page 2-41 of the draft EIS/EIR, the  
37 proposed Project includes a number of sustainable features that are consistent with  
38 the Port’s sustainability program and policies, including Leadership in Energy and

1 Environmental Design (LEED) Certification (minimum Silver) is required for all new  
2 development over 7,500 square feet, including the cruise terminals. Additionally, as  
3 presented in Section 3.2, “Air Quality and Meteorology,” the proposed Project would  
4 incorporate mitigation measures to reduce environmental impacts associated with the  
5 cruise ships and cruise terminals. For example, Mitigation Measure MM AQ-9  
6 includes the requirements for cruise vessels calling at the Port to use alternative  
7 maritime power (AMP) while hoteling in the Port; Mitigation Measure MM AQ-10  
8 requires vessels calling at the cruise terminals to use low-sulfur fuel; Mitigation  
9 Measure MM AQ-11 requires cruise vessels to comply with the Vessel Speed-  
10 Reduction Program; Mitigation Measure MM AQ-12 requires that emission reduction  
11 technology and/or design options be incorporated when ordering new ships bound for  
12 the Port of Los Angeles; Mitigation Measure MM AQ-13 requires that all terminal  
13 equipment shall be electric, where available; Mitigation Measure MM AQ-14  
14 requires that all shuttle buses from parking lots to cruise ship terminals shall be LNG  
15 powered or an LEV equivalent; Mitigation Measure MM AQ-15 requires that on-  
16 road heavy-duty diesel trucks entering the cruise terminal building achieve EPA’s  
17 emission standards; and Mitigation Measure MM AQ-16 requires that heavy-duty  
18 truck idling is reduced at both the Inner and Outer Harbor Cruise Terminals.

#### 19 **Response to Comment VWAT-4**

20 Thank you for your comment. Objections to the Outer Harbor Cruise Terminal are  
21 appreciated and will be forwarded to the Board of Harbor Commissioners for  
22 consideration during their deliberations on the proposed Project and alternatives.

#### 23 **Response to Comment VWAT-5**

24 Thank you for your comment. LAHD is willing to work with other agencies to  
25 encourage linkages to the downtown area; however, downtown San Pedro is not  
26 within LAHD’s jurisdiction, and any proposal to further link the waterfront to the  
27 downtown area would require the City of Los Angeles Department of City Planning  
28 or the Community Redevelopment Agency of the City of Los Angeles to develop and  
29 implement such proposals.

#### 30 **Response to Comment VWAT-6**

31 Thank you for your comment. The Community Redevelopment Agency of the City  
32 of Los Angeles has been contacted regarding potential parking opportunities. The  
33 decision to include parking space near the waterfront as part of the proposed Project  
34 was carefully balanced between enabling the greatest public access as well as making  
35 the best use of limited space for recreational and commercial land uses. The proposed  
36 Project and Alternatives 1, 3, 4 and 5 include surface parking lots only at the Outer  
37 Harbor, and thus would have a minimal profile near the waterfront. In addition, the  
38 proposed bluff site parking structures would eliminate the need for the current  
39 surface parking areas serving the Ports O’Call area and would thus open up areas for

1 public open space by consolidating the Ports O'Call parking into a vertical structure  
2 (draft EIS/EIR, Page 3.1-31).

3 In addition, the draft EIS/EIR analyzed a reasonable range of alternatives, including  
4 several alternatives with reduced parking, as seen in Figures ES-4, Figure 2-17  
5 (Alternative 1; changes to Outer Harbor parking), Figure 2-19 (Alternative 2;  
6 changes to Outer Harbor parking), Figure 2-21 (Alternative 3; no parking at SP  
7 Railyard), Figure 2-22 (Alternative 4; reduced parking in the Inner and Outer  
8 Harbors); Figure 2-23 (Alternative 5; reduced parking in the Inner and Outer  
9 Harbors), and Figure 2-24 (Alternative 6; no new parking). Please also see Master  
10 Response 3 for discussion of waterfront parking. Please also see Response to  
11 Comment SPWPC-8 regarding Councilwoman Hahn's objection to waterfront  
12 parking.

### 13 **Response to Comment VWAT-7**

14 The draft EIS/EIR included a detailed traffic impact study (see Appendix M.1) that  
15 assesses the ability of the surrounding street system to accommodate the projected  
16 increases in future traffic, both from the proposed Project and from other sources.  
17 The complete analysis of ground traffic and circulation impacts can be found in  
18 Section 3.11, "Transportation and Circulation (Ground)," of the draft EIS/EIR.  
19 Mitigation measures were proposed that would increase capacity and would fully or  
20 partially mitigate the identified proposed project impacts at most of the significantly  
21 impacted locations (see Section 3.11.4.3.1 of Section 3.11, "Transportation and  
22 Circulation (Ground)," of the draft EIS/EIR).

23 The majority of proposed project-related traffic would use Harbor Boulevard,  
24 Sampson Way, I-110, SR-47, and I-710 freeways itself to reach the proposed project  
25 area. Some trips might occur on local streets west of the Port and south of I-110.  
26 Again, this would be a very small proportion of proposed project-related trips and  
27 would include only those who live near the proposed project terminal. Most  
28 proposed project-related trips are expected to use I-110 to reach the proposed project  
29 area.

30 With respect to localized transportation impacts, parking for patrons of the proposed  
31 Outer Harbor Cruise Terminal would be located in the Inner Harbor area for the  
32 proposed Project and each alternative, except for Alternative 2. Those patrons would  
33 be transported to/from the Outer Harbor Cruise Terminal by shuttle bus. Patrons  
34 being dropped off or picked up by private autos or shared ride vehicles would be  
35 served at the Outer Harbor terminal. All impacts have been adequately assessed and  
36 disclosed in the draft EIS/EIR, and mitigation measures are incorporated where  
37 feasible. The draft EIS/EIR included a detailed traffic impact study that assesses the  
38 ability of the surrounding street system to accommodate the projected increases in  
39 future traffic, both from the proposed Project and from other sources. Mitigation  
40 measures were proposed that would increase capacity and would fully or partially  
41 mitigate the identified proposed project impacts at most of the significantly impacted  
42 locations. Among the proposed mitigation measures are capacity enhancements on



1 Harbor Boulevard, which would improve its ability to accommodate the projected  
2 traffic flows, including trips related to the Outer Harbor terminal.

3 With respect to pollution concerns raised in the comment, as discussed and analyzed  
4 in the draft EIS/EIR, the proposed Project would have significant and unavoidable air  
5 quality impacts. Specifically, the proposed Project and all alternatives, including the  
6 No Project, result in significant criteria pollutant emissions, health risk and  
7 greenhouse gas emissions. (See draft EIS/EIR, Section 3.2, “Air Quality and  
8 Meteorology.”) Mitigation measures would significantly reduce air quality impacts,  
9 resulting in a number of less than significant criteria pollutant emission levels and  
10 residential health risk. (See draft EIS/EIR, Section 3.2, “Air Quality and  
11 Meteorology.”) As shown in Section 3.2, “Air Quality and Meteorology,” after  
12 mitigation, average daily emissions are below baseline emissions for all criteria  
13 pollutants, and peak emissions are below baseline emissions for CO, SO<sub>x</sub> and PM<sub>2.5</sub>.  
14 However, significant impacts would remain even after the implementation of all  
15 feasible mitigation measures, and therefore the CEQA Lead Agency would have to  
16 adopt a statement of overriding considerations, which requires the decision-making  
17 agency to balance, as applicable, the economic, legal, social, technological, or other  
18 benefits of the proposed Project against its unavoidable environmental risks (Pub.  
19 Res. Code, §21081.)

## 20 Response to Comment VWAT-8

21 Thank you for your comment. Several alternatives were analyzed which did not  
22 include outer harbor cruise ship berths (Alternatives 4, 5, and 6). The proposed Outer  
23 Harbor Cruise Ship Terminals were found to not result in significant visual impacts  
24 to the community. Section 3.1, “Aesthetics,” presents a detailed analysis of the  
25 visual impacts related to the proposed Project and alternatives. The proposed Outer  
26 Harbor Terminals would comprise 100,000 square feet each, would be two-stories  
27 high, and would be designed to visually integrate with the proposed adjacent 6-acre  
28 Outer Harbor Park. The master planned development would incorporate landscaping,  
29 hardscape, lighting, signage, and outdoor furniture, as well as the Waterfront Red Car  
30 extension, to provide public access to the water, encourage special events, and  
31 maximize public views of the harbor. This mix of recreational uses would enhance  
32 an area that currently comprises a large expanse of asphalt with 100-foot tall light  
33 standards and weedy open space. The area would be designed according to design  
34 standards provided in the *San Pedro Waterfront and Promenade Design Guidelines*,  
35 which was included as Appendix C.2 in the draft EIS/EIR. As discussed in the  
36 impact evaluation regarding effects on visual character, the proposed terminal and  
37 park development would enhance the aesthetics of the area by providing a thematic  
38 and intact landscape. Adequate evidence is provided to support a less-than-  
39 significant impact determination with regard to aesthetics.

40 With respect to restrictions on access to the marina, the 100-meter security zone that  
41 would be required around cruise ships at the Outer Harbor would not interfere with  
42 recreational boating access. As mentioned in Chapter 2, “Project Description,”  
43 preliminary discussions with the U.S. Coast Guard suggest that a floating security

1 barrier providing a 75-foot buffer would provide adequate security, would reduce the  
2 security radius around the cruise ship while at berth, and would keep at a minimum  
3 any interference with small recreational boating in the vicinity of the Outer Harbor  
4 berths. While this concept has not been finalized, the USCG has indicated a  
5 willingness to work with LAHD to ensure adequate access is maintained into and out  
6 of the West Channel. However, even if the floating security barrier were not  
7 approved by the USCG and a full 100-yard barrier were necessary while a cruise ship  
8 is docked at the Outer Harbor, the draft EIS/EIR discloses that the Outer Harbor  
9 berths would not preclude access to the marinas in the West Channel and would not  
10 require the USCG to deny access or close the marinas. In the worst-case scenario  
11 assuming a 100-yard security barrier in place at the Outer Harbor, recreational  
12 boaters would have a channel approximately 80 yards wide to navigate around the  
13 security zone while a cruise ship is docked in this location. A detailed analyses of  
14 potential impacts to recreational boating have been provided in Section 3.7, "Hazards  
15 and Hazardous Materials," and Section 3.10, "Recreation." The analysis concludes  
16 that the operation of the Outer Harbor cruise terminal and berths would not restrict or  
17 reduce the ability of recreational vessels to utilize the marinas, the Outer Harbor, or  
18 the ocean. Therefore, impacts on recreational vessels would be less than significant.  
19 (See draft EIS/EIR, Page 3.10-46.)

20 The comment also asserts that the Outer Harbor cruise terminals would disconnect  
21 passenger traffic from the downtown San Pedro business district. Parking for patrons  
22 of the proposed Outer Harbor Cruise Terminal would be located in the Inner Harbor  
23 area for the proposed Project and each alternative, except for Alternative 2. Those  
24 patrons would be transported to/from the Outer Harbor Cruise Terminal by shuttle  
25 bus. Patrons being dropped off or picked up by private autos or shared ride vehicles  
26 would be served at the Outer Harbor terminal. Patrons parking at the Inner Harbor  
27 under the proposed Project would be in the same proximity to the San Pedro business  
28 district as are cruise ship patrons utilizing the existing Inner Harbor cruise facilities,  
29 and thus this cohort of cruise ship passengers would not be any further disconnected  
30 from the downtown San Pedro business district than are current cruise ship  
31 passengers.

32 Full disclosure of all environmental impacts resulting from the proposed Project has  
33 been analyzed in the draft EIS/EIR. In addition, Alternatives 4 and 5 analyze keeping  
34 all berths at the existing location in the Inner Harbor. This analysis will be presented  
35 to the Board of Harbor Commissioners for consideration during their deliberations on  
36 the proposed Project and alternatives.

## 37 **Response to Comment VWAT-9**

38 Thank you for your comment. The Community Redevelopment Agency of the City  
39 of Los Angeles has been contacted regarding potential parking opportunities. The  
40 decision to include parking space near the waterfront as part of the proposed Project  
41 was carefully balanced between enabling the greatest public access as well as making  
42 the best use of limited space for recreational and commercial land uses. The proposed  
43 Project and Alternatives 1, 3, 4 and 5 include surface parking lots only at the Outer  
44 Harbor, and thus would have a minimal profile near the waterfront. In addition, the

1 proposed bluff site parking structures would eliminate the need for the current  
2 surface parking areas serving the Ports O'Call area and would thus open up areas for  
3 public open space by consolidating the Ports O'Call parking into a vertical structure.  
4 (See draft EIS/EIR, Page 3.1-31.)

5 In addition, the draft EIS/EIR analyzed a reasonable range of alternatives, including  
6 several alternatives with reduced parking, as seen in Figures ES-4, Figure 2-17  
7 (Alternative 1; changes to Outer Harbor parking), Figure 2-19 (Alternative 2;  
8 changes to Outer Harbor parking), Figure 2-21 (Alternative 3; no parking at SP  
9 Railyard), Figure 2-22 (Alternative 4; reduced parking in the Inner and Outer  
10 Harbors); Figure 2-23 (Alternative 5; reduced parking in the Inner and Outer  
11 Harbors), and Figure 2-24 (Alternative 6; no new parking). Please see Master  
12 Response 3 for discussion of waterfront parking. Please also see Response to  
13 Comment SPWPC-8 regarding waterfront parking.

## 14 **Response to Comment VWAT-10**

15 Thank you for your comment. Please see Response to Comment VWAT-7 for  
16 discussion of transportation impacts. The proposed Project includes the development  
17 of remote parking facilities for one proposed project element, the Outer Harbor  
18 Cruise Terminal. Pages 2-31 and 2-32 of Chapter 2, "Project Description," of the  
19 draft EIS/EIR describe the parking facilities that would be provided to support cruise  
20 ship operations and the shuttle bus operations between cruise patron parking at the  
21 Inner Harbor and the Outer Harbor terminal. As described on Page 3.11-49 of the  
22 draft EIS/EIR (Impact TC-4), the parking analysis shows that the proposed Project  
23 conforms to Los Angeles Municipal Code, which requires off-street parking spaces to  
24 be provided for each proposed project land use based on rates in the code.

25 While creating regional transportation systems is out of the scope of this project, the  
26 Port is working with the MTA, LAX, and others to provide connections to regional  
27 transit opportunities. Any alternative transportation proposal outside of LAHD's  
28 jurisdiction would require the City of Los Angeles Department of City Planning or  
29 the Community Redevelopment Agency of the City of Los Angeles to develop and  
30 implement such proposals. Your comment will be forwarded to the Board of Harbor  
31 Commissioners for consideration in their deliberations on the proposed Project and  
32 alternatives.

## 33 **Response to Comment VWAT-11**

34 Thank you for your comment. Comments on the Sustainable Waterfront Plan will be  
35 forwarded to the Board of Harbor Commissioners for consideration during their  
36 deliberations on the proposed Project and alternatives.

37 Please see Master Response 1 for further discussion of the Sustainable Waterfront  
38 Plan.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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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:

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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

BAL-1

1 **Sheri Ballard (BAL)**

2 **Response to Comment BAL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Norman Barsugli Telephone/Fax 626-270-4217 / 877-353-7329

Organization/Company \_\_\_\_\_

Address 1120 Euclid Ave

City/State/Zip Code San Gabriel, CA 91776

E-Mail nbarsugli@earthlink.net

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.)

I fully support the ports "proposed project". I believe the city and county would benefit with the added tourism by allowing major cruise lines a better or safer harbor. I also support the redevelopment of the Ports of Call. This is a great opportunity to bring a new fresh appeal to a historic location.

BAR-1

1 **Norman Barsugli (BAR)**

2 **Response to Comment BAR-1**

3 Thank you for your comment. Your support for the proposed Project, the new cruise  
4 terminals, and the redevelopment of Ports O'Call will be forwarded to the Board of  
5 Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Patty Bentovojá Telephone/Fax (310) 832-4959

Organization/Company \_\_\_\_\_

Address 2808 S. Anchovy Ave

City/State/Zip Code San Pedro, CA 90732

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.)

I am so pleased with the plans for the port and I totally support the "Proposed Project". Having 1<sup>st</sup> class cruise ships come to a new terminal in the Outer Harbor will be wonderful for all of Los Angeles. I also support the redevelopment plan for Ports O'Call as stated in the Proposed Plan. All these changes are going to help our harbor to flourish.

BEN-1



1 **Patty Bentovoja (BEN)**

2 **Response to Comment BEN-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and the redevelopment of Ports O'Call will be forwarded to  
5 the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name JAMES FERRELL Telephone/Fax 925 685 4664

Organization/Company \_\_\_\_\_

Address 2735 Parkside Dr

City/State/Zip Code Concord, CA

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:

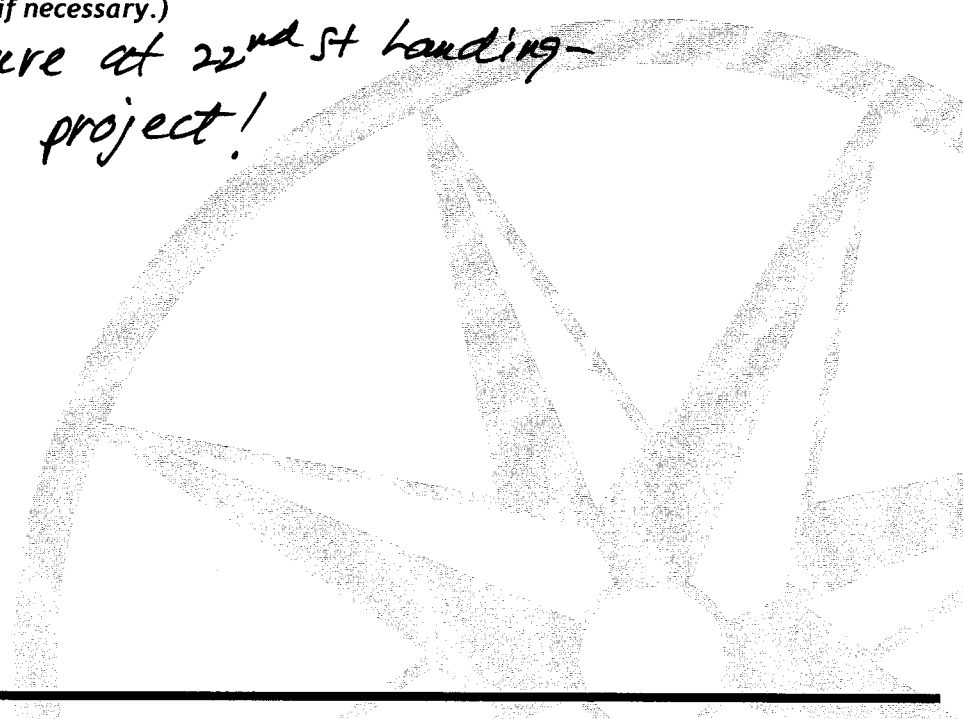
Dr. Spencer D. MacNeil  
Senior Project Manager  
U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Division, Ventura Field Office  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001

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.)

Picked up a brochure at 22<sup>nd</sup> St Landing -  
Definitely support the project!

BERM-1



1 **James Bermelor (BERM)**

2 **Response to Comment BERM-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name BRIAN MECKNA Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 6306 VERMONT ST, LONG BEACH, CA

City/State/Zip Code LONG BEACH, CA 90803

E-Mail bmeckna@aol.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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Brian Meckna (BMEC)**

2 **Response to Comment BMEC-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Beth Pratty Telephone/Fax 949-212-0841

Organization/Company \_\_\_\_\_

Address 301 La Jolla Drive

City/State/Zip Code Newport Bch Ca 92663

E-Mail bethpratty@hotmail.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.)

BPRA-1

### 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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Beth Pratty (BPRA)**

2 **Response to Comment BPRA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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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](mailto: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 Beat Bragge Telephone/Fax 818 231 0010

Organization/Company \_\_\_\_\_

Address 3826 No Pappas Ln G

City/State/Zip Code Calabasas, CA 91302

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.)

BRA-1

I fully support the Port's Proposed Project.



1 **Beet Bragger (BRA)**

2 **Response to Comment BRA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name LISA CASTLE Telephone/Fax 310.306.4785

Organization/Company \_\_\_\_\_

Address 12552 GREENE AVE.

City/State/Zip Code LOS ANGELES, CA 90066

E-Mail lisacastle44@sbcglobal.net

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.)

CAS-1

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Lisa Castle (CAS)**

2 **Response to Comment CAS-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Stephanie Casaletti Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 349 W. 40<sup>th</sup> St.

City/State/Zip Code San Pedro, CA. 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.)

I fully support the Port's proposed project. Port's O'Call village desperately needs renovation and redevelopment. I also support the new Cruise Ship Terminal at the outer harbor bring in much needed business to the Cruise Ship terminal.

CASA-1

1 **Stephanie Casaletti (CASA)**

2 **Response to Comment CASA-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and redevelopment of Ports O'Call will be forwarded to the  
5 Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name ANGÉLICA CHAVEZ Telephone/Fax 626/319-2049

Organization/Company \_\_\_\_\_

Address 505 E. CHERRY AVE.

City/State/Zip Code MONROVIA, CA 91016

E-Mail angelicachavez@earthlink.net

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.)

CHA-1 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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Angelica Chavez (CHA)**

2 **Response to Comment CHA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name CARINA ITD Telephone/Fax (562) 494-6462

Organization/Company \_\_\_\_\_

Address 4125 E. RAMSON ST

City/State/Zip Code Long Beach CA - 90804

E-Mail CITDHOCKEY@AOL.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.)

CITO-1  
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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.



1 **Caluiy Ito (CITO)**

2 **Response to Comment CITO-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name CHAD LUSIC Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 1281 W 18th St

City/State/Zip Code SAN PEDRO CA 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.)

I'M A SAN PEDRO RESIDENT AND I FULLY SUPPORT THE PORTS PROPOSED PROJECT. I'M IN FAVOR OF THE "STATE OF THE ART" CRUISE SHIP TERMINAL AT OUTER HARBOR. I ALSO SUPPORT HAVING A MASTER DEVELOPER REDEVELOP PORTS O' CALL.

CLUS-1

1 **Chad Lusie (CLUS)**

2 **Response to Comment CLUS-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and the redevelopment of Ports O'Call will be forwarded to  
5 the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Debbie Cortes Telephone/Fax 562/2089403

Organization/Company \_\_\_\_\_

Address 125 E First St

City/State/Zip Code Long Beach CA 90802

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.)

COR-1

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Debbie Cortes (COR)**

2 **Response to Comment COR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Jim COSTA Telephone/Fax 1-310 625-7141

Organization/Company \_\_\_\_\_

Address 1847 W 26 TH ST

City/State/Zip Code San Pedro, CA 90732

E-Mail jcosta@lausd.net

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.)

I fully support the Ports Proposed Project.

I want A new cruise terminal  
start of the AA As outlined in the  
New proposal.

I support the master Plan to redevelop Pato CA11

COS-1

1 **Jim Cosa (COS)**

2 **Response to Comment COS-1**

3 Thank you for your comment. Your support for the proposed Project, new cruise  
4 terminals, and the redevelopment of Ports O'Call will be forwarded to the Board of  
5 Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name CARIE PEATTY Telephone/Fax \_\_\_\_\_

Organization/Company Ecology Auto PARTS

Address 1326 PARK WESTERN Dr. #206

City/State/Zip Code SAN PEDRO, CA 90732

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.)

CPRA-1

- 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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.



1 **Caprie Pratty (CPRA)**

2 **Response to Comment CPRA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



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Name KETE Cucuk Telephone/Fax 310-933-0137  
Organization/Company ILWU LONGSHOREMAN  
Address 848 W. 24TH ST. #4  
City/State/Zip Code SAN PEDRO, CA. 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.)

CUC-1

IFULLY SUPPORT THE PORT'S PROPOSED PROJECT. I BELIEVE IT WILL BRING MORE JOBS TO THE COMMUNITY. I SUPPORT HAVING A MASTER DEVELOPER REDEVELOP THE ENTIRE PORTS O'CALL AREA. 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.

1 **Pete Cucuk (CUC)**

2 **Response to Comment CUC-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and the redevelopment of Ports O'Call will be forwarded to  
5 the Board of Harbor Commissioners.



US Army Corps  
of Engineers ®

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Deborah Ito Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 4125 Rampson St

City/State/Zip Code Long Beach CA 90804

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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

DITO-1

1 **Deborah Ito (DITO)**

2 **Response to Comment DITO-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Elizabeth Venot Pratty Telephone/Fax 626-466-552

Organization/Company Ecology Auto Parts

Address 1901 La Jolla Dr.

City/State/Zip Code San Juan Capistrano CA 92673

E-Mail EPratty9@hotmail.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.)

EPRA-1

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Elizabeth Pratty (EPRA)**

2 **Response to Comment EPRA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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](mailto: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 Mike Foley Telephone/Fax 562 230 9361  
Organization/Company N/A  
Address 4145 E Ransom St  
City/State/Zip Code LB CA 90804  
E-Mail Foley411@hotmail.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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

FOL-1



1 **Mike Foley (FOL)**

2 **Response to Comment FOL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name Peter M. Goldstein Telephone/Fax 310 335-6001  
 Organization/Company Long Term Core Group, Inc  
 Address 400 N Continental Blvd Ste 310  
 City/State/Zip Code EL Segundo CA 90245  
 E-Mail pgoldstein@LTCK.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

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1 **Peter Goldstein (GOL)**

2 **Response to Comment GOL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name JOSE LUIS GUTIERREZ Telephone/Fax 626 256 4673 x-6000

Organization/Company \_\_\_\_\_

Address 505 E CHERRY AVE

City/State/Zip Code MONROVIA CA 91016

E-Mail LOGUTIERREZ@COH.OAG

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.)

GUT-1

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 a continuous 8-mile long waterfront promenade as outlined in the Proposed Project.
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- 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Jose Luis Gutierrez (GUT)**

2 **Response to Comment GUT-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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## Comments

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Name Susanne Holloway Telephone/Fax 310-534-1040

Organization/Company \_\_\_\_\_

Address 32759 Seagate Dr #H

City/State/Zip Code Rancho P.V. CA 90275

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.)*

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

HOL-1

1 **Susanne Holloway (HOL)**

2 **Response to Comment HOL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name Irvin Ibar Telephone/Fax (919) 994-6899  
Organization/Company Auto Club Southern California  
Address 23911 Sprig St. Mission Viejo CA 92694  
City/State/Zip Code \_\_\_\_\_  
E-Mail irviniba@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.)

- I fully support the Ports "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 re-develop the entire Ports O'Call Area as outlined in the project.

IBA-1



1 **Irvin Iba (IBA)**

2 **Response to Comment IBA-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and the redevelopment of Ports O'Call will be forwarded to  
5 the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Isaiah Perez Telephone/Fax \_\_\_\_\_  
Organization/Company AAA  
Address 1222 E. Washington Ave  
City/State/Zip Code EI Cajon, CA 92019  
E-Mail isaiahsperez@hotmail.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.)

I support the Cruise Ship Terminals at the Outer Harbor to receive "State of the Art" Cruise Ships in the Los Angeles as outlined in the Proposed Project. I fully support the Port's "Proposed Project". I support having a master developer redevelop the entire Ports O'Call Area as outlined in the Project.

IPER-1

1 **Isaich Perez (IPER)**

2 **Response to Comment IPER-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and the redevelopment of Ports O'Call will be forwarded to  
5 the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



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Name Jeanne & Prathy Telephone/Fax 310-397-270

Organization/Company Ecology Auto Parts

Address 19 - Cheekwagon Road

City/State/Zip Code RH - CA 90244

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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

JEPR-1

1 **Jeanne Pratty (JEPRA)**

2 **Response to Comment JEPRA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name JEFF HOWSER Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 8276 BROOKGREEN Rd

City/State/Zip Code Downey CA 90240

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.)

JHOU-1

I support the Cruise Ship Terminal at the Outer Harbor & the Port's "Proposed Project"

1 **Jeff Houser (JHOU)**

2 **Response to Comment JHOU-1**

3 Thank you for your comment. Your support for the proposed Project as a whole and  
4 the Outer Harbor Cruise Terminal will be forwarded to the Board of Harbor  
5 Commissioners.



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Name Judy Meckna Telephone/Fax \_\_\_\_\_  
 Organization/Company \_\_\_\_\_  
 Address 6208 Vermont St.  
 City/State/Zip Code Long Beach, CA 90803  
 E-Mail judecm@msn.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  
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1 **Judy Meckna (JMEC)**

2 **Response to Comment JMEC-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name Michael Johnston Telephone/Fax 707-980-1827

Organization/Company \_\_\_\_\_

Address 1649 W 221<sup>ST</sup> Street

City/State/Zip Code Torrance, CA 90501

E-Mail MCJohnston92@Hotmail.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  
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JOH-1

1 **Michael Johnston (JOH)**

2 **Response to Comment JOH-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
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Name Juanita [Signature] Telephone/Fax 562-521-9974  
Organization/Company Superior Line & Chen  
Address 14150 Vine Plaza  
City/State/Zip Code Pasadena Ca 90707  
E-Mail pratt@superiorline.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

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1 **Jamir Pratty (JPRA)**

2 **Response to Comment JPRA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
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# San Pedro Waterfront Project DEIR/DEIS



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Name GEORGE KETTEL Telephone/Fax 310-323-7276  
Organization/Company THE KETTEL GROUP  
Address 570 W. 184TH ST.  
City/State/Zip Code GARDENA CA 90248.  
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.)

KET-1

*I support the ports. propose projects*

1 **George Kettel (KET)**

2 **Response to Comment KET-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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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](mailto: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 Janet Kiley Telephone/Fax (310) 833-5019

Organization/Company \_\_\_\_\_

Address 1511 Palmaria Drive

City/State/Zip Code San Pedro CA 90732

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.)

I support the Port's proposed project including a cruise ship terminal in the outer harbor. This project will bring jobs and revenue to the harbor area. I support the port's proposed plan of the redevelopment of the Old Ports o'Call, which is in

KIL-1



1 **Janet Kiley (KIL)**

2 **Response to Comment KIL-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and the redevelopment of Ports O'Call will be forwarded to  
5 the Board of Harbor Commissioners.



US Army Corps  
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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Irene Kostrenich Telephone/Fax 310-833-7767  
Organization/Company DALMATIAN - AMERICAN CLUB  
Address 1001 Goodhope Ave  
City/State/Zip Code SAN PEDRO, CALIF  
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:

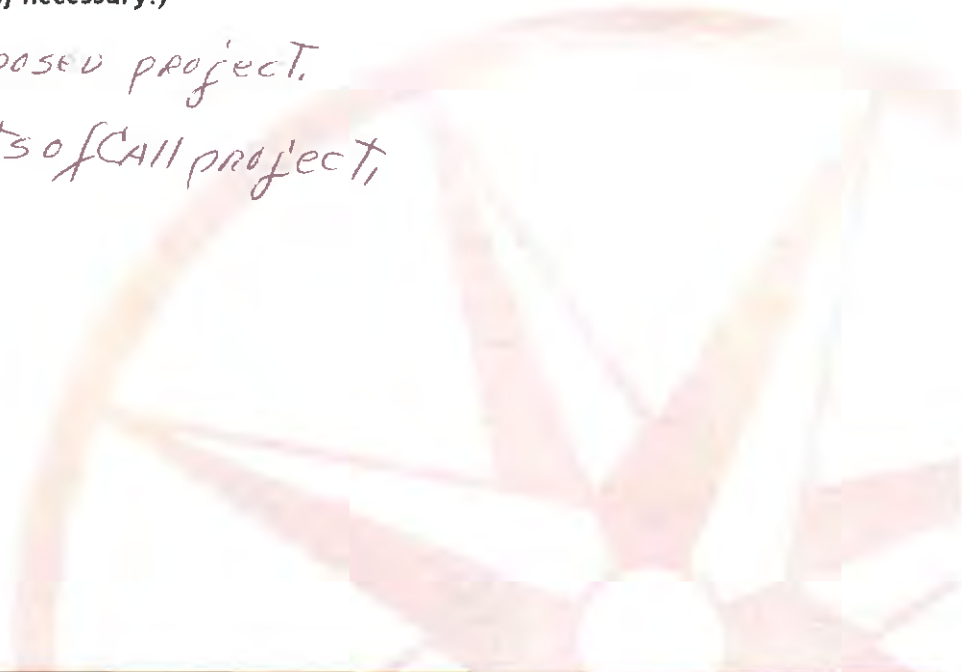
Dr. Spencer D. MacNeil  
Senior Project Manager  
U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Division, Ventura Field Office  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001

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.)

KOS-1

I support the proposed project.  
I support the Ports of Call project.



1 **Irene Kostrencich (KOS)**

2 **Response to Comment KOS-1**

3 Thank you for your comment. Your support for the proposed Project and the  
4 redevelopment of Ports O'Call will be forwarded to the Board of Harbor  
5 Commissioners.



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of Engineers ®

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## Comments

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Name JORGE LEAL Telephone/Fax 310 877-1732

Organization/Company \_\_\_\_\_

Address 3921 BEETHOVEN ST.

City/State/Zip Code LA CA 90066

E-Mail JLEAL13@HOTMAIL.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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

LEA-1

1 **Jorge Leal (LEA)**

2 **Response to Comment LEA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Louie Reyes Telephone/Fax 310 379-9869

Organization/Company \_\_\_\_\_

Address 2102 Blossom Court

City/State/Zip Code Redondo Beach CA. 90278

E-Mail Louie.Reyes310@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.)

- X 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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

LREY-1

1 **Louie Reyes (LREY)**

2 **Response to Comment LREY-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Sharon Lusie Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 1887 MACARTHUR ST.

City/State/Zip Code Rancho Palos Verdes CA 90275

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.)

LUS-1

*I support the Cruise Ship Terminal at the Outer Harbor to receive "State of the Art" Cruise Ships in Los Angeles as outlined in the Proposed Project. I also support having a master developer redevelop the entire Ports O'Call Area as outlined in the project.*



1 **Sharon Lusie (LUS)**

2 **Response to Comment LUS-1**

3 Thank you for your comment. Your support for the Outer Harbor Cruise Terminal  
4 and the redevelopment of Ports O'Call will be forwarded to the Board of Harbor  
5 Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name EMILY MANESTAR Telephone/Fax (310) 977-5617

Organization/Company \_\_\_\_\_

Address 719 W. 37th STREET

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

E-Mail emimstar@prodigy.net

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.)

MANE-1

I support the Port's proposed project,  
San Pedro needs revitalization.

1 **Emily Manestar (MANE)**

2 **Response to Comment MANE-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name Larry + Ann Marinovich Telephone/Fax 310 377-8867  
Organization/Company \_\_\_\_\_  
Address 7315 Berry Hill Dr  
City/State/Zip Code RPV CA 90275  
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.)

MARI-1

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Larry & Ann Marinovich (MARI)**

2 **Response to Comment MARI-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name NICHOLAS MARDESICH Telephone/Fax \_\_\_\_\_

Organization/Company DALMATIAN AMERICAN CLUB

Address 1639 So. PALOS VERDES ST.

City/State/Zip Code San Pedro, CA, 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.)

MAR-1

I support the port's proposed project.  
Bring in more business.

1 **Nicholas Mardesich (MAR)**

2 **Response to Comment MAR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name Ellen McEvoy Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 1710 Byerton Ct

City/State/Zip Code RPV CA 90275

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.)

I SUPPORT THE PORT'S PROJECT! IT IS OUTSTANDING! PLEASE GO THROUGH WITH PLANS FOR THE OUTER HARBOR CRUISE SHIP TERMINALS AS IN THE PROPOSED PROJECT. ALSO, REDEVELOP PORTS O'CALL AS OUTLINED IN THE PROJECT.

MCE-1



1 **Ellen McEvoy (MCE)**

2 **Response to Comment MCE-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and the redevelopment of Ports O'Call will be forwarded to  
5 the Board of Harbor Commissioners.



US Army Corps of Engineers ®

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Name Irene Mitsos Telephone/Fax (709) 484-9497

Organization/Company \_\_\_\_\_

Address 622 W Buffington St

City/State/Zip Code Upland CA 91784

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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

MET-1

1 **Irene Metsos (MET)**

2 **Response to Comment MET-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name LOUIS ROSENKRANTZ Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 2422 W. 236<sup>th</sup> ST

City/State/Zip Code TORRANCE, CA 90501

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.)

MIL-1

*I support the Port's proposed project  
I believe it will be a good thing for San Pedro.*



1 **Louis Milnar (MIL)**

2 **Response to Comment MIL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name Nicholas Mendoza Telephone/Fax 310-329-0542

Organization/Company \_\_\_\_\_

Address 2023 W. 152nd St.

City/State/Zip Code GARDENA, CA 90249

E-Mail bigd977301@AOL.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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Nicolas Mendoza (NMEN)**

2 **Response to Comment NMEN-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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Name Jeremy Norred Telephone/Fax 952-221-5327

Organization/Company \_\_\_\_\_

Address 922 6th St. #6

City/State/Zip Code Santa Monica, CA 90403

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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.



1 **Jeremy Norred (NOR)**

2 **Response to Comment NOR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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](mailto: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 Darcy Palm Telephone/Fax 562-425-6961  
 Organization/Company Deckers / UGG Australia  
 Address 5834 E Parkcrest St  
 City/State/Zip Code Long Beach, Ca 90808  
 E-Mail Darcypalm@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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Darci Palm (PAL)**

2 **Response to Comment PAL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
of Engineers ®

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Natalie Perico Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 922 6<sup>th</sup> #11 ~~San Pedro Harbor~~

City/State/Zip Code Santa Monica CA 90403

E-Mail Nattydreads13@aol.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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Natalie Perico (PERICO)**

2 **Response to Comment PERICO-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name TERESITA QUINAJON Telephone/Fax (805) 382-6038

Organization/Company \_\_\_\_\_

Address 1150 NOVATO DRIVE

City/State/Zip Code OXNARD, CA 93035

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:

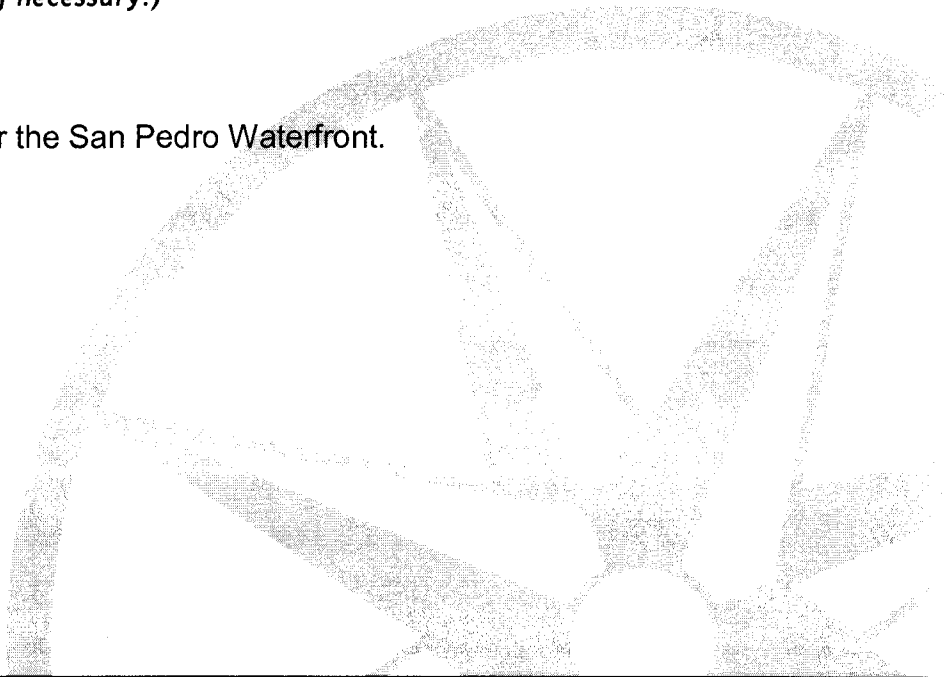
Dr. Spencer D. MacNeil  
Senior Project Manager  
U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Division, Ventura Field Office  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001

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.)

QUI-1

I support the Port's Proposed Project for the San Pedro Waterfront.



1 **Teresita Quinajon (QUI)**

2 **Response to Comment QUI-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
of Engineers @

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Richard Gomez Telephone/Fax (562) 495-3412

Organization/Company \_\_\_\_\_

Address 725 E 1st St #E

City/State/Zip Code Long Beach CA 90802

E-Mail zzzemo@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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.



1 **Richard Gomez (RIGOM)**

2 **Response to Comment RIGOM-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Robert Gomez Telephone/Fax (562) 863-3857

Organization/Company \_\_\_\_\_

Address 11063 Adorec St

City/State/Zip Code Norwalk, Ca. 90650

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.)

- 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.

1 **Robert Gomez (ROGOM)**

2 **Response to Comment ROGOM-1**

3 Thank you for your comment. Your support for the Outer Harbor Cruise Terminal  
4 and the redevelopment of Ports O'Call will be forwarded to the Board of Harbor  
5 Commissioners.



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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](mailto: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 Jordan Sampson Telephone/Fax 707-815-9365

Organization/Company \_\_\_\_\_

Address 4125 ~~13th~~ Carolina Pl.

City/State/Zip Code San Pedro, CA 90731

E-Mail jmsampson@jaboo.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.)

**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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

SAM-1

1 **Jordon Sampson (SAM)**

2 **Response to Comment SAM-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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of Engineers ®

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Kaust Schelin Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 4145 E Ransom St

City/State/Zip Code Long Beach CA 90804

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.)

### 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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

SCH-1

1 **Karsti Schelin (SCH)**

2 **Response to Comment SCH-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name SARAH HOUSER Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 8276 BROOKGREEN Rd

City/State/Zip Code DOWNEY CA. 90240

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.)

I like the idea of having a major developer  
redevelop the entire Ports O' Call Area,  
and I like the proposed Cruise Ship Terminal  
at the Outer Harbor.

SHOU-1





1 **Sarah Houser (SHOU)**

2 **Response to Comment SHOU-1**

3 Thank you for your comment. Your support for the Outer Harbor Cruise Terminal  
4 and the redevelopment of Ports O'Call will be forwarded to the Board of Harbor  
5 Commissioners.



US Army Corps of Engineers ®

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Michelle T. Silva Telephone/Fax (951) 452-2069

Organization/Company \_\_\_\_\_

Address 44370 Mayberry Av

City/State/Zip Code Hemet, CA

E-Mail MICHELETREG@GMAIL

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.)

### 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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

SIL-1

1 **Michele Silva (SIL)**

2 **Response to Comment SIL-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
of Engineers ®

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Kathly Sirivan Telephone/Fax (310) 471-7178

Organization/Company \_\_\_\_\_

Address 358 S. Barrington Ave

City/State/Zip Code Los Angeles, CA 90049

E-Mail \_\_\_\_\_

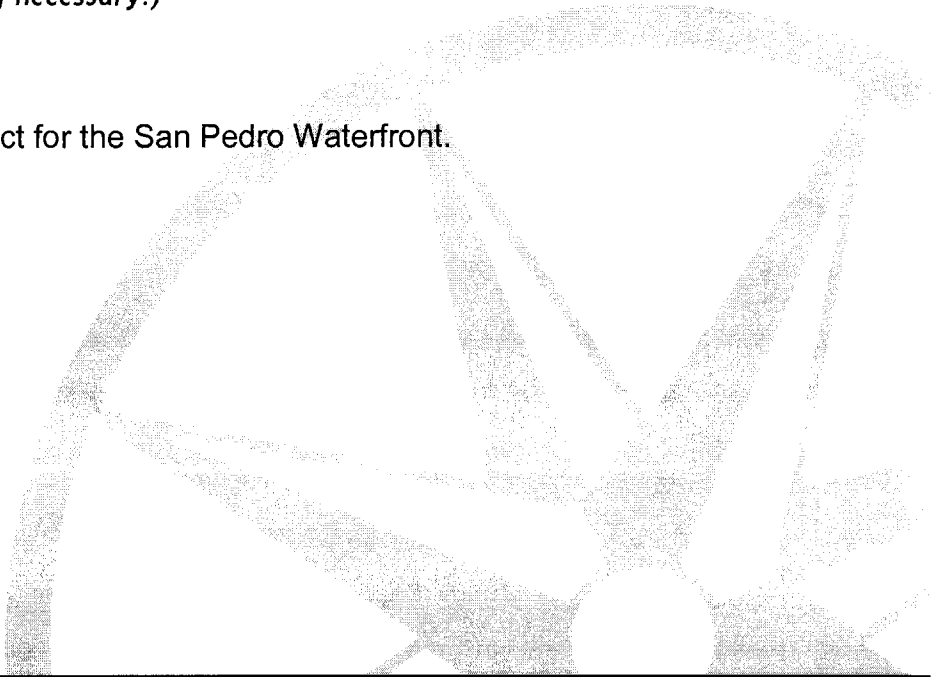
Please drop your comments in the comments box or mail your comments no later than **December 8, 2008** to one or both of the following addresses:

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.)

SIR-1 | I fully support the Port's Proposed Project for the San Pedro Waterfront.



1 **Kathy Sirivan (SIR)**

2 **Response to Comment SIR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
of Engineers ®

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Stephen Joseph Priddy Telephone/Fax (1-949) 751-7141  
Organization/Company 14150 Vine Place Ecology Auto Parts  
Address 301 La Jolla Drive  
City/State/Zip Code Newport Beach, Ca, 92663  
E-Mail none

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.)

### 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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

1 **Stephanie Joseph Pratty (SJPR)**

2 **Response to Comment SJPR-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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](mailto: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 David Slusberg Telephone/Fax (650) 697-3420  
 Organization/Company DAVID M SLUSBERG INC  
 Address PO Box 4484  
 City/State/Zip Code Burlingame CA 94011  
 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.)

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 7<sup>th</sup> Street Harbors) and the 7<sup>th</sup> 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 7<sup>th</sup> Street/Sampson Way intersection Improvements as outlined in the Proposed Project.

SLO-1



1 **David Slosberg (SLO)**

2 **Response to Comment SLO-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



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](mailto: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 BILL STECKER Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 1832 CRESTWOOD ST

City/State/Zip Code RANCHO PALOS VERDES

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.)

I SUPPORT THE PORT OF LOS ANGELES  
PROPOSED PROJECT. I SUPPORT REDEVELOPMENT  
OF PORTS OF CALL. I SUPPORT CRUISE  
SHIP TERMINALS AT KAISER POINT.  
GET IT DONE IN MY LIFE TIME.

STEC-1

1 **Bill Stecker (STEC)**

2 **Response to Comment STEC-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and the redevelopment of Ports O'Call will be forwarded to  
5 the Board of Harbor Commissioners.



US Army Corps  
of Engineers ®

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name LEON TIPPINS Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 3200 EL NIÑO AVENUE

City/State/Zip Code PERCIS, CA

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.)

VISITING SAN PEDRO ON A REGULAR BASIS, I WOULD LOVE TO SEE STATE OF THE ART CRUISE SHIPS AT THE OUTER HARBOR. I ALSO FEEL THAT THE TIME HAS COME FOR A MASTER DEVELOPER TO REDEVELOP THE ENTIRE PORTS & CALL AREA AND WOULD ALSO LIKE TO SEE A CONTINUOUS 8-MILE LONG WATERFRONT PROMENADE AS OUTLINED IN THE PROPOSED PROJECT.

THANK YOU,

TIP-1

1 **Leon Tippins (TIP)**

2 **Response to Comment TIP-1**

3 Thank you for your comment. Your support for the Outer Harbor Cruise Terminal,  
4 the redevelopment of Ports O'Call, and a continuous waterfront promenade will be  
5 forwarded to the Board of Harbor Commissioners.



US Army Corps  
of Engineers ®

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name ANTONIO TRUTANICHE Telephone/Fax 310/547-1016

Organization/Company \_\_\_\_\_

Address 3419 MULLAEE AVE

City/State/Zip Code SAN PEDRO, CA

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.)

TRU-1

I SUPPORT THE PORTS PROPOSED PROJECTS



1 **Antoni Trutanich (TRU)**

2 **Response to Comment TRU-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name ROBERT TUPATIO Telephone/Fax 310 493-3981/310-750-6453  
Organization/Company GPS RECOVER 1  
Address 750 904 SILVE SPUR RD #572  
City/State/Zip Code KOLLING HILLS GST CA 90274  
E-Mail ROBERT @ GPSRECOVER1.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.)

TUP-1

I support San Pedro Waterfront Project



1 **Robert Tupajie (TUP)**

2 **Response to Comment TUP-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Lauren Wilbur Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 13531 CROSSDALE AVE

City/State/Zip Code NORWALK CA 90650

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.)

I FULLY SUPPORT THE PORTS PROPOSED PROJECT. I LIKE THE IDEA OF THE CRUISE SHIP TERMINALS AT THE OUTER HARBOR SO THAT STATE OF THE ART CRUISE SHIPS COULD EASILY DOCK. I SUPPORT HAVING A MASTER DEVELOPER REDEVELOP THE ENTIRE PORTS O'CALL AREAS OUTLINED IN THE PROJECT.

WILB-1

1 **Lauren Willow (WILB)**

2 **Response to Comment WILB-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and the redevelopment of Ports O'Call will be forwarded to  
5 the Board of Harbor Commissioners.



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](mailto: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 ROBERT YUMUL Telephone/Fax 714-825-7000  
 Organization/Company Dynalectric - Los Angeles  
 Address 4462 Corporate Center Dr.  
 City/State/Zip Code Los Alamitos, Ca. 90720  
 E-Mail ryumul@dyna-la.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.)

I have lived in Los Angeles County for almost 32 years and has worked with Dynalectric for all those years. As an immigrant to this country, I could never thank <sup>enough</sup> the City of LA, especially LA Harbor Dept. for providing jobs and new opportunities for contractors and sub-contractors amidst this economic crisis. I have always preached to my family + friends that Port of LA projects are not dependent from taxpayers money or bond initiative. I have worked w/ Dynalectric in helping Port developed Pier 300 + 400 projects in the electrical field and have supported the plans LA Harbor had to offer in the past. As we are now approaching some critical environmental impact in any development these days due to population + economic growth, the LA Harbor Dept. must also

YUM  
-1

YUM  
-2

YUM-2  
CONT.

consider incorporating "green alternative" sources of energy in terms of conserving + protecting our local surroundings. After all, the Obama administration will be fully supportive of this as he repeatedly indicated on a national level. Besides the money, public confidence and their support of any major makeover to transform the San Pedro Waterfront into a World-class, stunningly beautiful "LA Waterfront" will be more of a success.

YUM-3

I attended a silver anniversary wedding this year in one of the fine restaurant in Port of Call and ~~I~~ with my wife and I ~~were~~ <sup>am</sup> impressed of the recent developments POLA has made to the surroundings and along the waterfront. I have not been involved in POLA projects for the last 4 years. I would love the Port of LA + US Army Corps of Engineers to continue to develop San Pedro and make this place a "shining center for tourism" compared to their neighboring Long Beach, Venice + Santa Monica Harbor.

**1 Robert Yumul (YUM)****2 Response to Comment YUM-1**

3 Thank you for your comment. Responses are required only for those comments that  
4 address the adequacy of the EIS/EIR. Your comment has been noted.

**5 Response to Comment YUM-2**

6 Thank you for your comment. As discussed in Section 2.4.2.4 of Chapter 2, “Project  
7 Description,” solar power would be incorporated into all new development to the  
8 maximum extent feasible. Within the proposed project area, photovoltaic panels  
9 would be integrated onto the roof of the existing cruise terminal building at Berth 93,  
10 at the proposed Inner Harbor parking structures, and at the Ports O’Call parking  
11 structures along the bluff. Recycled water would be used for landscaping and water  
12 features. Also, Leadership in Energy and Environmental Design certification is  
13 required for all new development over 7,500 square feet, including the Cruise  
14 Terminal, Ports O’Call development, office buildings, and museums. Sustainable  
15 engineering design guidelines would be followed in the siting and design of new  
16 development. Sustainable construction guidelines would be followed for  
17 construction of the proposed Project or an alternative.

**18 Response to Comment YUM-3**

19 Thank you for your comment. Your support for the proposed Project will be  
20 forwarded to the Board of Harbor Commissioners.



US Army Corps  
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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name JOHN W. ZLATIC Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address 1407 STONEWOOD CT.

City/State/Zip Code SAN PEDRO, CA 90732

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.)

ZLA-1

*I support the Ports Proposed Project.*

1 **John Zlatic (ZLA)**

2 **Response to Comment ZLA-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.





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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Aurora Zordilla Telephone/Fax (626) 961-7728

Organization/Company \_\_\_\_\_

Address 702 Peggy Ave

City/State/Zip Code La Puente, CA 91744

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.)

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

- especially 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.
- and having a master developer redevelop the entire Ports O' Call Area as outlined in the project.

ZOR  
-1

1 **Aurora Zordilla (ZOR)**

2 **Response to Comment ZOR-1**

3 Thank you for your comment. Your support for the proposed Project, the Outer  
4 Harbor Cruise Terminal, and the redevelopment of Ports O'Call will be forwarded to  
5 the Board of Harbor Commissioners.



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# San Pedro Waterfront Project DEIS/DEIR Public Hearing



## Comments

The hearing 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 a Final Environmental Impact Statement/Report for the San Pedro Waterfront Project.

Name Anna Greenleaf Telephone/Fax (310) 832-5379  
 Organization/Company private individual  
 Address 860 W. 5th Street, #312  
 City/State/Zip Code San Pedro, CA 90731  
 E-Mail \_\_\_\_\_

I support the plan of the Sustainable Harbor Development Working Group. Some positive aspects of this plan include pathways for pedestrians and cyclists, green spaces, garden roofs, and the extension of the Red Car, along with footpaths and bike lanes, to connect the waterfront with downtown. Let's keep development human-scaled!

Please do not put a parking structure on or near the waterfront. I think it is important to discourage automobile driving not only to reduce air pollution and greenhouse gases, but also because of traffic congestion, excessive parking, aesthetic considerations, and the need to share open space with plants and animals (Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than **December 8, 2008** to 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  
 P.O. Box 151  
 San Pedro, CA 90733-0151

## 1 **Anna Greenleaf (GREE)**

### 2 **Response to Comment GREE-1**

3 Thank you for your comment. Comments on the Sustainable Waterfront Plan will be  
4 forwarded to the Board of Harbor Commissioners for consideration during their  
5 deliberations on the proposed Project or alternatives. Please see Master Response 1  
6 for further discussion regarding the Sustainable Waterfront Plan.

### 7 **Response to Comment GREE-2**

8 Thank you for your comment. The decision to include parking space near the  
9 waterfront as part of the proposed Project was carefully balanced between enabling  
10 the greatest public access as well as making the best use of limited space for  
11 recreational and commercial land uses. The proposed Project and Alternatives 1, 3, 4  
12 and 5 include surface parking lots only at the Outer Harbor, and thus would have a  
13 minimal profile near the waterfront. In addition, the proposed bluff site parking  
14 structures would eliminate the need for the current surface parking areas serving the  
15 Ports O'Call area and would thus open up areas for public open space by  
16 consolidating the Ports O'Call parking into a vertical structure. (See draft EIS/EIR,  
17 Page 3.1-31.)

18 In addition, the draft EIS/EIR analyzed a reasonable range of alternatives, including  
19 several alternatives with reduced parking, as seen in Figures ES-4, Figure 2-17  
20 (Alternative 1; changes to Outer Harbor parking), Figure 2-19 (Alternative 2;  
21 changes to Outer Harbor parking), Figure 2-21 (Alternative 3; no parking at SP  
22 Railyard), Figure 2-22 (Alternative 4; reduced parking in the Inner and Outer  
23 Harbors); Figure 2-23 (Alternative 5; reduced parking in the Inner and Outer  
24 Harbors), and Figure 2-24 (Alternative 6; no new parking). Please also see Master  
25 Response 3 for discussion of waterfront parking structures.

26 Your opposition to waterfront parking will be forwarded to the Board of Harbor  
27 Commissioners for consideration during their deliberations on the proposed Project  
28 and alternatives.



US Army Corps  
of Engineers ®

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Joseph MARDESICH Telephone/Fax (310) 377-5092  
Organization/Company DALMATIAN-AMERICAN CLUB  
Address 28513 COVECREST DR.  
City/State/Zip Code R.P.V. CA 90275  
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.)

MARD-1

Fully support the project -  
This has been too long in  
coming about

1 **Joseph Mardesich (MARD)**

2 **Response to Comment MARD-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.



US Army Corps  
of Engineers ®

# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name JASON W. PATEY Telephone/Fax (310) 212-1919  
Organization/Company EXXON MOBIL IS MY EMPLOYER (TORRANCE)  
Address 1119 ALMA ST. APT. #3  
City/State/Zip Code SAN PEDRO, CA. 90731  
E-Mail jpatey@cox.net

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.)

PAT-1

I, JASON W. PATEY, Fully support the  
L.A. PORT'S PROPOSED PROJECT!

*Jason W. Patey*

1 **Jason W. Patey (PAT)**

2 **Response to Comment PAT-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.





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

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

**Re: San Pedro Waterfront Project EIR**

PRI-1

As a customer of the Port of Los Angeles, we have a significant stake in the future of the Port. We are supportive of the waterfront project that seeks to enhance the visitor serving portions of the Port. Our customer and our crew members have a direct relationship with the waterfront businesses and the businesses adjacent to the waterfront such as hotels, shopping, and transportation. In addition, the ships utilize harbor area suppliers for much of the ships operations plus employing local labor for our shore side operations.

PRI-2

Princess Cruises welcomes the opportunity to comment on the San Pedro Waterfront EIR. Princess Cruises is in support of the San Pedro Waterfront Project and the goal of sustainable development that will bring people, prosperity and revitalization to the waterfront of the Port of Los Angeles.

PRI-3

While the proposed project meets most of our needs, **alternative number 2** with the parking for cruise passengers at both the inner harbor and at the new outer harbor development is our preferred option. We feel this is the best solution for efficient and cost effective operations and would be the best solution for our customers.



PRI-4 | We support the idea of building the greenest cruise terminal possible and reiterate our support in working with the port to help design cruise terminals that meet the needs of the passengers, community and the Port. The cruise industry needs to develop terminals that work for the ships calling today and for the ships calling in the future. In addition, we understand the desire to have the public interact with the waterfront and park areas near the cruise terminal while also maintaining a safe and secure operation for our ships. In addition, the waterside security zone and the affect it has on small boats in the harbor is important to note. Princess Cruises fully cooperates with the security regulations put forth by the Coast Guard; but we do want to work with the concerned parties to utilize all the options available to creating a secure environment for our ships and our passengers. Of note is the "floating barrier" concept discussed in the EIR, this is the type of alternative that creates a good secure location while also addressing the need of the small boat community.

We are excited about the prospects of revitalizing the waterfront and are encouraged by the steps the Port has taken to move this project to the next level.

**Bruce Krumrine**  
Vice President Shore Operations Princess Cruises

1 **Princess Cruises (PRI)**

2 **Response to Comment PRI-1**

3 Thank you for your comment. Your support for the proposed Project will be  
4 forwarded to the Board of Harbor Commissioners.

5 **Response to Comment PRI-2**

6 Thank you for your comment. Your support for the proposed Project will be  
7 forwarded to the Board of Harbor Commissioners.

8 **Response to Comment PRI-3**

9 Thank you for your comment. Your support for Alternative 2 will be forwarded to  
10 the Board of Harbor Commissioners.

11 **Response to Comment PRI-4**

12 Thank you for your comment. Your support for building the greenest cruise terminal  
13 possible will be forwarded to the Board of Harbor Commissioners.

14 **Response to Comment PRI-5**

15 Thank you for your comment. Personal communication with Port Police confirmed  
16 that significant impacts to security would not occur. The Port Police are presently  
17 expanding and improving its current facilities. Adequate security services would be  
18 provided for the operation of the proposed Project (see Section 3.13, "Utilities and  
19 Public Services," Pages 3.13-13 and 3.13-21).

20 **Response to Comment PRI-6**

21 Thank you for your comment. Your support for the floating barrier concept and for  
22 working with concerned bodies to ensure proper security will be forwarded to the  
23 Board of Harbor Commissioners.

REPORTER'S TRANSCRIPT OF PUBLIC MEETING

RE: SAN PEDRO WATERFRONT PROJECT  
ENVIRONMENTAL REVIEW PROCESS SUMMARY

MONDAY, OCTOBER 27, 2008

SAN PEDRO, CALIFORNIA

REPORTED BY: JA'NAL M. CARTER, CSR NO. 12813

1                   REPORTER'S TRANSCRIPT OF SCOPING MEETING,  
 2 commencing at the hour of 6:02 p.m., on Monday, October  
 3 27, 2008, at 601 S. Palos Verdes Street, San Pedro,  
 4 California, before Ja'Nal M. Carter, Certified Shorthand  
 5 Reporter in and for the State of California.

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I N D E X

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1 (6:07 p.m.)

2 WELCOME TO SCOPE MEETING

3

4 DR. RALPH APPY: Thank you very much. I think  
5 we need to get started.

6 Tonight is a Public Meeting on the  
7 Environmental Impact/Statement Impact Report, which is an  
8 environmental document for our San Pedro Waterfront.

9 I'm Ralph Appy. I'm the director of  
10 Environmental Management for the Port of Los Angeles.  
11 And tonight we have a number of speakers and each of them  
12 is going to give a presentation.

13 I'd like to introduce, first of all, Colonel  
14 Thomas Magness. He is the District Engineer for the U.S.  
15 Army Corps of Engineers. And he will talk about their  
16 role in the preparation of the environmental document and  
17 their permitting role as well for the Project.

18 So with no further ado, I'd like to turn over  
19 the meeting to the Colonel to introduce you to the  
20 Project.

21 Thank you.

22

23 STAFF PRESENTATION

24

25 COLONEL THOMAS MAGNESS: Hopefully everyone

1 will find a seat and we can get started and we'll keep  
2 the sidebars outside of the room.

3 I am anxious to hear from the people as they  
4 come to the microphone and I'm sure you are as well. And  
5 the extent to which we can keep the rest of the  
6 conversations outside of the room, that would be  
7 terrific.

8 My name is Colonel Thomas Magness. I'm the  
9 District Commander for the Los Angeles District of the  
10 U.S. Army Corps of Engineers. I also come to you in  
11 another capacity; and for many of you that is as your  
12 neighbor. I live on Fort MacArthur. Right now I'm at  
13 Pacific Avenue at about 27th Street. And I'm raising two  
14 beautiful little girls in this community and very  
15 passionate, as many of you all feel, for the water and  
16 Waterfront for this Project. And I'm happy to be here.

17 I'm going to read a couple of things before we  
18 get started so that I can read this into the record.  
19 This is not my normal M.O., but I'll do this tonight.

20 On behalf of the Corps of Engineers, I'd like  
21 to welcome you all to this meeting, which we are also  
22 conducting in Spanish as a courtesy to you, the  
23 interested public.

24 As you know, the Port of Los Angeles has  
25 applied to my agency for a permit to create three new

1 harbors along the San Pedro Waterfront, construct pile  
2 supported structures to provide additional areas for  
3 landside use, and construct a Waterfront Promenade and  
4 Outer Harbor Cruise Ship Terminals.

5 The project's joint Draft Environmental Impact  
6 Statement and Environmental Impact Report, which you are  
7 currently reviewing, evaluates the construction and  
8 operation of the Project and several alternatives.

9 Under our Federal Permit Program, the Corps of  
10 Engineers is responsible for regulating dredge and fill  
11 activities in waters of the United States such as Los  
12 Angeles Harbor, including activities that may affect  
13 navigation.

14 The Port's proposed activities along the San  
15 Pedro Waterfront are regulated under both Section 404 of  
16 the Clean Water Act and Section 10 of the Rivers and  
17 Harbors Act.

18 In addition, the Port is proposing to transport  
19 and dump relatively clean material dredged to create the  
20 new harbors at ocean disposal sites, which would be  
21 regulated under Section 103 of the Marine Protection,  
22 Research, and Sanctuaries Act.

23 Federal actions, such as Section 404, Section  
24 10 and Section 103 permit decisions are subject to  
25 compliance with a variety of federal environmental laws,



1 such as the National Environmental Policy Act or NEPA.

2           Consequently, the Corps has a responsibility to  
3 evaluate the environmental impacts that would be caused  
4 by the proposed Project prior to making a permit  
5 decision. In meeting its regulatory responsibilities,  
6 the Corps is neither a Project proponent nor an opponent.

7           In addition to evaluating the environmental  
8 direct, indirect, and cumulative impacts of the Port's  
9 proposed Project, the Corps must determine whether the  
10 proposed Project is the least environmentally damaging  
11 practical alternative that meets the overall Project  
12 purpose.

13           Also, no permit can be granted if we find that  
14 the proposal is contrary to the public interest. The  
15 public interest determination requires a careful weighing  
16 of those factors relevant to the particular Project. The  
17 Project benefits must be balanced against its reasonably  
18 foreseeable detriments.

19           For purposes of the testimony I will hear  
20 tonight, I will concentrate on issues specifically  
21 related to the Port's proposed San Pedro Waterfront  
22 Project.

23           At this public hearing, the Corps is requesting  
24 input from the general public concerning specific  
25 physical, biological, and human use factors that should

1 be evaluated in greater detail as part of the Final  
2 EIS/EIR and the Corps permit action for the proposed  
3 Project.

4 The Corps would like to emphasize that we will  
5 carefully consider all comments that we receive for the  
6 proposed Project and they will be given full  
7 consideration as part of our final permanent decision.

8 Some speakers will be opposed to the Project,  
9 while others will be in favor. I hope and expect that  
10 you will respect opposing views and allow speakers to  
11 make their statements without interference.

12 Following this hearing, all parties will be  
13 given until December 8th to provide any written testimony  
14 or rebuttals.

15 I will now turn the floor over to Dr. Appy and  
16 to Ms. Jan Green Rebstock from the Port of Los Angeles to  
17 provide a 10- to 15-minute presentation on the Project.

18 Following this presentation, I will discuss how  
19 we will take your oral testimony this evening. Until  
20 then, if you know you would like to speak tonight, please  
21 fill out a speaker card and give it to one of the Corps  
22 or Port staff at the front desk identifiable by their  
23 Corps or Port ID badges. This will help us transition to  
24 the public input sessions.

25 Ralph.

1 DR. RALPH APPY: Thank you very much.

2 The second part of the Environmental Document  
3 we're going to do is related to the state side of the  
4 documentation and the Port of Los Angeles is what we call  
5 the Agency on the California Environmental Quality Act.

6 Can I have the first slide, please. So I have  
7 to do work here.

8 These are actually the people at the front  
9 table. You've met Colonel Magness. To my right is Jan  
10 Green Rebstock, who the Project Manager for the Port of  
11 Los Angeles on the environmental portion of the Project.  
12 And to her right is Dr. Spencer MacNeil, who is U.S.  
13 Corps of Engineers Project Manager.

14 So we've heard the Corps' overview of this  
15 tonight on their role in preparation of the Environmental  
16 Document and Issuance of Permits. And then we're going  
17 to follow with a presentation on the EIR.

18 We're going to try to make this as brief as we  
19 can. We think it's a good idea to show you some idea of  
20 what the Project is. Some of you are very familiar with  
21 it; others may not be. So we're going to try to do a  
22 very quick presentation of that.

23 And then we're going to go to the speakers.  
24 The allotted speaking time is three minutes per speaker.  
25 In some cases, people have petitioned the Corps for

1 additional time, if you represent large groups, and those  
2 people will be identified as they come forward and  
3 they'll be allowed to speak additional time.

4 I'd like to state also that we have -- for  
5 anybody that is speaking impaired or hearing impaired, we  
6 do have in the front some assistance we can provide if  
7 you come down and sit in the front, and also we have some  
8 Spanish translation services available.

9 We also have some dignitaries here this evening  
10 and we'll be introducing them. Councilwoman Janice Hahn  
11 will have an opportunity to speak and Commissioner David  
12 Freeman is here as well.

13 This is kind of the process we go through the  
14 EIS/EIR. We love acronyms. Environmental Impact  
15 Statement/Environmental Impact Report. And that's the  
16 name of this big environmental document that's about two  
17 feet thick that we sent out to everybody. And we have  
18 lots of ways you can get a hold of that document through  
19 our website.

20 Tonight just represents one opportunity for you  
21 to provide comments on it. This is a public meeting to  
22 receive oral comments. You can also provide written  
23 comments prior to the end of -- prior to December 8th --  
24 is when the comment period closes. And at the end of the  
25 talk tonight, we'll show you exactly how to provide

1 comments. And it's also present in some of the materials  
2 we've provided out front.

3 So if you look at this sequence up here on the  
4 left, there's something called the NOI/NOP. That's the  
5 Notice that we first send out that we're going to be  
6 preparing an environmental document. And at that time,  
7 we did ask for people's comments. We received those  
8 comments and use them to what we call "scope the  
9 document." What are the issues of importance? And  
10 following that, based on those comments, then we prepared  
11 the Draft EIS/EIR, and that is the item that is before us  
12 tonight.

13 And if you look down at the bottom, you'll see  
14 the circle that says, "You are here." That's where we  
15 are; at the public meeting to receive those comments.

16 Following receiving your comments, we will then  
17 prepare what's called a Final EIR, and that is a document  
18 that goes to the decision makers, either the Board of  
19 Harbor Commissioners at the Port of Los Angeles or else  
20 the District Army Corps of Engineers, who will issue what  
21 they call a "Record Decision" on the Project. And so  
22 that occurs after we prepare the final, which we think  
23 will be done early next year.

24 Having said that, I'd like to turn the  
25 microphone over to Jan, who will then provide you a brief

1 description of the Project.

2           JAN GREEN REBSTOCK: Okay. So there's a lot to  
3 cover here. It's about 400 acres. We have almost eight  
4 miles of Waterfront. And we have about 36 different  
5 Project elements. I'm going to highlight some of the  
6 major ones for you as part of the proposed Project and  
7 then briefly go through the Alternatives that we  
8 considered in the Environmental Impact Review.

9           Hopefully you can see the pointer here.

10           So we're looking at different cruise berthing  
11 options for the Inner Harbor and the Outer Harbor. In  
12 the proposed Project, we have two berths on the Outer  
13 Harbor with two new cruise terminals.

14           We're looking at creating three new water cuts  
15 in the Downtown Harbor, the North Harbor, and the 7th  
16 Street Harbor with a public pier.

17           We're looking at redevelopment of Ports O'Call,  
18 which is about 150,000 square feet. We're proposing to  
19 double that to 300,000 square feet with a mix of retail  
20 and commercial with restaurants, and a potential  
21 conference center up to 75,000 square feet.

22           We're looking at expanding the Red Car Line out  
23 to Warehouse 1, out to the Outer Harbor Cruise Terminal,  
24 which would also have a six-acre park and out to Cabrillo  
25 Beach.

1           We're also looking at creating about 27 acres  
2 of new parks, with San Pedro Park, a three-acre park  
3 within Ports O'Call, and a six-acre park here in the  
4 Outer Harbor. So there's also a Ralph J. Scott Fireboat  
5 Museum and a couple of other new buildings that are being  
6 proposed.

7           Parking for Ports O'Call would be along the  
8 bluffs here at 13th Street. Parking for the cruise  
9 operations would be concentrated in the Inner Harbor with  
10 parking structures about four stories stepped back to the  
11 water.

12           So that's just a brief overview.

13           These illustrations you can find in the  
14 Environmental Impact Report. Also, in the Executive  
15 Summary and the Overview if you have a chance to receive  
16 one. I'm going to flip through those quickly, but what  
17 you should note here is the Promenade, which is along the  
18 water continuously as much as possible. So here you see  
19 it outlined in the North Harbor in the gold.

20           The Lane Victory in the proposed Project would  
21 be relocated to the North Harbor, where we make room for  
22 tugs and other working vessels that helps also bring  
23 water close to downtown and the existing Promenade along  
24 Harbor Boulevard.

25           In the Downtown Harbor, again you'll see the

1 Promenade along the water's edge and along the 7th Street  
2 Harbor. And you'll also see a proposed water feature  
3 right in front of the Maritime Museum with a public  
4 plaza, the Town Square, right in front of the City Hall  
5 Building.

6 Here's a close-up of San Pedro Park. We're  
7 talking about reuse of Warehouse 9 and 10 for  
8 recreational purposes that would compliment the  
9 surrounding park area.

10 Here is the Promenade that would be built near  
11 or out to Cabrillo Beach. And a close-up of the Outer  
12 Harbor Cruise Terminal, where again we try to accommodate  
13 the Promenade along the water's edge.

14 This is a close-up of Ports O'Call. And really  
15 what we're just trying to demonstrate here is the  
16 opportunity site that would include the parking  
17 structures along the bluff.

18 Here you can see a proposed Red Car Maintenance  
19 Facility at 13th Street and a pedestrian bridge. This  
20 would also help facilitate pedestrian access to Ports  
21 O'Call from 13th Street. And this is what the proposed  
22 development site would be with the Master Developer for  
23 Ports O'Call.

24 In the document we do try to highlight  
25 connections with the California Coastal Trail and upland



1 connections along the Project area.

2           You'll also find in the document an analysis of  
3 what the Cruise throughput projections are for the  
4 proposed Project and the various Alternatives. So you  
5 can look at the ship calls, the numbers of the berths in  
6 the Inner and Outer Harbor, and what the assumptions were  
7 as we went through the analysis for the Alternatives.

8           The Proposed Project impacts are laid out there  
9 for you. We have several unavoidable significant  
10 impacts. Some that were less than significant after  
11 mitigation and some that we were able to mitigate to  
12 typically less than significant.

13           But I do want to highlight that we had almost  
14 100 mitigation measures applied to this Project. I think  
15 it was about 97; 30 of them under air quality. All of  
16 these are CAP compliance or exceed the CAP. And you'll  
17 see the same for transportation.

18           Again, we've looked at six Alternatives in  
19 comparison to the proposed Project. Mostly when you look  
20 at the Alternatives, the variables are: What happens to  
21 Harbor Boulevard and Sampson Way? What are the cruise  
22 berthing options? And what is the level of development  
23 at Ports O'Call? I would say those are the major  
24 defining factors between the Alternatives.

25           Let's see. In the Alternative No. 1, we have a

1 Cruise Berth -- just one Cruise Berth in the Outer  
2 Harbor. And we're also proposing a new cruise terminal  
3 in the Inner Harbor. This would serve three cruise  
4 berths total.

5 One thing I wanted to point out is the traffic  
6 improvements. In the proposed Project, there's no change  
7 to Inner Harbor Boulevard. It stands in its existing  
8 capacity. Sampson Way is widened into two lanes in each  
9 direction.

10 In Alternatives 1 and 2, we look at creating a  
11 cul de sac at 13th Street, right here, which would limit  
12 the traffic this way on Harbor Boulevard. You would have  
13 access into the parking structures, but what we would  
14 then do is extend Crescent Avenue down to Sampson Way.

15 So traffic could flow this way. And the major  
16 reason for doing this is to try to avoid a messy  
17 five-point intersection at 7th Street.

18 So the major entrance into Ports O'Call would  
19 now move from 6th Street to 7th Street.

20 There's also an Alternative where we look at  
21 reducing Harbor Boulevard to one lane in each direction  
22 and taking the additional capacity and making that a  
23 greenbelt, which is kind of an extension of the park --  
24 Plaza Park along Beacon Street. So that was another  
25 approach. But the point is that Sampson Way becomes the

1 main thoroughfare.

2 In Project Alternative 2, it's important to  
3 note that this is the only Alternative where you have  
4 cruise parking for passengers in the Outer Harbor, and  
5 that's 1,500 spaces right here. In all of the other  
6 Alternatives the parking is concentrated at the Harbor  
7 parking structures. In this Alternative, they're split  
8 between the Inner and Outer Harbor and it accommodates  
9 two cruise berths in the Outer Harbor.

10 Also, in this Alternative we look at bringing  
11 the Promenade behind the Salt Marsh instead of along the  
12 beach here. And that's just another Alternative we  
13 wanted to look at in 2 and 5.

14 In Project Alternative 3 we're looking at three  
15 cruise berths with one berth in the Outer Harbor and  
16 there's no new terminal here. We do accommodate the  
17 North Harbor cut though.

18 Project Alternative No. 4 has four -- or three  
19 cruise berths with none in the Outer Harbor. It's just  
20 an Outer Harbor Park.

21 And under Project Alternative 5, the "No  
22 Federal Action" Alternative is: What could the Project  
23 be if we did not receive permitting from the Army Corps?  
24 So that would be no water cuts. That would be no  
25 Promenade along the water's edge where piles are

1 required, and no new cruise berths.

2 And this is looking at Project Alternative 6  
3 would be "No Project." So what if the Project is not  
4 approved, what could you assume would reasonably occur  
5 anyway?

6 You can receive a copy of the document.  
7 There's CDs outside. We also have some in our office.  
8 We have Executive Summaries available. The total  
9 document is about 6,000 pages. The Executive Summary  
10 we've boiled down to 150 pages. We also have a Reader's  
11 Guide, which is about 40, which gives you a good overview  
12 of the Project and then some of the key issues involved.

13 You can download all of those documents from  
14 our website. We also have them available in Spanish.  
15 And the Army Corps has their public notice up there as  
16 well. And we also have hard copies available if any of  
17 you would like those. And copies are available at the  
18 library if you'd like to just go and flip through it.

19 We are going to have a court reporter here  
20 tonight. So all of your comments will become part of the  
21 transcript. In the future, that will be posted on the  
22 Port website. You can also fill out comment cards or you  
23 can send us a letter. The comment deadline is December  
24 8th. And all of -- copies of all of the comment letters  
25 will be posted on the Port website. And here's who you

1 should be addressing your written comments to. And we  
2 also will receive comments by e-mail.

3 DR. RALPH APPY: (Speaking in Spanish.)

4 COLONEL THOMAS MAGNESS: We will be taking oral  
5 testimony from the public in two sections. The first  
6 session will be devoted to hearing from selective  
7 representatives of significant interest groups. And  
8 because these speakers represent significant numbers of  
9 people, they will be allowed a little more time to make  
10 their statement. And in fairness, the order of speakers  
11 will be randomly determined.

12 The second session will be for members of the  
13 public who would like to present their views as  
14 individuals. And during this session, speakers will be  
15 given three minutes to make their comments. And while I  
16 know three minutes does not seem like enough time perhaps  
17 to express your opinion, I will help you understand when  
18 your time is up. Because if you look at the number of  
19 people in this room, three minutes' time is -- the number  
20 would take us all night. There's opportunities to  
21 provide your opinion. And we will make sure that that  
22 opinion is heard.

23 As I mentioned earlier, if you would like to  
24 speak during the second session, you must fill out a  
25 speaker card and give it to one of the Corps staff

1 identifiable by their Corps ID badges. Please do this  
2 before the second session begins.

3 All oral or written testimony will become part  
4 of the administrative record for this permit application.  
5 Once we have the written transcripts of the testimony,  
6 they will be published on my organization's Regulatory  
7 Division website and the Port's website, which were  
8 provided in the Port's presentation and are posted in  
9 this room.

10 Again, if you want to present your testimony to  
11 me directly, you must fill out a speaker card and hand it  
12 to one of my staff before we start the second session of  
13 oral testimony.

14 As you make your comments, please note that in  
15 front of the table there's a timer. And you may not be  
16 able to see it from where you're seated, but when you  
17 approach the microphone, you'll be able to see it and I  
18 will certainly help you see it as well. The light will  
19 be green when you begin. When you have one minute left,  
20 the light will turn yellow. When your time is up, the  
21 light will turn red. Please respect these time limits so  
22 that all that desire to speak have the opportunity.

23 First, if we can have Councilwoman Janice Hahn,  
24 who represents the City of Los Angeles 15th Council  
25 District.

1 Councilwoman Hahn.

2

3

PUBLIC COMMENTS

4

5

MS. HAHN: Thank you very much.

6

I really want to give a shout out to the whole crowd that's here tonight because after hundreds of meetings and years of hopes and dreams, people still want to come out and give their input into this very exciting proposition of redeveloping our Waterfront.

10

11

So thanks for the opportunity to speak before you tonight. I've been waiting a very long to get this point. It's been over three years since the last major phrase of construction on our Waterfront. And I'm hopeful that we can resume this much needed redevelopment.

16

17

All across the world major cities have world class Promenades; Baltimore, New York, San Francisco, Hong Kong, Vancouver, London. The list goes on and Los Angeles deserves to be in that same company of cities.

20

21

This morning on the Today Show they featured the five cities in the United States that even in this incredible financial downturn are doing well for a number of reasons.

24

25

One of the five cities was Charleston, West

1 Virginia. And one of the main reasons that it is doing  
2 well is because of the River Front Development that is  
3 happening in that city. And I'm mentioning this because  
4 we have a unique opportunity to provide a world class  
5 Promenade, a destination point, for all the people who  
6 live in the City of Los Angeles and all across the  
7 country to visit every year. That's why I'm glad we're  
8 finally at this point and every one is given an  
9 opportunity to provide their input.

10 I like the considerate amount of open space  
11 that's included in this proposal. It's important that we  
12 focus on linkages to the California Coastal Trail, like  
13 the Royal Palm Beach, White Point Major Conservancy,  
14 Angel's Gate, Point Vernon Park.

15 I'm also very glad to see that a continuous  
16 Promenade along the Waterfront is part of this proposal.

17 In 2002 when the Urban Land Institute came  
18 here, they told us a way to redevelop our unique  
19 community down here was to develop the Waterfront and  
20 build housing and in downtown San Pedro. And the promise  
21 of developing this Waterfront is what has spurred the  
22 housing development in downtown San Pedro unprecedented  
23 in as long as I can remember.

24 We know that giving people an opportunity to  
25 view the working Waterfront is instant entertainment and



1 | something we should take advantage of. We need to allow  
2 | people to walk alongside this water.

3 | I'm also glad we're going to be redeveloping  
4 | Ports O'Call. I think people for a long time have  
5 | remembered fond memories of Ports O'Call, but they would  
6 | like to see it updated, renovated, remodeled.

7 | But I want to go on record saying we -- in this  
8 | proposal, we have to hang onto the things that are  
9 | important to San Pedro while we embrace our future. We  
10 | want to see the Ports O'Call Restaurant stay there. We  
11 | want to see The Fish Market. And we want to see Cafe  
12 | International stay there.

13 | (Applause).

14 | MS. HAHN: They're a part of our unique charm  
15 | and there's no reason that they can't be the centerpiece  
16 | of the Ports O'Call Redevelopment.

17 | I can see that the Red Car Line is being  
18 | extended to Cabrillo Beach, the Outer Harbor, and  
19 | Warehouse 1; that's good. I'm very disappointed to see  
20 | that the Red Car Extension into Downtown San Pedro has  
21 | been eliminated.

22 | In your own statement of purpose you state  
23 | that: "The purpose of the Waterfront Project is to  
24 | redevelop the San Pedro Waterfront for increased public  
25 | access and to provide connections between the Waterfront

1 | area and the San Pedro community."

2 |           After I read that statement, there's no better  
3 | way to connect the Waterfront to the community than  
4 | providing transportation that links Downtown San Pedro  
5 | with the Waterfront; and the Red Car can do that.

6 |           I think we need to be visionary when it comes  
7 | to planning. We need to plan for people to arrive here  
8 | by bus or by train. And there's still room in this  
9 | document for improving the connections to public  
10 | transportation.

11 |           I will say I also think that parking structures  
12 | on prime Waterfront property is the worst possible land  
13 | use that I can think of.

14 |           (Applause.)

15 |           MS. HAHN: We know that the first phase of the  
16 | Promenade is right along where you're proposing these  
17 | parking structures. So now you've virtually cut off  
18 | people's access to see the water in the first phase of  
19 | the Promenade.

20 |           I think you should work with the CRA. Let's  
21 | strategize and use shared parking in Downtown San Pedro,  
22 | which would also promote the goal of connecting downtown  
23 | to the Waterfront. Don't take prime Waterfront  
24 | development for parking cars. We can do better than  
25 | that. We can be more creative than that and we can do

1 | something that benefits everyone.

2 | I've also been recently troubled by statements  
3 | made by a certain Harbor Commission President about  
4 | whether the Port can afford to invest in the Waterfront  
5 | Project as opposed to a Container Terminal Project.

6 | It is important especially in these times that  
7 | we not be shortsighted about making an investment in the  
8 | economic revitalization of this community. We must  
9 | consider the long-term economic development benefits and  
10 | financial return to the Port as well as the city as a  
11 | whole.

12 | We know that tourism is the second largest  
13 | industry in the City of Los Angeles. And for every 4  
14 | percent increase in tourists, it equals \$12 million  
15 | dollars to the City's General Fund. This will promote  
16 | tourism and will actually add dollars to the City's  
17 | General Fund, which we can all use.

18 | I don't need to remind you, but I will. We  
19 | hold this Port in trust for the People of California.  
20 | And the public trusts us to make sure that we give them  
21 | access to their Waterfront. We owe this to the public  
22 | and to do anything less would be inappropriate.

23 | And I did notice that you have \$230 million  
24 | dollars in your unappropriated balance this year. I  
25 | think you have enough money to invest in the Waterfront.

1 I also want to say, in conclusion, that I do  
2 proudly support the Cruise Ship Industry here in San  
3 Pedro. The Cruise Industry is a vital part of our  
4 tourist mainstream. Cruise visitors spend approximately  
5 \$58 million in this region and support about 2,000 good  
6 paying jobs.

7 I love watching these ships coming in and out  
8 of the Harbor. I know there's controversy about the  
9 Outer Harbor, but I want us to figure this one out. We  
10 like the Cruise Ship Industry. It benefits us in San  
11 Pedro. It benefits Los Angeles. Let's figure it out so  
12 it can be a win-win for every one.

13 Thank you very much for your attention.

14 Let's build the Waterfront.

15 (Applause.)

16 COLONEL THOMAS MAGNESS: Thank you,  
17 Councilwoman.

18 Next, please, from the Los Angeles Board of  
19 Harbor Commissions, President David Freeman.

20 MR. FREEMAN: My apologies. I want to speak to  
21 my constituents here. I'm here to listen and that's the  
22 only reason -- the only purpose I am serving here this  
23 evening. I just want everyone to know that I am here and  
24 that I am listening.

25 Also, I want you to know that the Commission

1 has not prejudged any aspect of this Project. What's  
2 being described here tonight is the Commission Staff's  
3 Proposal. It, of course, will be considered along with  
4 all the comments that everyone will make.

5 And with that, I hope we have a nice evening  
6 learning.

7 Thank you.

8 COLONEL THOMAS MAGNESS: Thank you.

9 Next please. For ten minutes, representing the  
10 Sierra Club, Tom Politeo.

11 Is Tom here? Tom, you are up. You're on the  
12 clock. I've been wanting to say that.

13 MR. POLITEO: I'm sorry. I didn't realize that  
14 other people would be quite so concise.

15 Thank you very much. My name is -- well, she  
16 was saying all of the things I wanted to hear.

17 My name is Tom Politeo. I am representing the  
18 Sierra Club Today. We have a lot of things we could talk  
19 about, but we're really only going to focus on one issue,  
20 which is primarily the climate change with respect to  
21 this Project.

22 I hope that my nieces and nephews -- hang on  
23 for a second. I want to do a little equipment change  
24 here.

25 I hope that my nieces and nephews won't kick me

1 | because of the condition of the world that we leave for  
2 | their children. I would rather incur the wrath of every  
3 | person in this room than ever look in the eyes of a child  
4 | and say I was too selfish to care about the world I left  
5 | them.

6 |           We face a number of serious crises which could  
7 | ruin the quality of life ahead. Only one in two children  
8 | in Los Angeles graduate high school. In Detroit, only  
9 | one in four do. Crime is a constant problem and our  
10 | incarceration rate is obscene.

11 |           Our economy is melting down. Our polar ice  
12 | caps are melting away too. So is the Sierra Snow Cap.  
13 | Around the country floods and fires are worse than ever  
14 | and are costing us billions more dollars each year.

15 |           With all our problems, our economy and  
16 | socioeconomic injustice issues may be the most wide  
17 | spread in terms of how we feel the pain today.

18 |           However, the number one problem we face is  
19 | global climate change. And it comprises the worst crisis  
20 | that mankind has ever faced. Climate change is an  
21 | insidious problem. Today it is overshadowed by other  
22 | problems that currently inflict more pain.

23 |           However, if we wait until climate change is the  
24 | most painful, we will be too late. There will be no  
25 | more -- the water supply to California will be gone as

SPWPC-11  
cont'd

1 well. Food will be so expensive and scarce around the  
2 world, hundreds of millions will starve to death. The  
3 poor in the United States will struggle to feed  
4 themselves.

5 This is why a climate change is insidious. If  
6 we wait on it to act -- if we wait to act on it before it  
7 becomes the most painful problem we face, it will be too  
8 late.

9 This presents, of course, an insurmountable  
10 challenge in developing the urgency and political will  
11 needed to confront climate change head on. We must find  
12 a way to jump this hurdle or our future will be bleak.  
13 People will work harder in our generation and gasoline  
14 prices will sky rocket. If we don't do something to make  
15 us less dependant on this oil, the only thing that will  
16 stop the rise in energy prices is a faltering economy.

17 Because of climate change, we may have already  
18 past the threshold of peak water supply to California in  
19 the southwest. In time, water shortages will hurt our  
20 quality of life and our economic potential. This is a  
21 problem being repeated around the world.

22 In turn, we will reach peak food supplies and  
23 peak lumber supplies as well; all in one generation. It  
24 shouldn't surprise anyone that this crisis will hurt our  
25 poor far more than our wealthy. If by the time the

SPWPC-11  
cont'd

1 American poor feel it, it will be devastating the world  
2 for it. All around the world it will be  
3 disproportionately felt by people of color. It will kill  
4 people by the hundreds of millions.

5 Because carbon stays in the atmosphere for  
6 seven years or more, we will have to act before the  
7 carbon levels get too high. Otherwise, we will be boxed  
8 into a dreadful future.

9 This is why climate change is not some far  
10 issue that only affects polar bears or penguins. It is  
11 why Environmental Groups in this country are concerned  
12 with the effects of climate change on minorities. This  
13 is why we need to do something about it with every  
14 opportunity we get.

15 Now, the world looks at the United States as  
16 the Golden Standard when it comes to lifestyle. The  
17 world's fastest developing nations -- China and India --  
18 and are starting to live more like the United States as  
19 if it were a birthright. Overseas many openly resent the  
20 suggestion that they should use less energy and be more  
21 efficient while the United States continues to live high  
22 on the hog.

23 In the United States, California is the  
24 nation's trendsetter and Los Angeles is among the state's  
25 leaders. This is what makes what we do here in Southern

SPWPC-11  
cont'd



1 California so important. We have the opportunity --  
2 perhaps more than anywhere else in the world -- to create  
3 a better lifestyle that others will, in turn, follow.

4 If we show a commitment to doing the climate  
5 change that is second to none. We can do it in a way  
6 that is -- we can do it in a way that is socially and  
7 economically successful, the world may turn its head and  
8 follow our lead. We cannot for one second make this  
9 about giving things up. Every inch of the way we must  
10 make this about what we are gaining, about building a  
11 better city and a better world, about -- with more for  
12 the entire family and all walks of life and all close to  
13 home.

14 Reducing climate change means reducing driving.  
15 This means making sure jobs, shopping, culture, dining,  
16 nature, recreation, and sports are all nearby. For our  
17 region and for San Pedro, our Waterfront needs to be part  
18 of this kind of solution.

19 One-third of the land in Southern California is  
20 used for roadways, parking garages, and related services.  
21 In the Ports O'Call area it has been more than half.  
22 Creating good destinations means bringing up the land for  
23 business, recreation, dining, museums, and all other uses  
24 that can help attract visitors.

25 In our Waterfront adjoining areas we need to

SPWPC-11  
cont'd

SPWPC-12

SPWPC-13

1 create an attraction of such strong appeal that it just  
2 rips people out of their cars and entices them to walk,  
3 bike, and go on the Red Car, and have a great time in a  
4 sparkling urban oasis which is free of cars.

5 When it comes to guiding a change this big, our  
6 key environmental laws, CEQA and NEPA, are not up to the  
7 task. And these are largely administrated. And though  
8 they have helped the environment, they cannot turn a  
9 lackluster plan into a silk purse. CEQA and NEPA are not  
10 inspirational or creative, nor should they be.

11 If we are serious about doing something about  
12 climate change, we need to go well above and beyond the  
13 call of bureaucratic duty given by these laws. We need  
14 to transcend to a new plateau where we can create a green  
15 vision for lifestyle that is far less amount of energy in  
16 driving, but would still deliver the high quality of life  
17 with great economic opportunities.

18 If we work this from the perspective of  
19 "business as usual," we'll be stuck with the same results  
20 as usual. It is madness, as Einstein suggested, to keep  
21 on doing the same thing and expect a different result.

22 This is why the Sierra Club is asking the Port  
23 to work with redeveloping transit parks, recreational,  
24 and other agencies to develop a Waterfront plan that  
25 brings all the element s together. We need to

SPWPC-13  
CONT.

SPWPC-14

1 | dramatically reduce our carbon emissions.

2 |           This is why we hope responsible investors will  
3 | look to new opportunities in and around our Waterfront  
4 | area to build a city that is far less dependent on  
5 | foreign oil.

6 |           So -- help support more than our wealthy and  
7 | though climate change will affect the poor most of all,  
8 | this is not about the poor versus the wealthy. This is  
9 | about -- and it's not also about San Pedro versus Los  
10 | Angeles or Wilmington -- one part of San Pedro versus  
11 | another. This is about doing something that will benefit  
12 | us all here locally in the region, in the state, in the  
13 | country, and in the world making all our lives richer.

14 |           Unfortunately, none of the Port's Waterfront  
15 | Alternatives go far enough. As long as we think we can  
16 | draw a line around the Project and count the number lead  
17 | private buildings we put inside of it, it never will.

18 |           How we get people here is just as important  
19 | since -- emissions are 40 percent of our carbon  
20 | footprint. How well the Project works in the community  
21 | and region is crucial. The measure of success should be  
22 | engraved in the Waterfront which supports a lifestyle  
23 | which reduces climate change markedly. Not just for the  
24 | Project, but on a per capita basis.

25 |           We need to help each person live producing a

SPWPC-14  
CONT.

SPWPC-15

1 | good lifestyle using much less carbon. This is why the  
2 | Sierra Club will support the Sustainable Waterfront Plan  
3 | as our starting point for discussion.

4 |           This is why we ask the Port to join us in a  
5 | revolution on the Waterfront to see just how much farther  
6 | we can go to create something that brings us to a better  
7 | lifestyle, more economic opportunity and reduces our  
8 | carbon footprint all in one step.

9 |           This is why the importance of what we do here  
10 | transcends not only to San Pedro and Los Angeles, but the  
11 | state as well.

12 |           The Sierra Club will be making a more detailed  
13 | presentation on the Waterfront and our plans in November  
14 | or December, because obviously everything I've just said  
15 | now is such a -- we will announce the date and time on  
16 | that on "makemyday" that's m-a-k-e-m-y-d-a-y, dot, org.

17 |           Thank you.

18 |           COLONEL THOMAS MAGNESS: Thank you.

19 |           Next please from the Waterfront, Isabelle,  
20 | please for ten minutes.

21 |           DR. RALPH APPY: And if I could also ask too we  
22 | do have a court reporter over there and we will need to  
23 | take some breaks. When you speak -- speak if you come  
24 | forward -- if you could measure your speaking a little  
25 | bit so that she can make sure she gets all the words into

1 so the transcript and it is complete.

2 Thank you.

3 MS. DUVIVIER: I'm sorry my back is to all of  
4 you.

5 My name is Isabelle Duvivier. I'm representing  
6 the Los Angeles Waterfront Working Group, a coalition of  
7 local, regional and statewide neighborhoods and business  
8 and environmental organizations, such as the Sierra Club,  
9 members of American Institute of Architects, the State  
10 Costa Conservancy, and many of the neighborhood councils.

11 I am an architect, a map maker, and a mother.  
12 We here are blessed with a wonderful opportunity to  
13 rethink and remake our Waterfront. However, we are also  
14 burdened with the reality that we cannot continue to do  
15 business as we've been doing, as Tom already very  
16 eloquently described.

17 Scientists and academics are saying that we  
18 have ten years, give or take three, to reduce our carbon  
19 footprint if we want to live in a world similar to the  
20 one we know.

21 Before us is an amazing opportunity to  
22 demonstrate that through thoughtful development we can be  
23 a model at stable development where business and the  
24 environment can be partners at solving the coming crisis.

25 We are also blessed to have the leadership of

1 | two great leaders, Antonio Villaraigosa and David  
2 | Freeman, who have both publicly committed to creating a  
3 | green city and the greenest Port in the country.

4 |           Sustain Lane, however, has recently come out  
5 | with a survey of 56 in the country and Los Angeles fell  
6 | from the 25th position to the 28th position in the last  
7 | year. Here is our opportunity to show the world that we  
8 | actually mean what we say.

9 |           This is the Sustainable Waterfront Plan. It is  
10 | a plan that has been evolving and circulating in this  
11 | community for seven years through community work shops  
12 | and work groups. I will go into a little bit of detail  
13 | in a minute. But first what I want to say is: This plan  
14 | can be done now. This plan will not slow down the  
15 | process. It is less expensive than the proposed plan  
16 | because it doesn't include many of the high ticket items  
17 | that the Port plans to include. It also incorporates the  
18 | city and the Port's sustainable concepts.

19 |           The main goals of the Working Group -- the  
20 | Working Group has put together a one-page list of  
21 | specific goals, which I believe is being circulated and  
22 | I'm happy to also hand those out if anybody needs them.  
23 | They follow basic seven categories to which I will  
24 | briefly speak.

25 |           The first one and the really critical one is

1 | that all berths will be located at the Inner Harbor.  
2 | This plan is not an Anti-Cruise Industry Plan. This plan  
3 | keeps all of the cruise industry infrastructure compact  
4 | and centered around the already beautifully developed  
5 | Promenade and the fountain. In this way, we both  
6 | duplicate cruise industry infrastructure and support  
7 | facilities. You can see there's three cruise ships over  
8 | to the right of this blow-up of our plan.

9 | We keep the three cruise ships near downtown so  
10 | that visitors to the area can enjoy the local resources  
11 | in and around downtown.

12 | This plan sets aside Cabrillo Beach and the  
13 | Outer Harbor area including Kaiser Point for recreational  
14 | educational uses that preclude cruise service, except for  
15 | occasional visiting vessels, which is also on the plan.  
16 | To create a regional quality educational recreational  
17 | area so people don't have to drive so far to recreate.

18 | The blue area here represents the security zone  
19 | around the Cruise Ship -- the proposed Cruise Ship. You  
20 | can see that when a boat is docked, access to the Small  
21 | Harbor and the proposed Promenade is severely impacted.  
22 | However, when the ship is maneuvering, the security zone  
23 | increases by 300 feet on all sides; the equivalent of two  
24 | football fields.

25 | Having cruise ships in the Outer Harbor

SPWPC-18  
CONT.

SPWPC-19

SPWPC-20

1 | negatively impacts the Cabrillo Beach recreational area.

2 | Not only does it impact the use of the Small Craft

3 | Harbor, it also impacts water, air, and habitat quality,

4 | as well as public access to Kaiser Point.

5 | Our second main point is to provide linkages to  
6 | downtown and the community. The Sustainable Waterfront

7 | Plan provides these linkages. The community envisions

8 | the Red Car Line running not only to Kaiser Point and

9 | Cabrillo Beach as the Port has planned, but also they

10 | want the Red Car Line to go downtown.

11 | This plan provides for bridges that will help

12 | link the downtown to the Waterfront. These are some

13 | spectacular examples of other places that have great

14 | bridges celebrating the connection of two physically

15 | disconnected areas like we have here.

16 | And as extreme as these examples may seem,

17 | Green Groups are now and commonly integrating sustainable

18 | design in development into building design. They've

19 | reduced the heat island effect. They provide for water

20 | storage and filtration. They provide habitat and are

21 | beautiful. Our plan calls for green roofs potentially on

22 | the roof of parking structures and other buildings.

23 | Finally, on the point of linking the Waterfront

24 | to the downtown, the rearranging of Harbor Boulevard to

25 | accommodate more traffic will further separate the two



1 | parts of San Pedro. The Waterfront Plan emphasizes the  
2 | knitting together of the downtown and the Waterfront and  
3 | the reduction of physical barriers.

4 | San Pedro is blessed with a wealth of open  
5 | spaces, though fragmented and neglected. These jewels of  
6 | open spaces -- which I've indicated several here -- that  
7 | have the potential to be an attraction for regional  
8 | visitors. The State Coastal Conservancy has a goal of  
9 | connecting these fragments to enhance recreational  
10 | opportunities and provide for critical habitat recreation  
11 | and survival.

12 | The Coastal Conservancy is a state agency that  
13 | is responsible for making sure all citizens have access  
14 | to the coast. Their recent study -- or actually, their  
15 | study done several years ago indicates that the L.A.  
16 | Harbor area is a critical break in connecting people to  
17 | the water. By linking open spaces to each other and the  
18 | Waterfront, inland residents will have improved  
19 | pedestrian access through the coastal area and regional  
20 | visitors will be attracted to the San Pedro Coast Line.

21 | Our fourth main point is the Waterfront Plan  
22 | expands the salt water marsh. As many of you know,  
23 | marshes are the nursery for baby and small fish. Due to  
24 | the warmer temperatures, the shallow water is protection  
25 | from predators. By protecting, expanding, and cleaning

1 | our Salt Marsh, we protect our fishing industry.

2 |           And just for a point of clarification, our  
3 | marsh expansion does not move the Boy Scout Camp.

4 |           The Sustainable Waterfront Plan calls for the  
5 | development of 150,000 square feet of retail, a  
6 | conference center, a Promenade, and a rich complex of  
7 | open and public space. It keeps all of the existing  
8 | businesses.

9 |           And as Janice mentioned, it's very important to  
10 | us that there's a great diversity of parking options  
11 | located near downtown. Our plan promotes a diversity of  
12 | parking to discourage traffic pollution and encourage  
13 | pedestrian activity downtown. A primary goal of the plan  
14 | is to avoid parking on the Waterfront.

15 |           (Applause.)

16 |           MS. DUVIVIER: Shared parking would also  
17 | encourage people to park downtown and walk enjoying the  
18 | local resources.

19 |           The Sustainable Waterfront Plan reflects the  
20 | Port's and the City of Los Angeles' sustainability goals.  
21 | We would like to see a plan that incorporates bicycle  
22 | friendly streets, parking orchards, or parking lots with  
23 | trees to help reduce the heat island effect and reduction  
24 | in auto dependence by making pedestrian connections  
25 | between the Waterfront and Ports O'Call more friendly and

1 | easy to navigate on foot.

2 |           The Working Group envisions integrated solar;  
3 | not just solar on roofs, but also on the skins of  
4 | buildings. This way we can save some of our rooftops for  
5 | gardens and public space.

6 |           We also envision integrated green  
7 | infrastructure with attention to water filtration,  
8 | percolation, and cleaning.

9 |           This image up here on the upper right, we're  
10 | seeing more and more of these in the Los Angeles area  
11 | where we're starting to actually see agencies require the  
12 | filtration of storm water off of roofs and sidewalks  
13 | before it enters into our water body.

14 |           In general, the Working Group envisions more  
15 | attention to green site planning, like you see in this  
16 | bottom right image, where the building has a green roof,  
17 | it has solar panels, and it also has areas where storm  
18 | water can filtrate into the ground.

19 |           COLONEL THOMAS MAGNESS: Isabelle, about 30  
20 | seconds.

21 |           MS. DUVIVIER: In conclusion, the Sustainable  
22 | Waterfront Plan is less expensive. The Sustainable  
23 | Waterfront Plan uses strategies of low impact development  
24 | and multiple benefits. It is less costly than "business  
25 | as usual," because it uses existing resources and

1 | infrastructure and requires cooperation between agencies  
2 | and departments that share the cost and the benefits. It  
3 | also will provide for Waterfront jobs, provide for a  
4 | diverse cruise business located near the downtown,  
5 | reduces vehicular traffic and creates better linkages to  
6 | the community. It promotes a walkable Waterfront that is  
7 | not carbon dependent and can be done now.

8 |           Finally, the L.A. Waterfront Working Group  
9 | wants to move ahead. We want either to be -- either to  
10 | have the co-analysis of this plan with other Port plans  
11 | or we want to have key elements of our plan incorporated  
12 | in Alternative 4.

13 |           We look forward to working with the Port, the  
14 | Army Corps of Engineers, and anybody else interested to  
15 | make this place a much better place.

16 |           Thank you.

17 |           COLONEL THOMAS MAGNESS: Thank you.

18 |           Next please from the Coordinated Plan  
19 | Subcommittee of the Port Community Advisory Committee,  
20 | June Burlingame Smith.

21 |           Is June here?

22 |           MS. SMITH: My name is June Burlingame Smith.  
23 | I am Chair of the San Pedro Coordinated Plan Subcommittee  
24 | of the Port Community Advisory Committee. We have been a  
25 | committee for almost eight years and have been working on

1 every plan you've seen in the proposed Project as well as  
2 the one that has just been given by the Working Group,  
3 the Sustainable Waterfront Plan.

4 I have already given Dr. Appy and Dr. MacNeil  
5 some material and my primary purpose here tonight is to  
6 give them supplementary materials for Appendix B, which  
7 talks about PCAC involvement. And I would just like to  
8 list what those materials are, so that every one in the  
9 room and for the record will now what has not been  
10 submitted in the DEIR/DEIS.

11 First of all, there's a list of motions from  
12 the San Pedro Coordinated Plan Subcommittee and the  
13 actions taken by the Port Community Advisory Committee on  
14 those motions since January 2008. Those include a motion  
15 that asks for 90 days for comment. We're pleased that  
16 the Port moved from their original 60 to 75, but with  
17 6,000 pages to analyze, we thought 90 days might help us  
18 a little bit. And incidentally, none of these have yet  
19 been seen by the Board of Harbor Commissioners. So these  
20 are new for the Commissioners. The staff has seen them  
21 and PCAC has passed them.

22 The second motion asks that the Ports O'Call  
23 Enhancement Project, which the Board approved, go ahead.  
24 That has also not yet been seen by the Board of Harbor  
25 Commissioners.

1           And third, on July 15th this year, the Port  
2 Community Advisory Committee approved a Sustainable Plan,  
3 Alternate Plan, very similar to the one that Isabelle has  
4 presented to you. There's some variations and she did a  
5 beautiful job with her slides, I think we all agree. But  
6 that has been approved by PCAC. And again, the Port  
7 Commissioners have not yet seen it.

8           The second thing that I'm giving to the staff  
9 and to be included in the record is a copy of the Port's  
10 report on all the motions that we have recommended, so  
11 that you can see that nothing has gone forward from the  
12 staff to the Board since May 20th of this year.

13           The third thing is we have a copy of seven  
14 specific goals for the San Pedro Waterfront  
15 Sustainability Plan, which was approved on July 15th.  
16 And as a matter of fact, we have just been apprised of  
17 those essentially by the plan you've just seen from the  
18 Working Group.

19           We also are providing a map of that approved  
20 plan, the Sustainability Plan. And I have asked and  
21 given you a CD that provides all the minutes from the  
22 Coordinated Plan Subcommittee, all 82 meetings that we've  
23 held. Actually, we've held three more since then. And  
24 so then I would like to have all of those incorporated  
25 into the record.

1 I want to take this opportunity to thank all of  
2 the citizens -- not only of San Pedro, but in the  
3 region -- and the state who have shown an interest in  
4 this tremendous undertaking by the Board of Harbor  
5 Commissioners. They have shown the leadership -- the  
6 exemplary leadership for greeting the Port with their  
7 quality and all the rest of it. And we know that their  
8 interest isn't doing the same thing as they develop the  
9 San Pedro Waterfront.

10 But this has taken thousand of hours, it has  
11 taken millions of dollars on the part of the Port in  
12 order to get to this point. And I, like Janice Hahn,  
13 hope that we can come together to really solve those  
14 tough issues; the foremost is where does the third Cruise  
15 Ship first go or fourth or fifth or sixth. That's the  
16 big block that has to go through the bucket. Everything  
17 else will swish around it.

18 So thank you very much.

19 COLONEL THOMAS MAGNESS: Thank you, Ms. June.  
20 And I acknowledge receipt of those materials and Dr.  
21 MacNeil has been in possession and it will be part of the  
22 record as you have requested. And thank you for making  
23 those available today.

24 Spencer is my Project Manager. He is the one  
25 that will be ultimately accountable to me as we render a

1 final decision. And he is the one whom I will ask to  
2 insure that every one of the comments -- whether they are  
3 entered in tonight or any other meetings that are part of  
4 of the record -- that we address every one of them before  
5 our final decision.

6 Finally, the last speaker in this session --  
7 and then we'll take just a couple minutes to break to  
8 allow our court reporter to stretch her fingers.

9 Mr. Peter Warren from the Coastal San Pedro  
10 Neighborhood Council for five minutes, please, Peter.

11 MR. WARREN: Thank you for the opportunity to  
12 speak. Thank you, Councilwoman Hahn.

13 It's a little difficult to hold an audible  
14 after hearing so many people saying the things that we  
15 support in Coastal San Pedro. Councilwoman Hahn I think  
16 hit the nail on the head as did the people at the  
17 Sustainable Waterfront.

18 I want to point out that in the notice it says  
19 one of the purposes of the Draft EIS/EIR is to inform  
20 decision makers of the public of reasonable Alternatives  
21 to the proposed Project. And we have worked hard in the  
22 Waterfront Group to present a valuable, reasonable  
23 alternative that we've brought over the past eight months  
24 to officials at the Port and we're saddened to see that  
25 it's not included in the EIR. We enforce connections

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1 with the Waterfront, downtown, and Cruise Ships Harbor.  
2 We truly want to come up with redefinition of the word  
3 "sustainable." Not just "green," but the idea that the  
4 four key elements in San Pedro -- not just the pieces  
5 that are within the Port, but the four key elements --  
6 downtown, the Cruise Ship Industry, the Ports O'Call, the  
7 recreational and educational and scientific area south of  
8 22nd Street work together to sustain themselves; that  
9 they've become an attraction and symbiotic to each other.  
10 So that people, when they want to go for a bike ride or  
11 travel somewhere, to see the Waterfront or the shore,  
12 don't go to Redondo Beach or Huntington Beach, but they  
13 come here and they patronize our shops.

14 This weekend the Port and Environment  
15 Committee, the host of San Pedro Neighborhood Council,  
16 passed the following resolution: Recognizing that  
17 Coastal San Pedro Neighborhood Council has long opposed a  
18 Cruise Ship Terminal or permanent berthing of cruise  
19 ships in the Outer Harbor at Kaiser Point. Recognizing  
20 that existing and future San Pedro business and job  
21 development will benefit by expanding cruise ship berths  
22 near downtown and modernizing the cruise terminal there.

23 Recognizing the Ports O'Call should also be  
24 expanded and modernized, but not tripled in size so it  
25 would threaten existing downtown business and future

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CONT.

SPWPC-44

1 development near and in downtown.

2 Recognizing that the Outer Harbor Berth is a  
3 Port Staff proposal, has at least 30 percent more  
4 greenhouse gases than the downtown Alternative.

5 Recognizing that Outer berthing options add up  
6 to 600 bus trips and hundreds of cars and truck trips a  
7 day through San Pedro to Kaiser Point; unnecessary trips.

8 Recognizing that the area south of 22nd Street  
9 should become an attraction for all of L.A. and Southern  
10 California. An attraction that brings people to play and  
11 spend money in San Pedro.

12 Recognizing that this area should be dedicated  
13 to science, education, research, recreation, habitat,  
14 preservation, people friendly and compatible business  
15 uses resolved.

16 The Costal San Pedro Neighborhood Council  
17 supports the Sustainable Waterfront Plan and strongly  
18 opposes the Port's staff's proposal as well as any  
19 permanent berthing of cruise ships in the Outer Harbor.

20 Just to be clear, this was passed by the Port  
21 and Environment Committee and will go before the whole  
22 council before the month is up. Because of the length of  
23 the comment period, we didn't have that opportunity  
24 before.

25 Time is -- has it changed yet?

SPWPC-44  
CONT.

1 COLONEL THOMAS MAGNESS: You've got one more  
2 minute, Pete.

3 MR. WARREN: Thank you.

4 What we're really asking is for a development  
5 that recognizes all the elements of San Pedro and uses  
6 this, as Councilwoman Hahn says, as an opportunity not  
7 just to build a Cruise Ship industry and to make Ports  
8 O'Call wonderfully successful, but to use that to also  
9 leverage the advantages of San Pedro, the archipelago of  
10 attractions that we have from White Point to Point  
11 Fermin, Angel's Gate Park, and Fort MacArthur, the Bell  
12 Royal Palms, Point Fermin Park.

13 We're asking for development to take into  
14 account the needs of a developing Port along with the  
15 multiple uses for the tide lands that are authorized and  
16 required by the tide land's trust.

17 We're asking you not to dedicate the south end  
18 of the Harbor to Cruise Ships and to people who can pay  
19 \$10,000 a couple to go away for a week, but to reserve  
20 the area for the 3 million people within 45 minutes from  
21 here for recreations and I've listed those. We're asking  
22 to create this space for parks by the Waterfront.

23 Imagine 50 to 100 years in the future. What  
24 would be the greatest gift to the future that we could  
25 make? To dedicate this precious resource to now and to

1 | future generations, so that in the year 2060, people will  
2 | look back at the Board of Harbor Commissioners of 2008,  
3 | and you, Mr. Freeman, and your colleagues, and say, "They  
4 | had the public's trust first and foremost in their  
5 | minds."

6 | I thank you for the opportunity to speak.

7 | COLONEL THOMAS MAGNESS: Thank you very much.

8 | Okay. Here's what we're going to do -- and  
9 | this is at great risk for all of us -- if you look at the  
10 | stack of cards, we have a long way to go tonight and I'm  
11 | confident they'll be a few more that will make it into  
12 | this stack. We want everyone to have an opportunity to  
13 | speak.

14 | So if this break takes longer than a couple of  
15 | minutes, you will miss my point. This break is not for  
16 | anyone within the audience. This break is only for our  
17 | person over there typing deliberately as I speak. And  
18 | I'll just keep talking and she'll keep typing, or we can  
19 | stop and take two minutes and let her stretch her  
20 | fingers. So if you would just stretch in place,  
21 | introduce yourself to your neighbor. And then I'll bang  
22 | on this microphone and we'll start again.

23 | (Brief recess.)

24 | COLONEL THOMAS MAGNESS: Okay. Let's begin.

25 | Here's the way we're going to do it: You'll

1 have three minutes to provide individual comments.  
2 You'll have three minutes and I will call up three  
3 people. So you'll get an idea if you are next or in the  
4 spirit of the fact that the World Series Game -- what's  
5 tonight? Game 5 is tonight -- you'll need to be "on  
6 deck" or "in the hole" and I'll let you know. And what  
7 we need to do is proceed rapidly from one to another.  
8 Please don't Applause. That could take forever. And I  
9 know that you understand the intent here is to give  
10 everyone an opportunity to speak and not to let applause  
11 take the time that it will.

12 First, please, Tom Dorsey is going to come up.  
13 After Tom is John Papadakis. And after John will be  
14 Ralph Guida.

15 So, please, Tom Dorsey.

16 MR. DORSEY: All right. I'll try to keep this  
17 real short.

18 The first thing is: We would like to have a  
19 lot of places for people to bike and ride. But  
20 population in this country is getting older. A lot of  
21 people have leg and knee problems. Other people have  
22 other disabilities. Not everybody bikes and rides. I  
23 think that's an important thing for all the physically  
24 able people to keep in mind.

25 When you're looking at making things so people

1 | can walk more, parking is further away, there might be  
2 | adequate things taken for people that are physically  
3 | able.

4 |           Another thing is: We just lost a cruise ship.  
5 | We just lost 104 visits a year from a cruise line.  
6 | They're not coming back. They went to Florida and  
7 | they're gone. I keep track of cruise ship calendars;  
8 | things are looking pretty grim next year and they're not  
9 | looking real good into 2010. Right now San Diego is  
10 | having us for lunch in terms of the cruise ships. So  
11 | that's a lot of money in the Port. That's a lot of jobs.  
12 | That's a lot of provisioning of ships. And it's  
13 | important that we be able to take the new sites, cruise  
14 | ships.

15 |           Last thing I want to say real quick is: I  
16 | didn't notice anybody speaking about the economic  
17 | disadvantages. We have to have POC out here now on the  
18 | weekends especially on Sunday because of the number of  
19 | low income, mostly Hispanic, people that are coming to  
20 | Ports O'Call.

21 |           And it's when -- San Pedro's one of the few  
22 | places left in this, you know, terrible economy where  
23 | people can have a reasonable fun time with their  
24 | families. Fanfare is great. It brings families out at  
25 | night. It's beautiful.

1 |           And while we're doing all this wonderful  
2 | planning, let's keep in mind that there's -- that San  
3 | Pedro right now is a great place for people to visit and  
4 | not spend a lot of money. And let's try and keep it that  
5 | way. That's all I have to say.

6 |           Thank you.

7 |           (Applause.)

8 |           COLONEL THOMAS MAGNESS: Thank you.

9 |           John Papadakis, Ralph Guida, and then David  
10 | Boyle.

11 |           MR. PAPADAKIS: Thank you.

12 |           John, I like you but I don't think the sky is  
13 | falling. Over two years ago I'd think of such a meeting  
14 | and passionately criticize the proposed Waterfront Plan  
15 | by the Administration of the Port of Los Angeles. I come  
16 | here tonight to clearly praise it.

17 |           A decade passed since the Chairman of the L.A.  
18 | Harbor Watch Economic Development Corporation. I can see  
19 | the Bridges to the Breakwater Grand Promenade Plan that  
20 | would lift us out of the cruel cycle of poverty, crime,  
21 | drug addiction, and violence that we have suffered with  
22 | too long.

23 |           The only thing that's really sustainable in a  
24 | poor community is the living a man or woman can make. I  
25 | want to make that clear about the word "sustainability."

1 | A plan for the many, not for the few, that would create  
2 | an urban Waterfront mecca via every Californian's right  
3 | to public access to the shoreline. The purpose of this  
4 | plan was to make the nation's greatest working Port also  
5 | the nation's greatest living Port.

6 | I have reviewed the current Port Waterfront  
7 | Plan and I extend a huge "Thanks" to the Administration  
8 | and the staff for comprehensively addressing the big  
9 | picture. This plan is transformational; you've got it  
10 | right. For you have incorporated the five vital and  
11 | interlocking foundational principals that galvanized and  
12 | united all of us nearly a decade ago.

13 | And they are changing the use between the  
14 | bridge and breakwater; this is huge. Because by changing  
15 | the use, you're changing the environment, through change  
16 | forums, chemical change, fuel docks. That's real  
17 | environmentalism.

18 | Two: To establish a Grand and broaden the  
19 | Promenade with primary access to the water, you don't  
20 | circumvent private businesses with a public use  
21 | infrastructure.

22 | Three: That the Grand Promenade is continuous  
23 | as an unstoppable human avenue along the sea, that it's  
24 | architecturally distinctive.

25 | Four: It's already won awards for that.

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CONT.

SPWPC-50

SPWPC-51

SPWPC-52



1           And five: Finally, most importantly, that you  
2 are building on a statewide scale for the true owners of  
3 the Waterfront -- which is the people of the State of  
4 California, not just the local people -- nothing speaks  
5 more clearly to this intention than the creation of a  
6 people and family friendly state-of-the-art worldwide  
7 cruise center. And to think, this fabulous cruise center  
8 will sit where a dangerous coal pile once blew and  
9 killing people, blowing away half of San Pedro with it.  
10 I survived that, but the windows in my restaurant did  
11 not. Talk about a transformation.

12           Also, the search for a statewide developer to  
13 create Harbors that are badly needed commercial space for  
14 our antiquated, empty, and now dangerous Ports O'Call  
15 area. All of this is --

16           With the Port's current environmental  
17 initiatives and the Port's not 30-year, but 7 or less  
18 year plan to build the entire Promenade, our dream of a  
19 people-, family-, and business-friendly Harbor area is  
20 within our grasp. Reach for it, citizens. It's for you.  
21 Build it and truly make an economically sustainable  
22 community. Please build it and finally open L.A.'s door  
23 to the sea.

24           Thank you very much.

25           (Applause.)

1 COLONEL THOMAS MAGNESS: Thank you.

2 Ralph Guida. And then David Boyle and Lenny  
3 Reidling.

4 MR. GUIDA: My name is Ralph Guida. Besides  
5 being a business owner, I'm here on two prongs.

6 One: I'm for this Waterfront Project. One, as  
7 a business owner to provide jobs for my employees; and  
8 second as a husband and a grandfather where I can have my  
9 wife walk along the Waterfront and ride bicycles along  
10 the Promenade.

11 I went to a brief presentation and it appears  
12 to be that not all the people for projects show up  
13 because when they see a good Project, they just assume  
14 that it's going to be approved. I want to speak up and  
15 say I am for this.

16 Also, I was also part of a program with the  
17 Port of L.A. for the small businesses and I went through  
18 a step program and was able to learn about how to give  
19 the opportunities to obtain a job here at the Port and to  
20 provide that to my employees.

21 Thank you for this opportunity.

22 COLONEL THOMAS MAGNESS: Thank you.

23 David Boyle, please.

24 MR. BOYLE: All right. Thank you.

25 I wanted to add my voice in support of the

1 | Project as well. I notice on Page 9 of the Summary of  
2 | the EIS/EIR that the trail connection of the Coastal  
3 | Trail -- the Upper Coastal Trail and the L.A. Harbor  
4 | Coastal Trail. I've done a liveaboard -- a sailboat  
5 | liveaboard for 18 years and a member of the Cycling Club.  
6 | We ride this Harbor Trail regularly. And where the two  
7 | trails join, there's a railroad crossing there. The  
8 | tracks are at a difficult angle that's quite dangerous.  
9 | We've had several accidents there. The only way to get  
10 | across that -- because the way the highway changes, if  
11 | you follow the traffic flow, you're going to end up  
12 | paralleling the tracks -- so you have to cross the tracks  
13 | at 90 degrees and go out into the traffic lanes in order  
14 | to make a 90-degree turn. If you could include that in  
15 | your planning, that would be really beneficial.

16 |           The only other comment: I hope you're going to  
17 | provide for -- some place.

18 |           (Applause.)

19 |           COLONEL THOMAS MAGNESS: Thank you, David.

20 |           Lenny Reidling and then Roland Rothman and Jill  
21 | Rothman.

22 |           MR. REIDLING: Yes. I'd like to speak in favor  
23 | of the proposed development. I believe improving the  
24 | existing Port will benefit the public by creating  
25 | recreational uses and stimulate the local economy.

1 Thank you.

2 (Applause.)

3 COLONEL THOMAS MAGNESS: Thank you, Lenny.

4 You can speak longer if you would like. I  
5 mentioned the World Series and now all of the comments  
6 are much more abbreviated.

7 Please, Roland and then Jill would follow you.

8 Roland, please.

9 MR. ROTHMAN: Thank you.

10 I'm Roland Rothman. I'm also a business owner  
11 and a private citizen here. We believe this Project --  
12 after listening to everybody speaking -- will be socially  
13 and economically a benefit to the entire area of Southern  
14 California.

15 A couple things that we ask or that we've  
16 noted: The corridor that people talked about; it seems  
17 to me that planning is very important. That this Port  
18 look at how you can move people as effectively as  
19 possible while keeping carbon footprints to a minimum.

20 Also, I haven't heard much about it -- maybe I  
21 wasn't listening as closely -- but Alternative energy, I  
22 believe, is of vital importance to the growth of anything  
23 that we do. And we would highly recommend that you try  
24 to incorporate Alternative energy into this Waterfront.

25 Thank you.

1 (Applause.)

2 COLONEL THOMAS MAGNESS: Thank you, Roland.

3 Jill, my apologies. I should have allowed you  
4 to speak before him.

5 Please, Jill Rothman.

6 MS. ROTHMAN: That's okay.

7 He was speaking of the business side and I'm  
8 going to go from a personal side.

9 I have a lot of family that love cruise ships.

SPWPC-63 10 And when we come to the Ports to pick them up, we drive  
11 into the parking lot, pick them right up, and go right  
12 back home. So I think that this is a great Project to  
13 bring us to make us come and stay, spend the night, spend  
14 some money in here and have a good time down here. So we  
15 truly support this Project.

16 (Applause.)

17 COLONEL THOMAS MAGNESS: Thank you.

18 Next please, Joe Garcia, Kathleen Woodfeld, and  
19 Elizabeth Warren.

20 Joe Garcia, please.

21 MR. GARCIA: Thank you.

SPWPC-64 22 My name is Joe Garcia and I'm going to be  
23 speaking to you on two fronts. One is a profession of  
24 civil engineering that's practiced here for the last 15,  
25 20 years. And secondly as a citizen and ex-resident of

1 | San Pedro.

2 |           And this Project is -- like I think Janice Hahn  
3 | said -- is long overdue. We traveled extensively around  
4 | the country. We also cruise a lot. And I got to tell  
5 | you, there are a lot more beautiful places to come to  
6 | than this Harbor. So it's long overdue. I strongly  
7 | support it.

8 |           Two items -- I think they were brought up by  
9 | others. Reconsider the parking structure by the cruise  
10 | line. I think you could probably do a better job on  
11 | lowering that profile in the Harbor area.

12 |           And the second: Definitely that Red Car has  
13 | got to go to downtown and it's got to make that  
14 | connection.

15 |           Thank you very much for the opportunity.

16 |           (Applause.)

17 |           COLONEL THOMAS MAGNESS: Thank you, Joe.

18 |           Kathleen Woodfeld, Elizabeth Warren, and then  
19 | Jean Alexander.

20 |           Kathleen.

21 |           MS. WOODFELD: Good evening. Thank you.

22 |           My name is Kathleen Woodfeld. I am in support  
23 | of sustainable growth and, therefore, I support the  
24 | Sustainable Waterfront Plan.

25 |           I believe that this Sustainable Waterfront Plan

1 | actually is the plan that is the least environmentally  
2 | damaging. And also it's a plan that meets the goals of  
3 | the Project by being the least environmentally damaging.  
4 | And what I mean by that is that it links to downtown, it  
5 | increases access to the Waterfront and it accommodates  
6 | working the cruise industry, and those are the goals of  
7 | the DEIR.

8 |           The reason that -- one of the reasons that the  
9 | Sustainable Waterfront Plan is so diverse is that it  
10 | takes an -- in Alternative 4 there's a berth design; it's  
11 | like an elbow. And it allows for all types of ships --  
12 | large, medium, small -- to berth at that location. It's  
13 | a very unique design. It already is in the EIR and the  
14 | Waterfront -- the Sustainable Waterfront Plan embraces  
15 | that berth design.

16 |           Unfortunately, the Port has already gone out  
17 | for preliminary design work that -- has contracted for  
18 | preliminary design work that actually does what's called  
19 | North Harbor Cut; that is part of the preferred Project.  
20 | And the North Harbor Cut -- once you do that North Harbor  
21 | Cut, you can never make that elbow berth again. It  
22 | completely destroys all opportunity to have that. So  
23 | it's a very particular concern.

24 |           But then again, it has been stated over and  
25 | over, the elbow design berth would accommodate all types

1 | of cruise ships, would accommodate cruise ship growth,  
2 | and would allow the best case scenario for people who are  
3 | taking cruises to be able to spend their money in our  
4 | local area and in Ports O'Call, because it's located near  
5 | the downtown and near Ports O'Call.

6 | I'm also concerned that the study that shows  
7 | that we need two Outer Harbor berths plus the berth that  
8 | we have -- the two berths that we have in Inner Harbor  
9 | was done in 2006, and that the -- it had changed  
10 | dramatically since then. And I think there might be an  
11 | overstatement of the cruise industry. And I think that  
12 | if we build two berths in Outer Harbor, not only are we  
13 | bringing all kinds of impacts to this community, but  
14 | we're creating a scenario for what's called "Destination  
15 | Ships," where people specifically go on the ship only to  
16 | have that be the destination and they don't come off the  
17 | ship to spend their money. And this would be very  
18 | unfortunate for us.

19 | Thank you.

20 | (Applause.)

21 | COLONEL THOMAS MAGNESS: Thank you, Kathleen.

22 | Elizabeth Warren and Jean Alexander and Vanessa  
23 | Rodriguez.

24 | MS. WARREN: Good evening.

25 | My name is Elizabeth Warren. I'm the Executive



1 Director of Future Ports and a resident of San Pedro.  
2 Thank you for the opportunity to provide comments tonight  
3 on this important Project. This Project is critical to  
4 grow San Pedro's economic strength and stability.  
5 However, it's also very important to this region as a  
6 whole.

7 Future Ports is a membership-based advocacy  
8 group based in this area with over 60 member companies  
9 and partners; combined, they represent tens of thousands  
10 of employees in the businesses despite changes throughout  
11 Southern California.

12 All of our members have two things in common; a  
13 vested interest in the economic performance of our San  
14 Pedro Bay, Ports of L.A., and Long Beach, and that we all  
15 agree and believe in the need for cleaner air and good  
16 jobs.

17 We welcome the developments of this Project as  
18 presented this evening by the Port staff. Future Force  
19 wants to see a difference in the Port. We want to see  
20 balance; a way to ensure that the Port's continue to  
21 provide economic stability that's used and needed in  
22 order to support all of us with a good quality of life  
23 and good jobs. Jobs with benefits; like, paid vacations  
24 and health insurance.

25 We also want to protect our environment and

1 | grow in green manner whenever possible. This Project  
2 | incorporates dozens of mitigation measures. We'd like to  
3 | highlight a few simple facts about the jobs created by  
4 | the cruise industry and that this Project will create.

5 |           This Project has over \$25 million in spending  
6 | by -- \$25 million in spending by passengers and crew  
7 | members in the Harbor area alone. 1,277 jobs created in  
8 | San Pedro. And 2,478 jobs created in the region. This  
9 | Project will generate -- or the cruise industry generated  
10 | \$52.5 million in income in the local area and \$89.1  
11 | million regionally. Local spending spent \$5.7 million in  
12 | taxes to state and local and government, and regional  
13 | spending spent \$9.7 million in taxes to state and local  
14 | government. The biggest boost to our economy in hard  
15 | times 7,363 direct construction jobs and 17,671 indirect  
16 | construction jobs created by this Project.

17 |           This development will also create approximately  
18 | 738 permanent jobs for Waterfront businesses plus almost  
19 | 650 cruise operation jobs. That's a total of almost  
20 | 26,400 direct and indirect jobs. So if we can keep over  
21 | 25,000 families working from this Project alone, that's a  
22 | huge contribution to our local economy towards recovery  
23 | from this recession.

24 |           I've always said that San Pedro is the best  
25 | kept secret in L.A., But we can't stay a secret to

1 survive. Doing nothing is not an option any longer.  
2 We've had no significant construction for years and all  
3 we've gotten for is six or seven years in time and money  
4 spent on environmental documents and no projects.

5 Future Force urges this Board to expedite the  
6 EIR, keep this and other projects underway so we can  
7 create thousands of construction jobs, cruise jobs, and  
8 other good jobs to keep people employed and our economy  
9 and our ports moving.

10 Thank you.

11 (Applause.)

12 COLONEL THOMAS MAGNESS: Thank you.

13 Jean Alexander and Vanessa Rodriguez.

14 MS. ALEXANDER: Thank you. My name is Jean  
15 Alexander. I live in San Pedro and I've had a boat for  
16 over 35 years. And I do have my boat over in the West  
17 Bay where they're going to be building the new Marina.  
18 It's quite a Project. And we do have concern about a  
19 cruise ship out there because of the safety zone and for  
20 the sail boats the way we use the channel, but I won't go  
21 into a lot of detail. But we are concerned about that  
22 safety zone and the cruise ships.

23 And also I have a boat that's over 40 feet  
24 long. And slowly we've been losing all the boat yards in  
25 the L.A. Harbor that conserve our boats. And there are

1 still a few, but we're losing a lot. We've lost a lot  
2 like San Pedro Boatworks, where I hauled boats out for 30  
3 years.

4 And so we would really like to see, instead of  
5 a cruise ship, we would rather see a boat yard in the  
6 Harbor preferably out where we are. We think that's a  
7 better use right now. I know I represent a specialized  
8 group, but I think we contribute a big part of the  
9 economy there too, because we use restaurants, boat  
10 yards, Marine stores. So I'd like you to consider not  
11 having a cruise terminal out there and finding space for  
12 a boat yard and Harbor.

13 Thank you.

14 (Applause.)

15 COLONEL THOMAS MAGNESS: Vanessa.

16 MS. RODRIGUEZ: Good evening. Vanessa  
17 Rodriguez with the Los Angeles Area Chamber of Commerce.

18 The L.A. Chamber area is the largest and oldest  
19 business organization in the county representing over  
20 1,600 member companies and over 800,000 employees.

21 As many of you know, the Chamber is credited  
22 for its role in helping create the Port of L.A. in 1908  
23 and today proudly supports the San Pedro Waterfront  
24 Project for the opportunity it provides to develop  
25 important human elements near the Port's commercial and

1 industrial presence.

2           Upon reviewing the project's Draft EIS/EIR, the  
3 Chamber encourages the preferred Alternative for the  
4 economically polled stimulus it presents while  
5 appropriately mitigating environmental and traffic  
6 concerns.

7           The preferred Alternative will increase the  
8 number of cruise ship calls and will revitalize the San  
9 Pedro Waterfront by adding commercial space for retail  
10 shops and restaurants making it a cultural focal point  
11 for the South Bay.

12           Last August the Los Angeles Times reported the  
13 region's unemployment rate at 7.1 percent; one of the  
14 highest in the country. With such a staggering  
15 percentage, we can all agree it is imperative to do this  
16 for our country by supporting economic development  
17 projects.

18           Redeveloping San Pedro Waterfront will bring  
19 new jobs for a slowing economy. As Elizabeth Warren  
20 mentioned, the Preferred Alternative is expected to  
21 provide over 7,000 direct jobs during the construction  
22 period and nearly 18,000 indirect construction related  
23 jobs.

24           Following the project's completion, the Project  
25 will sustain 738 permanent jobs in addition to 645 cruise

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CONT.

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1 | related jobs.

2 |           Our reports indicate that approximately \$18  
3 | million in new tax revenue will be generated by the  
4 | city -- or for the city and the state.

5 |           Furthermore, the Project will be built with the  
6 | latest green building guidelines, as well as making use  
7 | of water recycling opportunities and environmentally  
8 | friendly landscaping.

9 |           Additionally, by increasing pedestrian bike  
10 | lanes, the Project will encourage more sustainable  
11 | transportation options.

12 |           For these reasons, the Chamber supports the  
13 | Preferred Alternative.

14 |           Thank you.

15 |           (Applause.)

16 |           COLONEL THOMAS MAGNESS: Thank you.

17 |           Next three. If we could please have Steve  
18 | Blount, John Schaefer, and Jon Miller.

19 |           Please, Steve Blount.

20 |           MR. BLOUNT: Thank you for pronouncing my name  
21 | correctly. I'm from Rhode Island; not North Carolina.

22 |           I'm a candidate of the Assistant of the  
23 | Assembly District which encompasses Seal Beach and  
24 | Huntington Beach and they have some community concerns;  
25 | environmental and energy issues as to San Pedro.

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CONT.

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1 I'm a former member of the San Pedro Peninsula  
2 Chamber of Commerce and I'm a current member of the  
3 Harbor Association of Industry and Commerce. And I work  
4 for Union Minerals and that was at Berth 52 and Mobile  
5 oil at Berth 46.

6 And I'd like to address the issue of the safety  
7 navigational hazard of cruise ships being berthed at 46.  
8 I would like to have the two berths shifted around to 48  
9 and 52 -- or 50. And that way it would eliminate a lot  
10 of the navigational hazard, the maneuvering a mega cruise  
11 ship would have in that area and lessen the concern of  
12 the marina residents and boat owners and patrons in doing  
13 it.

14 And I want to give you an illustration of how  
15 hazardous this can be. In another campaign in 2004, I  
16 completely forgot my wedding anniversary. So as to  
17 compensate for that, my wife required me to take her on a  
18 seven-day cruise. We left L.A. Harbor on the Vision of  
19 the Seas in late May 2005 and we got to Warehouse 1. We  
20 entered in Pea Soup Fog. And from then on, it was a  
21 battle with a sailboat. And it was reported that this  
22 cruise ship clearly heard the following conversation  
23 aboard the ship -- now, never mind whether the  
24 apparatus, the device, the instrument mentioned in the  
25 conversation would have made any difference, but the fact

1 is it was Pea Soup Fog and this conversation was clearly  
2 heard and I'll end it with this point well made.

3 Following conversation between a man and a  
4 woman:

5 "Where is the GPS? You were in charge of the  
6 equipment."

7 "Why me? It's your brother's boat."

8 COLONEL THOMAS MAGNESS: Thank you, Steve.

9 John Schafer.

10 MR. SCHAFFER: How are you doing? My name is  
11 John Schafer. Born and raised in San Pedro, as is all of  
12 my family. I'm a third generation pile guard. Business  
13 manager Pile Guard.

14 I know you've probably heard this before, but  
15 basically, I'm going to represent a lot of the workers  
16 that are going to be working on this Project from the  
17 people that are going to be driving the pile, to doing  
18 the decks, to doing the shoring, to doing the terminals,  
19 to doing the cut-ins, and those that will be doing the  
20 recreations before.

21 We have a little over 900 members and we're  
22 basing -- as we have been for over 100 years now. And I  
23 just want to try and put it into a simple perspective.  
24 It means a heck of a lot to our members. Over half of  
25 our members live in the Harbor area and we work on



1 projects right now such as the Gold Mine East Side  
2 extension. We have members on the Expo Line. We're  
3 working on the Wind Farms up in Bakersfield. We're  
4 working on the five with four teams with bridges and so  
5 forth. And we've been working as divers to improve  
6 security in the Ports and the Harbors.

7 At the same time, I appreciate the dialogue  
8 that's been going on for some time now. I've seen the  
9 other sides of Port development. My mother passed away  
10 from asthma living in San Pedro, and my son has had  
11 childhood asthma. I know what we can do with the future.  
12 I know it intricately.

13 We can build a cleaner Harbor. We can build it  
14 whatever way people want it to be built, but the idea is  
15 it needs to be built. It is a terrific idea to have  
16 plans and designs and so forth and look at this from  
17 another angle and another angle, but sooner or later you  
18 have to realize that doing nothing as the ultimate  
19 Alternative doesn't make anything any better. We need to  
20 move forward. So I encourage you to consider all  
21 options, but to build it as quickly as possible.

22 I've got a degree in Political Science and I've  
23 worked on a lot of these developments inside downtown  
24 L.A. But I have two members that I've met -- that I've  
25 known for over 20 years who recently passed away in large

1 part because of the inability to find a job that was  
2 close to home. It may not seem -- like they had other  
3 issues and I agree with that -- but when you have to  
4 drive, for example, to Brawley every day to get a job,  
5 it's -- it can have a hard toll on your family and on you  
6 yourself.

7 We want people to work close to home and build  
8 it as soon as possible.

9 Thank you.

10 (Applause.)

11 COLONEL THOMAS MAGNESS: Jon Miller.

12 MR. MILLER: Good afternoon. I'm Dr. Jon  
13 Miller, a local resident.

14 I support the Sustainable Waterfront Plan,  
15 especially the form in which they keep all the berths of  
16 the cruise ships in the Inner Harbor.

17 I have several concerns, but one of them is the  
18 air pollution that putting ships out at Kaiser Point will  
19 create from the ships and the hundreds of bus and truck  
20 trips that will be required to service these ships. I'm  
21 afraid that it will make a bad air quality problem worse.

22 For example, a study reported in the American  
23 Journal of Epidemiology this month of 66,000 nurses over  
24 a 10-year period showed that for a 12-month exposure of  
25 an increase in 10 micrograms per cubic meter in PM-10

1 | particles -- which is mostly diesel exhaust -- gives an  
2 | increase of 10 percent risk for all cause mortality  
3 | excluding accidental death. And a 43 percent increase  
4 | percent in risk for cardio vascular deaths. And I think  
5 | this actually threatens the residents of the local  
6 | neighborhood -- including Fort MacArthur residents,  
7 | Colonel. So I don't think it's a good idea to have these  
8 | cruise ships out there from that standpoint.

9 |           Also, I'm concerned that if we have the new  
10 | cruise terminal at Kaiser Point and the cruise industry  
11 | goes down as it is doing right now, that the berth -- the  
12 | ships will preferentially go out to Kaiser Point. That  
13 | will drain all the passengers away from the downtown area  
14 | where they could have contributed to the economy if  
15 | they're all bussed out to Kaiser Point and put into the  
16 | cruise ship bubble where every dollar spent is spent with  
17 | the Cruise Ship Company. I'm afraid that we may be  
18 | overbuilding and preferentially draining away from  
19 | downtown with this Project.

20 |           I'm also concerned -- I have to say I'm  
21 | concerned about the fact that contracts have been signed  
22 | for design work on the water cuts for the preferred  
23 | Project. Now, I have to say that this discretionary  
24 | action -- these discretionary actions by the Port and  
25 | Board of Harbor Commissions appear to be

1 | predeterminations of the Project. They're either  
2 | predetermination, if you've already signed contracts, or  
3 | they're a waste of public money if the Project doesn't go  
4 | through. So that's a concern.

5 | I agree that we should not put parking by the  
6 | sea. That is a waste of valuable land. I want to see  
7 | this Project come through and give us the best Waterfront  
8 | we can have. We need to preserve our Ports O'Call and  
9 | honor it and make it better and not destroy it. And I  
10 | agree with everyone that said that doing nothing is not  
11 | an option. We must do something, but we've got to do the  
12 | right thing.

13 | Thank you.

14 | (Applause.)

15 | COLONEL THOMAS MAGNESS: Thank you, Dr. Miller.

16 | Next to read please, Mike Caccavalla, Carmen  
17 | Trutanich, and Michael Manio.

18 | I hope I've pronounced the name right. Let's  
19 | try that again.

20 | Mike Caccavalla?

21 | Carmen Trutanich and Michael Manio.

22 | MR. TRUTANICH: My name is Carmen Trutanich.  
23 | I'm a local resident. I've lived in San Pedro most of my  
24 | life. Right now I reside in Harbor City.

25 | I can remember when San Pedro was full of jobs.

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1 As a kid I grew up and worked. 10,000 people employed  
2 across the bay. The slips were full of ships and there  
3 was a lot of things to do.

4 Today in San Pedro, the terminal is dead. The  
5 slips; there's no more fishing. San Pedro was a  
6 destination; now it's a dead end. It needs to become a  
7 destination again. And it needs to become a destination  
8 through sustainable jobs and through local control.

9 I agree that the Project in the form that it's  
10 in right now has to happen. It can always be amended,  
11 but we've got to do something. This Board has got to act  
12 and whatever is before you now is better than nothing.  
13 We've done nothing for years and years and years.

14 And this town is basically languished. You  
15 look around the world at different cities who are world  
16 class -- Hong Kong, New York, San Francisco -- and they  
17 have a world class Harbor with bus lane recreational  
18 businesses.

19 San Pedro, which is the Port of Los Angeles,  
20 it's an industrial armpit. We need to change that and  
21 give it back to the community by creating jobs within  
22 this community.

23 I'm a candidate for Los Angeles City Attorney  
24 and I think that this Project needs to commence and it  
25 needs to commence now.

1 I implore this Board to enact what you need to  
2 do. Include the downtown in the Project that you're  
3 building. There are people that invested their lives in  
4 this community. There are businessmen down here in the  
5 Harbor that could have their business anywhere in this  
6 city and they choose to put it down here in the Harbor.  
7 And yet we're looking outside of the 15th District for  
8 control of that Project. That Project needs to be  
9 controlled by the people within this District.

10 That means you need to get the input of the  
11 business people who have invested with not only their  
12 lives but with their money over the years. You can't  
13 overlook them. And that's what I've seen happening so  
14 far.

15 We need to bring back the community to this  
16 Project and we need to approve it as quickly as possible.

17 Thank you.

18 (Applause.)

19 COLONEL THOMAS MAGNESS: Thank you.

20 Michael Manio from Presentation Media  
21 Incorporated. Juan Sotto and Don Norton.

22 MR. MANIO: Hi. Good evening. This is my  
23 first time here. My name is Mike. I'm with Presentation  
24 Media.

25 Our company is a small business owned --

1 | veteran owned sign manufacturing company. I'm an Account  
2 | Manager. I live my life soliciting to go to pre-bids  
3 | with sign manufacturing and signs in general. I'm here  
4 | because I believe this is history in the making for  
5 | everyone that lives in San Pedro. And I'm a Hermosa  
6 | Beach resident. My daughter is staying with a relative  
7 | who has the flu and I'm a single parent. So I believe  
8 | that this job will help me job stability-wise. And I'm  
9 | just here for the record that I'm in favor of this  
10 | Project.

11 | Thank you.

12 | (Applause.)

13 | Colonel THOMAS MAGNESS: Thank you, Michael.

14 | Juan Soto, Don Norton, and John Mavar.

15 | MR. SOTO: Good evening. My name is Juan Soto.  
16 | I have been working at Ron's Jewelers for the past 27  
17 | years. I've seen this town go from economic to an  
18 | economic upturn where everything was going right -- there  
19 | was industry here; there were jobs; people were spending  
20 | money -- to now, where there's a trickle down in the  
21 | economy. We're at the bottom of the run. And it hurts  
22 | me to see this town the way it is now because I know that  
23 | it's a much better town. And if we don't do something  
24 | soon, if we don't get this thing started, it's going to  
25 | get worse.

1           People talk about this Project helping  
2 downtown. Let me tell you something: If something isn't  
3 done soon, there will be no downtown. All you're going  
4 to see is land developers come in, tear that historic  
5 downtown down and build up condos, because that's all we  
6 have for our future now.

7           I have dedicated myself to preserving the  
8 legacy of a good man who had a business in this town. He  
9 could have moved anywhere. In fact, he did, but he came  
10 back to San Pedro because he loved it. And for us to  
11 keep bickering about this plan and that plan, where is  
12 the stone that this is written in? Why can't we just  
13 say, "Okay. We're going to agree to do this Project. If  
14 something needs to be changed later on, if there's new  
15 technology, we'll implement it." But for us to keep  
16 coming back year after year after year and bicker about  
17 every single little plan that everybody has -- we have  
18 time to implement things, but we don't have time to  
19 waste.

20           So I wholeheartedly support the proposed plan.

21           Thank you.

22           (Applause.)

23           COLONEL THOMAS MAGNESS: Thank you, Juan.

24           Don Norton, John Mavar, Robert Brandon.

25           Don?

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CONT.



1 MR. NORTON: Hi. I'm Don Norton. I work in  
2 Wilmington with the Pacific Harbor Line and on the Board  
3 of Directors of the Harbor Association of Industry and  
4 Commerce.

5 And I'm just here to say: I'd really like to  
6 see this Project move forward. As other speakers have  
7 said, the construction trades desperately need this work  
8 and we really, really need to get on with redeveloping  
9 this Waterfront and addressing our transportation and  
10 parking issues and meeting the needs of the cruise  
11 industry.

12 I'd say with respect to the parking, that you  
13 might take a look at all the ideas that are out there  
14 that that might be an area where every stone hasn't been  
15 turned over yet. And you might be able to create a  
16 compromise that's more acceptable to more people.

17 With respect to the cruise industry, we need to  
18 meet their needs or the business will go elsewhere. And  
19 the truth is, they support a great deal of business and a  
20 lot of jobs here in this immediate area. And the reality  
21 is that the bigger ships are starting to arrive. The  
22 first one will be here in February. And it will be  
23 operating with substandard facilities.

24 So again, we need to move this Project forward.

25 Thank you.

1 (Applause.)

2 COLONEL THOMAS MAGNESS: Thank you, Don.

3 John Mavar, Robert Brandon, Charles Brockett.

4 MR. MAVAR: I think it's John Mavar. Is that  
5 correct? What's put on there.

6 COLONEL THOMAS MAGNESS: You can call it  
7 whatever you want to.

8 MR. MAVAR: Well, it has been quite a bit of  
9 time that I've come to these meetings along with the  
10 community here. And I just have to say: I'm tired,  
11 tired, tired. I think it's time for you do something.

12 I'm going to make this short and sweet and just  
13 say: I support the Port's plan. Seven years, eight  
14 years, ten years -- this is what the community has been  
15 asking for. This is why the Port put this plan together.

16 I'm looking to save jobs and create jobs. I  
17 would have to say: No walkway along the Cabrillo Beach.  
18 Red Car to downtown. No parking structures along the  
19 Waterfront. How about a park structure underneath the  
20 Vincent Thomas Bridge or some more apartments, or on the  
21 CRA property?

22 Enhance and fix up Ports O'Call. Ports O'Call  
23 works on the weekends, but not for everybody in San  
24 Pedro. Please look at enhancement, but also providing  
25 for people to come off of the hill and from all over L.A.

1 | to enjoy our Waterfront.

2 | Thank you very much.

3 | (Applause.)

4 | COLONEL THOMAS MAGNESS: Thank you, John.

5 | Robert.

6 | MR. BRANDON: I want to say thank you for  
7 | letting me give my comments.

8 | First I'd like to say maybe the easiest way to  
9 | save our court reporter a little time is to just copy and  
10 | paste everything that Peter Warren said. I have some of  
11 | my own comments, however.

12 | Waterfront redevelopment is vital to our  
13 | community and the sooner it starts, the better. I  
14 | support the Sustainable Waterfront Plan.

15 | I don't want to see a cruise terminal at Kaiser  
16 | Point. Use it for public or educational and scientific  
17 | purposes.

18 | I don't want to see Ports O'Call in bars; I'd  
19 | rather see it restored.

20 | Add another berth, a cruise berth at the  
21 | existing cruise terminal. Let me tell you something  
22 | about the cruise business here in Los Angeles. One of  
23 | the reasons the cruise ship moved to Florida is because  
24 | Florida has access to destinations. Take a look here at  
25 | Los Angeles. We can go to Encinatas, Catalina Island, or

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1 | the Mexican Riviera. That's it. All we're going to get  
2 | other than that is cruise ships coming to the Panama  
3 | Canal on the radial access. So we've got May going up  
4 | and we've got September coming back. So unless we can  
5 | build some destinations out there in the sea, this cruise  
6 | opportunity isn't as good as everyone thinks it is.

7 |           Now, if we have the cruise terminal improved in  
8 | the Inner Harbor, this will support the redevelopment of  
9 | downtown by allowing the cruise passengers to walk to  
10 | town. Our merchants struggle to stay in business and  
11 | need our support.

12 |           Harbor Boulevard should be left as it is. The  
13 | last thing we need is motor trucks transporting cruise  
14 | passengers up and down the only uncongested north/south  
15 | street in town.

16 |           So once again, I want to say that I support the  
17 | Sustainability Waterfront Plan. And I hope you will  
18 | consider it.

19 |           Thank you.

20 |           (Applause.)

21 |           COLONEL THOMAS MAGNESS: Thank you, Robert.

22 |           Charles Brockett.

23 |           MR. BROCKETT: Hello. I'm Charles Brockett, a  
24 | 20-year resident of San Pedro. I live in the 2800 block  
25 | of Peck, which is between Gaffney and Pacific. I'm a

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1 retired engineer.

2 I attended your meeting in January of last year  
3 where you invited inputs and I prepared an input and sent  
4 it in within your deadline. And it's in the form of a  
5 petition, which was signed by me and 186 other people;  
6 all but five of which are my neighbors. And what it says  
7 is we don't want a Cruise Ship Terminal on Kaiser Point  
8 and cited some reasons: Safety, pollution, view  
9 blocking, traffic, and light pollution.

10 The reason I'm speaking tonight is I never got  
11 any feedback. 186 people; no feedback. I don't know if  
12 anybody read it. I don't know if you got it on file.  
13 Nobody started a dialogue. So you invite inputs, but I'm  
14 not sure if you respond to them.

15 COLONEL THOMAS MAGNESS: I'll just ask,  
16 Charles, was this submitted to an earlier version of the  
17 EIS?

18 MR. BROCKETT: This was submitted as a response  
19 to the presentation you made in January, the 23rd of  
20 January. I got it in by the deadline. It was inputs to  
21 that version of the plan.

22 DR. RALPH APPY: What we do is we take those  
23 comments and we just do a scoping of the document. There  
24 is no direct response to that. This is the time to do a  
25 direct response to comments.

1 MR. BROCKETT: So did you read it?

2 DR. RALPH APPY: Yes, we did.

3 MR. BROCKETT: Do you have it on file? And is  
4 it available for decision makers to review?

5 DR. RALPH APPY: Definitely.

6 MR. BROCKETT: Good. Thank you.

7 Colonel THOMAS MAGNESS: Thank you, Charles.

8 (Applause.)

9 COLONEL THOMAS MAGNESS: Okay. 30 seconds of  
10 silence.

11 (Brief recess.)

12 COLONEL THOMAS MAGNESS: While John Thomas  
13 comes forward, followed by Richard Welsh and then Scott  
14 Carter.

15 MR. THOMAS: Okay. I'd like to start out by  
16 letting everyone take a brief look at the secondary  
17 filter of my home -- air filter -- which is a three-stage  
18 filter. This is the second stage and I added it. It's  
19 made out of a couple of -- here's coming from outside,  
20 the air coming from outside being pulled through the  
21 filter into the house. Here's the other side of the  
22 filter. You can't really tell much difference because  
23 the particles are so fine, they go through a professional  
24 quality -- two professional quality microscopic filters  
25 made from surgical masks. And that was just placed

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1 | approximately six months.

2 |           So the young kids' lungs in the area probably  
3 | look a lot like this from the air pollution. And about  
4 | five or ten years ago, I suggested that the Ports of Los  
5 | Angeles, Long Beach, invest in setting up a distribution  
6 | network for bio-diesel B-100, and a cold weather blend,  
7 | and ethanol. Hopefully, we would be able to convert  
8 | gasoline-powered vehicles in the area to burn on E-100 or  
9 | E-85, and non-motorized compressed natural gas and, of  
10 | course, electric vehicles.

11 |           Obviously, since this advice was not followed,  
12 | this is a perfect example of the air quality. This  
13 | filter is behind a dust filter and that, of course, is  
14 | behind a standard fiber window screen with an overhang  
15 | outside the window right here at 10th and Pacific in San  
16 | Pedro.

17 |           I'd like to point out that you can eliminate  
18 | the parking problem largely among the Promenade by simply  
19 | extending the Red Car Line to the Metro Green Car Line  
20 | parallel tracks -- parallel to the tracks that the line  
21 | on now. So it will actually take people somewhere  
22 | instead of being the Red Car Line to nowhere.

23 |           And I'd like to suggest that we bring the  
24 | electric trolleys back and route them across the entire  
25 | panels for each peninsula.

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1 |           And extending the Harbor Boulevard behind the  
2 | park at 22nd Street would be a logical step. And also  
3 | eliminating the other cruise terminal due to excess  
4 | traffic and air pollution is highly recommended.

5 |           I don't hear anything about the impact of the  
6 | caustic and toxic concrete dust that will be released  
7 | into the air and water while they're building -- and when  
8 | the Maritime Museum is constructed. I think that's a big  
9 | waste of time and money. It's ludicrous. It's an idea  
10 | that was born of sheer idiocy.

11 |           And I also notice there's a lack of a stage for  
12 | drama and music performances. And there's no requirement  
13 | for buses and cruise ships to use bio-diesel and/or  
14 | compressed natural gas non-motorized.

15 |           And I'd like to see free parking provided for  
16 | one to five hours wherever it's convenient and doesn't  
17 | take up too much room or block anyone's view.

18 |           And, of course, there are no plans for public  
19 | dock slips free of charge by the day. And, of course, we  
20 | need a pedestrian and motor bridge at West 9th Street  
21 | over the tracks to Ports O'Call to eliminate the problem  
22 | of having vehicular and pedestrian traffic blocked by the  
23 | Red Car Line.

24 |           And also I'd like to back up the Sustainable  
25 | Plan that was presented this evening as being the best



1 | plan. And I think you should trash your plan as it is  
2 | presently stated and adopt the Sustainable Plan.

3 | Thank you.

4 | (Applause.)

5 | COLONEL THOMAS MAGNESS: Thank you, John.  
6 | Richard.

7 | MR. WELSH: Yes.

8 | Thanks for having the public session. It's an  
9 | exciting time with all the development going on. I'm a  
10 | long-term San Pedro resident and a water freak of sorts.  
11 | I enjoy sailing, windsurfing, surfing, et cetera. And my  
12 | big concern, of course, is with the proposed Cruise Ship  
13 | Terminal at the end of Kaiser Point.

14 | Being in the water -- literally in the water --  
15 | while wind surfing, it's a little daunting having a  
16 | possible 800- to 1,000-foot long cruise ship come in  
17 | through the channel along with the security personnel  
18 | restricting the use of the waterway. And to me this is  
19 | not a real good placement of recreation for the general  
20 | public and more importantly for our community members.  
21 | So I'd really like to see this Cruise Ship Terminal  
22 | located in the downtown area; not just for the purpose of  
23 | wind surfers and sailors, but also for the revenue that  
24 | would help increase for those downtown businesses and  
25 | also the reduction in pollution with the car trips.

1           So not only that, but I'm sure the Cruise Ship  
2 Captains take, for example, Captain Stuebing on the Love  
3 Boat -- I don't think he would want to navigate that  
4 water way with all the sail boats and wind surfers and  
5 power boats going through.

6           So let's keep it for general recreation and  
7 keep the cruise ships in downtown San Pedro.

8           Thank you very much.

9           COLONEL THOMAS MAGNESS: Thank you, Richard.

10          Richard, you realize he was just an actor?

11          Scott Carter, Rick Whearty, and Steve Shorr.

12          MR. CARTER: Hi. Thank you for providing this  
13 EIR public hearing. I appreciate it .

14          My name is Scott Carter. I'm a local  
15 businessman and home owner and 28-year water  
16 recreationist and a member of the Cabrillo Beach Park  
17 Advisory Board, although they don't support my opinions.  
18 At Cabrillo Beach, wind surfing, kayaking, scuba diving,  
19 snorkeling, and now kite boarding.

20          I'm in favor of the entire Project. However,  
21 it is determined by the locals powers that be. And I  
22 will only address two points that impact the Outer  
23 Recreational Harbor area.

24          The feedback I receive from the water sports  
25 people that I've talked with at Willow Beach -- over the

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1 | years and just recently -- it's mostly wind surfers and  
2 | kayakers that use the Outer Cabrillo Harbor on the inside  
3 | of the breakwater.

4 |           If a Cruise Ship Terminal is established at  
5 | Kaiser Point, it will establish a security zone that will  
6 | likely slow down boat power, boat traffic in the traffic  
7 | lane that allows up to 35-mile-an-hour speed limit  
8 | currently. That is actually good for our recreational  
9 | nearby in the 5-mile-per hour zone and the non-motorized  
10 | area that the Harbor department established in 1999 and  
11 | the year 2000, which I might add has worked.

12 |           There is -- has been no serious accidents since  
13 | the non-motorized area was established and that is a good  
14 | thing. And I can only say that I think having increased  
15 | security and slower boat traffic will only add to our  
16 | safety.

17 |           Addressing Figure 2-A drawing, with the  
18 | boardwalk being built in front of the Scout Camp will  
19 | result in removing all safety aspects to any child  
20 | spending the night there.

21 |           Can any mother or father here actually want to  
22 | destroy this long time historical camping facility that  
23 | serves as an organized water sports facility for the sake  
24 | of having a few people a day walk on a largely empty  
25 | boardwalk just to say, "Oh, my. Isn't this nice?"

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1 Thank you very much.

2 (Applause.)

3 COLONEL THOMAS MAGNESS: Thank you, Scott.

4 Rick. Come on up here, Rick.

5 MR. WHEARTY: My name Rick Whearty,

6 representing the people of the City of Los Angeles, the  
7 boaters around here.

8 I'm glad to see that the Port is looking at the  
9 development of an area that benefits the individuals.

10 I oppose the Cruise Ship Terminal there. And I  
11 think that's pretty much been the consensus tonight  
12 throughout most of the comments here.

13 I like what Tom Politeo had to say about the  
14 overall impact and the future that this Port can set up  
15 residents to leave the world as many of other major Ports  
16 have done around the world.

17 I mean, the overwhelming response has been to  
18 be against this Cruise Ship Terminal at Kaiser Point.  
19 The traffic, the impact, the security, the pollution, the  
20 view. I mean, I don't even know how the drawings even  
21 got done. You know, to have the Cruise Ship Terminal  
22 remain at the existing place and -- so that the traffic  
23 goes to the Ports O'Call area and that all the traffic,  
24 you know, directs right off the freeway, right in the  
25 secured area -- everything is almost already there. It

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1 | just needs to be improved.

2 | I started building boats when I was 15 years  
3 | old and it's one of the industries that's pretty much  
4 | drawn by the wayside around here.

5 | I've presented a couple things at the Port  
6 | commission meetings about the Port Everett Fashion  
7 | District, which has been deemed a complete success. In  
8 | that document that I gave to Geraldine Knatz there's some  
9 | comments that every boat generates almost 50 ancillary  
10 | jobs. So that the expansion of the Port marinas, a boat  
11 | yard, and the ancillary businesses that support  
12 | recreational boating, powerboat, sail, windsurfing -- all  
13 | these things really benefit the community with a  
14 | relatively non-polluting method of creating employment  
15 | within this Port. And as for the restaurants and all the  
16 | uses that can come out of this -- of expanding the  
17 | recreational uses for the boating public can be very  
18 | beneficial.

19 | The craft scope on May 8th -- and I've done  
20 | some research -- all these buildings have been occupied.  
21 | The marina's been full and it has been deemed a complete  
22 | success, such to the point that -- there was also another  
23 | very similar Project done at Port Bellingham. They had  
24 | such great success at Port Everett, so they copied it  
25 | and did another one at Bellingham.

1           So for the people of Southern California this  
2 has to be looked at. The Newport Harbor Shipyard was  
3 created from the Old Shipyard and proved to be a great  
4 success. It has restaurants and a boat yard that's all  
5 clean. It generates a lot of business. You know, San  
6 Diego has pursued, you know -- Livermore Marina, Pier 39,  
7 which has been a complete success.

8           There's been -- the Millenium Group has put in  
9 a super yacht maintenance haul out yard that hauls  
10 400,000 ton mega yachts, which has brought hundreds and  
11 hundreds of jobs to that area.

12           So I think that the Port of Los Angeles, you  
13 know, should look at Shelter Island, Ventura Harbor, San  
14 Diego, and the great successes in Washington and develop  
15 some other Alternatives besides the impact smog producing  
16 things that have happened around here.

17           Time?

18           All right. Thank you very much.

19           COLONEL THOMAS MAGNESS: That's it.

20           Steve Shorr, Gary Dwight, and Joe Gatlin,  
21 please.

22           Steve Shorr? Is Steve here? Steve is not  
23 here.

24           Gary Dwight, Joe Gatlin, and then Kevin Ramsey  
25 will be after Joe.

1 MR. DWIGHT: Hi. My name is Gary Dwight and I  
2 am fourth generation and lifelong resident of San Pedro.  
3 I am President of the Cabrillo Beach Boosters. I was  
4 involved in the 18-story development in Downtown San  
5 Pedro. I'm also on the Board of Directors of the  
6 Economic Development in both San Pedro Chamber.

7 Our community is languished for 38 years. We  
8 need to do something now.

9 I appreciate all the points regarding the  
10 sustainable jobs. These are the things that we need to  
11 see within our community.

12 I appreciate that almost everything that the  
13 Councilwoman said, including the interconnection of the  
14 Red Car to downtown, the removal of parking along the  
15 Waterfront, and an opportunity for those that have  
16 literally invested their lives as far as businesses  
17 within San Pedro -- downtown, Ports O'Call, et cetera.  
18 And we shouldn't just be tossing them aside.

19 But either point, we do need to get started as  
20 quickly as possible. We've had a lot of talk and we've  
21 seen a lot of different proposals. But it's -- the time  
22 is now for our community, for our children, for the  
23 future of San Pedro and Los Angeles.

24 Thank you very much.

25 (Applause.)

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1 COLONEL THOMAS MAGNESS: Thank you, Gary.

2 Joe.

3 MR. GATLIN: How you doing, sir.

4 My name is Joe Gatlin. I'm a lifelong resident  
5 of San Pedro for 63 years. For six years I was on the  
6 Neighborhood Council of San Pedro. I was the current  
7 president and now going into October -- also on the PCAC  
8 and CCAC Steering Committee -- I've been around here for  
9 a while. I'm also the current President of NAACP in San  
10 Pedro. Also the Founder for the National Council of  
11 Negro Woman in San Pedro.

12 And the reason I'm bringing those up is:  
13 Development like this affects our community first. And  
14 we're the last to get hired and the first to go. We  
15 don't have a choice here, but force the economic  
16 progress.

17 I want to say right now I'm 100 percent for the  
18 development, but there's a couple things I want to bring  
19 out that I think that really means a great deal to us.

20 Downtown San Pedro has to be part of this plan.

21 The Red Car has to be part of this plan. The  
22 Councilwoman mentioned the CRA and possibly the Port  
23 getting together for parking downtown. We desperately  
24 need that parking -- we really do -- to sustain downtown  
25 and also to get the parking off of the Waterfront.

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1 The Cruise Ship Harbor at the south end of  
2 town; 100 percent behind it. That's something that will  
3 positively impact downtown if it's done properly.

4 One other thing I want to bring up that's not  
5 in either of the plans is if you look around San Pedro,  
6 you'll see a lot of kids on skateboards all over town.  
7 We have several opportunities right now to build a first  
8 class skate park in maybe one of these -- possibly two of  
9 these places, which would really -- as you know --  
10 there's no recreational space in Central San Pedro except  
11 for Old Knoll Hill, which is part of the Port's plan  
12 which has to be demolished in two or three years. And  
13 the kids really need some place to play and something  
14 organized. And we can put a first class skate park in  
15 this site. I really believe that.

16 And also, increase the Ports O'Call -- besides  
17 the Ports O'Call Restaurants and a few others. We need  
18 to increase it and make it a first class facility.

19 And last but not least is the bridges over 9th  
20 Street and also close to 1st Street -- or hopefully,  
21 ideally for us, 5th or 6th Street -- because we need that  
22 bridge to get into downtown. We can't make this a  
23 Project where downtown is left out. Right now, we put  
24 parking spaces there, add proper shuttles, the bridge.  
25 It would really improve everything.

1 | But again, I support the plan and I want to  
2 | thank the Port for doing what they've done so far.

3 | Thank you.

4 | (Applause.)

5 | COLONEL THOMAS MAGNESS: Thank you, Joe.

6 | Kevin Ramsey, Sue Castillo, Carmine Sasso.

7 | Kevin.

8 | MR. RAMSEY: Thank you, Colonel.

9 | Good evening. My name is Kevin Ramsey. I'm  
10 | President of the National Association of Minority  
11 | Contractors of Southern California.

12 | On behalf of NAMC, we wish to publicly and  
13 | strongly support the approval of the San Pedro Waterfront  
14 | Project.

15 | Over the years, we have worked hand in hand  
16 | with the Port of L.A., identifying opportunities for  
17 | small local contractors.

18 | We particularly want to express our  
19 | appreciation to Margaret Hernandez and her staff to  
20 | invite our members to participate in a step program; a  
21 | program to assist small local minority and women  
22 | contractors to complete the Port projects.

23 | In addition to the Harbor Board of  
24 | Commissioners who recently approved the Small Business  
25 | Enterprise Program and set a 25 percent Small Business

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1 | Enterprise Goal. San Pedro and Wilmington communities  
2 | are impacted by the positive and negative impacts of the  
3 | Port of L.A.

4 |           As an International Port, these communities and  
5 | regions should receive the economic benefits of jobs and  
6 | opportunities on Port related business; homeland  
7 | security, modernization, and growth of the poor.

8 |           A great deal of time and effort has been  
9 | expended in mitigating the environmental impact at a time  
10 | when smaller businesses provide 70 percent of the jobs  
11 | across the nation. This is a Project that we want to  
12 | have an opportunity to participate.

13 |           The members of NAMC are ready, willing, and  
14 | able to compete as prime and subcontractors for this  
15 | historic and necessary Project to make our Port the  
16 | desired Ports O'Call.

17 |           The flourishing businesses, restaurants,  
18 | promenades, and cruise ships that brings the community  
19 | the economic vitality of the 21st Century. And also we'd  
20 | like to get our Local 88 contractors as prime  
21 | subcontractors on this job to work with the Army Corps.

22 |           Thank you.

23 |           (Applause.)

24 |           COLONEL THOMAS MAGNESS: Thank you.

25 |           MS. CASTILLO: Sue Castillo. I live downtown.

1 I'm very supportive of the development downtown. In  
2 fact, I'm very excited about it. I don't want to talk  
3 about that.

4 I'm mainly here to focus on a technical issue  
5 about the Outer Cruise Ship Terminal proposed. I, like  
6 many people other people, are opposed to it. But I  
7 actually think that it's completely inconsistent with the  
8 plans that have been done for over the past 20 years for  
9 this area, the City of Los Angeles General Plan.

10 There are two components that it is  
11 inconsistent with. The Port of Los Angeles Plan clearly  
12 states that the southwest area of the Port's property is  
13 to be classified as recreational. There are Policies  
14 No. 3 and 4 that say the West Channel Cabrillo Beach area  
15 shall be orientated toward public recreation, commercial  
16 sport fishing, and recreational boating facility.

17 Policy 4 states passenger terminals -- as well  
18 as many other things, of course -- but passenger  
19 terminals are obviously -- are glaringly not listed as  
20 what the code views for the West Channel Cabrillo Beach  
21 area.

22 Also, in the Zoning and General Land Use  
23 Designation, they talk about various commercial uses in  
24 supporting these areas for the west -- for the Cabrillo  
25 Beach West Basin area, recreational use, but then it

1 | contrasts with the West Bank area, which does clearly  
2 | list passenger terminals. It's not in the West Beach  
3 | area -- the West Basin and Cabrillo Beach area. It's  
4 | just not there. Therefore, I think it's inconsistent.

5 |           Also, the San Pedro Community Plan said it's  
6 | very important to preserve and enhance the  
7 | characteristics of that area, and that scale, height, and  
8 | bulk matter. They use those terms. Scale, height, and  
9 | bulk when you make a cruise terminal is inconsistent with  
10 | Cabrillo Beach and their personal level of recreational  
11 | uses that it is being used for right now.

12 |           And also, one last thing, on the Community  
13 | Plan, Policy 19.1, Cabrillo Beach and West Channel of the  
14 | Port are devoted to public recreation -- public  
15 | recreation -- sport fishing, and recreational boat  
16 | facilities.

17 |           Policy 19-1.2 says that the West Bank of the  
18 | Main Channel and each channel areas be devoted to a  
19 | number of things including passenger terminals. It's not  
20 | in the other areas.

21 |           On the other technical issue, I know you're  
22 | supposed to consider all the other Alternatives. The  
23 | Alternatives, I've read -- I've read them all, even the  
24 | ones that were considered and discarded. What was not  
25 | considered was placing the - if there must -- absolutely

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1 | must -- take away from the cruise industry downtown and  
2 | place something down the -- further down the Main Channel  
3 | for navigational reasons -- I do understand that there  
4 | are significant navigational issues. It's simply not  
5 | considered to place the single cruise terminal facing the  
6 | Main Channel side of that peninsula. And that's a  
7 | glaring omission, I believe, in the report.

8 |           So I'm going to turn this in and I'll make more  
9 | comments in a written later on.

10 |           COLONEL THOMAS MAGNESS: Thank you, Sue.

11 |           And I'm pausing here for dramatic effect before  
12 | Carmine comes forward, but also to give a little break.

13 |           Carmine, please.

14 |           MR. SASSO: Thank you.

15 |           I'll just be really -- I'll be really quick.  
16 | My name is Carmine Sasso. I'm a lifelong resident in San  
17 | Pedro; born and raised here and seen it go through many  
18 | changes.

19 |           I support the Port's plan. What we need to do  
20 | is get past all the political and special interest  
21 | rhetoric and start moving forward. We're wasting  
22 | valuable time. We need to initiate and move forward so  
23 | that the community can thrive and prosper.

24 |           If you're ever on the Daily Breeze website,  
25 | some of the blogs that are on there, you can click on

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1 | those blogs and you can read about whatever story that  
2 | they're reading -- writing about.

3 |           You'll see that sometimes they refer to San  
4 | Pedro as "Where the sewer meets the sea." Okay. And I  
5 | don't know about you guys, but that's really infuriating  
6 | to me being that I was born and raised here.

7 |           So this is something that will put us on the  
8 | map in a forward direction. We don't need to look no  
9 | further than Long Beach to abate that shoreline village,  
10 | Pine Avenue. Look how they turned that area around.  
11 | There used to be tattoo parlors and x-rated movie  
12 | theaters. So they came a long way and that's what we  
13 | need to look at. We don't have to get all fancy about  
14 | it. Just look and see what they've done, what's worked  
15 | for them. Apply the same formula for us and move  
16 | forward. That's what we need to do. Stop the rhetoric  
17 | and let's move forward.

18 |           Thank you.

19 |           (Applause.)

20 |           COLONEL THOMAS MAGNESS: Thank you, Carmine.

21 |           Melanie Anne McAllister, Julie Scolville

22 | (phonetic), and Joe Amalfitano.

23 |           Melanie.

24 |           MS. MCALLISTER: Hi. My name is Melanie  
25 | McAllister. I'm a 15-year resident of San Pedro and I'm

1 also a Community Social Worker here in the San Pedro  
2 area. And I haven't attended one of these meetings for a  
3 year because it's very hard for me to get away from my  
4 job.

5 I realize this may be a swear word now or  
6 politically incorrect, but my husband and I are just  
7 trying to walk from the Bridge to the Breakwater. That's  
8 all. I don't know why it's taking three years to walk  
9 from the Bridge to the Breakwater, but every night we  
10 walk down along the new area -- Promenade -- and for  
11 health concerns for -- he has high blood pressure,  
12 diabetes, and for weight loss concerns. So we're just  
13 simply trying to walk from the Bridge to the Breakwater.

14 I'd like to support and reiterate our honorable  
15 Councilwoman Janice Hahn. I'd like to support and  
16 reiterate the Sustainable Waterfront Project Architect's  
17 ideas.

18 I just have to say that as a Social Worker and  
19 a resident, I was deeply disappointed, disillusioned, and  
20 disenchanted that you were not available at the Taste of  
21 San Pedro Festival and the San Pedro Lobster Festival for  
22 outreach information and communication to your community  
23 residents. The Port of Los Angeles was, but the San  
24 Pedro Waterfront Project DEIS and DEIR Report Project was  
25 not. And my family, my residents, my community, my

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1 clients were all there trying to look for information and  
2 give input on this Project and they were denied because  
3 you did not have a table there. So I'd like you to take  
4 that into consideration.

5 Thank you for your time.

6 (Applause.)

7 COLONEL THOMAS MAGNESS: Thank you.

8 Julia Scolville. Come on up here, Julia.

9 And then Joe Amalfitano is after Julia.

10 MS. SCOLVILLE: My name is Julia Scolville.

11 And I'd like to speak about the needs of the youth. I  
12 think that's being sorely neglected in the Port plans.  
13 And I'm speaking particularly about the Waterfront and  
14 the use of the Waterfront for students to learn how to  
15 sail, how to build their own boats, and all about the  
16 science of sailing and so forth.

17 I'm an ex-boat owner and sailor. And it gives  
18 you so much pleasure and a sense of accomplishment to be  
19 able to have your own boat. And without the use of any  
20 pollution, any kind of fuel, you're able to get from  
21 place to place just using the wind.

22 Now, the other speakers talked about Long  
23 Beach. Long Beach is a smaller city than L.A. and it has  
24 a beautiful sailing center. There's no reason why we  
25 couldn't do the same thing here. And that's it.

1 (Applause.)

2 COLONEL THOMAS MAGNESS: Thank you, ma'am.

3 Joe, come on up. After Joe is Michael Labison  
4 and William Lyte.

5 MR. AMALFITANO: Hello. My name is Joe  
6 Amalfitano. I'm a lifelong resident here at San Pedro.  
7 I have no business ties of any regarding this Project.  
8 I'm not a restaurant owner, business owner. I'm here as  
9 a citizen and I agree with the Port plan.

10 Along with many of the other speakers,  
11 especially Mr. Sasso speaking of the rhetoric. I've  
12 heard about global warming and melting glaciers because  
13 there's a steakhouse at Ports O'Call. I'm hearing about,  
14 you know, the West Point, Kaiser Point, all of 22nd  
15 Street that the ship can't turn around. They've got them  
16 turning around now. There's plenty of wind surfing area.  
17 I go out there fishing all the time. There's plenty of  
18 space for all of that.

19 What we need to do is focus moving forward.  
20 With all due respect to the workers, I am a member of it  
21 too and I know it provides jobs, but this needs to be  
22 done for San Pedro. We've been talking about it for 35  
23 years now and it's time to move forward.

24 I know that in previous meetings there's the  
25 Master Developer is going to come in. And I would assume

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1 | that if a Master Developer feels that a Cruise Ship  
2 | Terminal does not fit for the south end, then I guess it  
3 | won't be there.

4 |           People are talking about pollution. How this  
5 | works at other states and cities that have cruise  
6 | terminals with electric buses and whatnot, I'm sure it  
7 | can work here also. There's many solutions to what needs  
8 | to be done, but it is time to move forward.

9 |           Mr. Mavar made a point of bringing down the  
10 | people from the hill and different, you know, consumers,  
11 | what the Port puts there will attract the consumer it's  
12 | looking for. And it's a shame that San Pedro residents  
13 | do have to go quite a ways to go to a steakhouse and  
14 | other businesses. We have this beautiful Port here that  
15 | should be developed and I'm in full favor of the Port  
16 | Development.

17 |           Thank you very much.

18 |           (Applause.)

19 |           COLONEL THOMAS MAGNESS: Thank you, Joe.

20 |           Michael. Then William Lyte and Andrew Silber.

21 |           Just a few more, folks.

22 |           Mike, please.

23 |           MR. LABISON: Good evening.

24 |           I'm Mike Labison and I was born here. No. I'm  
25 | sorry. I was born in Compton. That's up the road. I

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1 went to school here. No. I'm sorry about that too. I  
2 went to school in Long Beach. But, you know, it's in the  
3 area. I've worked here all of my life except for a short  
4 period of time in the mid '60s.

5 And I appreciate the uniform, Colonel. You're  
6 an Airborne Ranger Combat Engineer. And I see your  
7 badges. So thanks for that.

8 I'm a high school graduate. I'm a laborer.  
9 I'm a pile driver. And I'm retired from the Operating  
10 Engineers. And I spent a lot of time in this channel  
11 between L.A., Long Beach, Angel's Gate, Long Beach to the  
12 west end -- or Catalina Island. And there's a lot of  
13 stone that's in this Harbor that came from Catalina  
14 Island.

15 I represent the Labor Force, guys and ladies  
16 that I've worked with in this Harbor for almost 40 years.

17 This is a vital Harbor. It's a great place to  
18 live and work. And I'm in support of this Project top to  
19 bottom.

20 It sounds like the idea of having a cruise from  
21 Berth 46 doesn't sound to be too popular -- shoot. I was  
22 here when the Sansenia blew up at the same place that  
23 this proposed terminal would go in.

24 I was the Project Manager for the company here  
25 at Phase 1 at the Pier Project. And I've worked on it

1 through Phase 2 and Phase 3. And the Harbor Project is  
2 still an open issue right now.

3 I support this Project. I think it's long  
4 overdue. I've seen 12 years of stagnancy in both harbors  
5 between L.A. and Long Beach and I've seen the growth in  
6 other harbors. And I've spent time up north in the San  
7 Francisco Bay area, Washington and smaller ports between  
8 Oxnard, Ventura, Oceanside, and San Diego. And I've seen  
9 in smaller harbors, these kinds of projects flourish and  
10 bloom. And I think we've been stagnant here for too  
11 long. This is not just to support the Labor Force, but  
12 it's to support the community.

13 We want the work. We need the work. This  
14 Harbor is the gem and I think it can be made a jewel. We  
15 deserve this. This is a world Port in the highest sense  
16 of the word. It's not a microcosm of containers and  
17 boxes going in and out. It can support the  
18 infrastructure of recreation, tourism, ships, the cruise  
19 lines, and the casts and support that we can give it.

20 I'm behind it. I'm for it. And I want to see  
21 it go on from here.

22 (Applause.)

23 COLONEL THOMAS MAGNESS: Thank you, Michael.

24 William Lyte.

25 We have five more, Ladies and Gentlemen.

1 MR. LYTE: I'm Bill Lyte. I'm the President of  
2 the Harbor Association of Industry and Commerce. I'm  
3 also on the San Pedro Chamber and PCAC Boards.

4 Representing the Harbor Association, which is  
5 more than 100 firms with thousands of local employees,  
6 I'm speaking tonight. Our Harbor Association also spent  
7 at least \$50,000 here at the local restaurants in the  
8 last year and as we do every year and intend to do that  
9 in the future. So we're very, very supportive of the  
10 local community and economy and we're very supportive of  
11 this Project. Our Board has reviewed it intensively and  
12 came out in very strong support of it.

13 We recognize that it provides the vitality,  
14 needed jobs, the retail sales and multiplier effect,  
15 money to public agencies. We also think that it could  
16 really make the Waterfront blossom. And I was thinking  
17 about that as I visited Monterey this summer after about  
18 20 years away. I was absolutely astounded by how  
19 beautiful it was. This run down old county was just  
20 chockful of people from all over the world spending  
21 money. Every business was flourishing as were all the  
22 tourist destinations like the aquarium.

23 I also think that if this Project were  
24 approved, it would create a hub for the high tech  
25 businesses. That's really what we're working on trying

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1 | to build a Port Technology Industry. And the high tech  
2 | people like to come to beautiful places. You know, I  
3 | want to make sure they come here instead of Long Beach.  
4 | Long Beach would draw them more business right now, but I  
5 | think that this is where it's going to be anchored.

6 | We're very much in support of this Project. We  
7 | hope it's approved right away. And we will support it's  
8 | implementation in every possible way.

9 | Thank you.

10 | (Applause.)

11 | COLONEL THOMAS MAGNESS: Thank you, Bill.

12 | Andrew Silber, Lynn Alvarez, Tim McOsker, and  
13 | James Campea will be our last ones.

14 | So please, Andrew Silber.

15 | MR. SILBER: Thank you.

16 | My name is Andrew Silber. I'm a resident of  
17 | San Pedro and a business owner in San Pedro. And thank  
18 | you for giving us the opportunity to address this issue  
19 | today.

20 | I'm extremely involved in the community. I go  
21 | to all the many boards and I sit on committees. So I  
22 | spend a lot of time on trying to improve this area.

23 | I'm very supportive of the Draft EIR/EIS. I'm  
24 | very grateful for the Port for putting it together. I do  
25 | have some reservations, many of which you've heard

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1 | already, so I won't dwell on them much.

2 |           My main concern is the interface between the  
3 | town of San Pedro and the Waterfront. It's been studied  
4 | extensively including the UMI study. It's vital to the  
5 | town that it's tied to the Pacific Ocean. To cut it off  
6 | with Harbor Boulevard and treat the two as separate  
7 | entities is, I believe, a big mistake. It's been a  
8 | continuous mistake that needs to be fixed. The time is  
9 | now to fix that mistake and integrate it doing what we  
10 | used to call the seamless interface.

11 |           Some of the issues that have been taken out --  
12 | you've heard at length, of course, about the Red Car. If  
13 | it can't be a large rail driven red trolley, it could be  
14 | something else. But we do need a loop to move people  
15 | from the cruise terminal through Downtown San Pedro and  
16 | back to the Waterfront.

17 |           I appreciate enormously the beautification that  
18 | have gone into these six proposed projects; four of which  
19 | are serious proposed projects, two of which much less  
20 | improvement.

21 |           The Councilwoman I thought addressed it very  
22 | accurately. It's very important that Ports O'Call, of  
23 | course, is restored. I personally prefer it is expanded.  
24 | I think it may be to the detriment of Downtown San Pedro,  
25 | but I'd love to see it restored.



1 I'd like to see you look after the current  
2 tenants who are in Ports O'Call and large restaurants  
3 that thrive there.

4 And I urge the Port once again to consider  
5 carefully the north, south division that runs along  
6 Harbor Boulevard; the Red Car Line, the bluff, and the  
7 amount of traffic that Harbor uses. Those three things  
8 keep Downtown San Pedro from the Waterfront.

9 Thank you very much.

10 (Applause.)

11 COLONEL THOMAS MAGNESS: Thank you.

12 Lynn Alvarez.

13 MS. ALVAREZ: Hi. I'm Lynn Alvarez. I've  
14 lived in San Pedro all my life and I work at the Port of  
15 Los Angeles as a Longshorewoman. And I'm here tonight to  
16 say that I support the Port's proposed plan.

17 I live in the south side of town and I think  
18 the addition of the Cruise Ship Terminal in the Outer  
19 Harbor would be a welcoming sight. Also, this terminal  
20 will add lots of jobs for Longshoremen and others that  
21 this community desperately needs.

22 I also think that Ports O'Call needs to be  
23 completely revitalized and that getting a developer to do  
24 this is a great idea.

25 I look forward to getting this started and

1 finished as soon as possible.

2 COLONEL THOMAS MAGNESS: Thank you, Lynn.

3 Did you say "Longshorewoman"?

4 MS. ALVAREZ: That's right.

5 COLONEL THOMAS MAGNESS: I like that.

6 Tim. And James Campea will be our final  
7 speaker.

8 MR. MCOSKER: I was hoping to be the final  
9 speaker because I have about 45 minutes of material.

10 Is that okay with you, Colonel?

11 I'll go very, very briefly. You've had a long  
12 evening. We really appreciate your attention and we  
13 appreciate the Harbor Department for being here.

14 This is -- like a lot of folks who spoke  
15 tonight, I'm a lifelong resident of this community as  
16 well. And this is a very important community to all of  
17 us. And it's a tough community to get consensus and you  
18 may not get consensus, but it is absolutely imperative --  
19 and I think you heard tonight -- that we move forward.  
20 The opportunity -- a lot of people talked about the  
21 opportunity for jobs. A lot of folks have talked about  
22 the opportunity for, you know, economic development in  
23 this area making San Pedro a destination.

24 Those of us with a long history here remember a  
25 different town, remember, you know, things have changed

1 and times do change. And we have an opportunity here  
2 working with the Harbor Department with the support of  
3 the Harbor Department, but also with the community coming  
4 together to do something that is really, really nice.

5 It won't be perfect at the edges. I think  
6 Carmen also said that there's opportunities to make  
7 changes. I mean, I hear and I respect the opinions of  
8 Subcommittee Councils and Janice Hahn when she talks  
9 about the long time tenants down in the Ports O'Call and  
10 hanging on to them, because that's going to be important  
11 for you for buy in from the community. It's going to be  
12 important for you for buying from the community.

13 And doing whatever we can to keep the  
14 revitalization on it -- to keep the hope of  
15 revitalization for the downtown is going to be really,  
16 really, really important to get that too. And so you  
17 have some challenges ahead of you.

18 I think the most important thing you heard  
19 tonight was that it is important to move forward. It's  
20 important to move forward. I mean, I was honored to work  
21 for our former mayor, the San Pedro resident, Jim Hahn.  
22 When Jim Hahn, Janice' older brother, moved -- you know,  
23 took the downtown and this great idea and said, "Let's do  
24 this. Let's do this and let's bring in a lot of  
25 resources."

1           And I think there's a lot of folks in San Pedro  
2 who feel disappointed over time that maybe it hasn't  
3 moved quickly enough. Well, here we are. That's passed.  
4 That's gone. Those days are gone.

5           So let's move forward with this plan. Let's  
6 listen to the community. Let's incorporate changes as  
7 necessary to make sure you're responsive to all these  
8 excellent comments.

9           And thank you for your long attention tonight.

10          (Applause.)

11          COLONEL THOMAS MAGNESS: Thank you, Tim.

12          And James.

13          MR. CAMPEA: Thank you for waiting.

14          I'm James Campea, long-time resident of San  
15 Pedro.

16          The word "sustainable" comes up a lot and what  
17 that says to me -- with construction jobs for this  
18 Project, they will create jobs for the Project and then  
19 when the project's over, the construction jobs are over.  
20 That doesn't say sustainable to me.

21          I am in support of most of the Project. I  
22 don't think it should be held up by the decision to  
23 have -- whether you want to have the cruise terminal on  
24 the Outer Kaiser Point. I don't think that should hold  
25 up the Project. There's a lot of good things for the

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1 Project. The community needs it.

2 I think it was Mr. Mavar said something about  
3 people coming down from the hill. I think, you know --  
4 when I looked at the City of Santa Monica, I looked at  
5 Long Beach or San Diego or Monterey, the people from the  
6 city, where do they go on the weekend? They don't have  
7 money or expenses or time to go some place out of town,  
8 so they want to go to some place in town. And I think  
9 presently San Pedro doesn't offer a place for a lot of  
10 people with different interests to come here.

11 And I have never taken a cruise. If I did, I  
12 think I'd rather get off in Long Beach because I think  
13 that city appeals to a lot of people that take cruises.  
14 There's a lot of things to do. There's San Diego. And I  
15 don't know if the actual Cruise Shipping Industry is  
16 sustainable. Maybe with this current economic crisis,  
17 what if it crashes? If the Cruise Industry crashes, then  
18 does San Pedro crash if it's all built around that?

19 I think we need to -- if that Outer Kaiser  
20 Point is kind of predicated on everything going forward,  
21 I'm afraid it's going to pull away -- and I know it's  
22 been mentioned tonight -- from the San Pedro's town, the  
23 City of San Pedro. People get off the boat, they don't  
24 know what to do. There's nothing to do. There's a few  
25 good restaurants.

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1           We like it because we live here. We would like  
2 it more if it was invested and that people from all over  
3 Los Angeles came here and they just didn't just go to the  
4 beach. Maybe they would park and walk in town, eat in  
5 town, shop in town.

6           Sometimes when you think about people shopping  
7 in town, where are they going to shop? The 99 Cent  
8 Store. You know, that's ridiculous. We do have a Target  
9 though, but they don't know where it is. Maybe the Red  
10 Car can take them over there.

11           But I think "sustainable" is a word you need to  
12 look at and that we could all -- we live here and we like  
13 to go here and enjoy theaters, music, eating, shopping,  
14 you know, like regular cities have.

15           Thank you.

16           (Applause.)

17           COLONEL THOMAS MAGNESS: Thank you, James.

18           Well, that's it. What a terrific night.

19           First of all, thank you all. For those that  
20 stayed, there will be parting gifts. You see, everyone  
21 else left and they didn't know. But for those who  
22 stayed, there will be a prize. And you can get -- I  
23 think we have the EIS in a CD version you can pick up on  
24 your way out.

25           Thank you, everyone, for attending. I think

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CONT.

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1 there was, you know, some good consensus. And a lot  
2 of, you know, I think, a shared vision within this  
3 community and the comments certainly reflected that. And  
4 I appreciate the respect that everyone had for the  
5 opinions of the speakers.

6           What a great community we live in and what a  
7 great opportunity that I think is in front of us. And  
8 now let us work together to undertake what is now in  
9 front of us. Render appropriate decisions that do  
10 advance this Project, but also embrace this concept of  
11 sustainability of stewardship of preservation of  
12 resources. And that is certainly a requirement for us  
13 all.

14           Ralph, any other comments?

15           DR. RALPH APPY: No. I just want to point out  
16 that for all of you that stayed, we logged exactly three  
17 hours and 36 minutes of talking tonight. And we recorded  
18 every word and those will be on our website and we'll  
19 respond to all of your comments. And we appreciate all  
20 of you very much for staying for all of you that stayed  
21 until the very end.

22           Thank you very much.

23           UNIDENTIFIED SPEAKER: I'd like to just add  
24 something. I didn't put a card in there, but I'm a San  
25 Pedro resident for 35 years too. And I'd like to see

1 Ports O'Call. I'm from Hembrook and we have -- whenever  
2 a ship comes in, we play the National Anthem. For every  
3 ship, you should then consider the Ports O'Call. That  
4 sounds good.

5 DR. RALPH APPY: Thank you.

6 COLONEL THOMAS MAGNESS: Thank you, sir.

7 (The public meeting was concluded at 9:05 p.m.)

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1 STATE OF CALIFORNIA  
2 COUNTY OF SAN DIEGO

3

4 I, Ja'Nal M. Carter, a Certified Shorthand Reporter  
5 for the State of California, CSR No. 12813, do hereby  
6 certify: That the proceedings were taken before me at  
7 the time and place herein named; that the said  
8 proceedings were reported by me in shorthand and  
9 transcribed through computer-aided transcription, under  
10 my direction; and that the foregoing is a true record of  
11 the testimony elicited at said proceedings to the best of  
12 my ability.

13

14 I do further certify that I am a disinterested  
15 person and am in no way interested in the outcome of this  
16 action or connected with or related to any of the parties  
17 in this action or to their respective counsel.

18

19 In witness whereof, I have hereunto set my hand this  
20 \_\_\_\_\_ day of \_\_\_\_\_, 2008.

21

22

23

\_\_\_\_\_  
JA'NAL M. CARTER, CSR NO. 12813

24

25

1 **2.3.8 Draft EIS/EIR Public Hearing**  
2 **Waterfront Hearing Transcript (SPWPC)**

3 **Response to Comment SPWPC-1**

4 Your comment regarding your hopes to resume redevelopment has been noted.

5 **Response to Comment SPWPC-2**

6 Thank you for your comment. Pedestrian links would be provided to parks and open  
7 space. The proposed Project includes plans for pedestrian trail connections to the  
8 current California Coastal Trail.

9 **Response to Comment SPWPC-3**

10 Thank you for your comment. Your support for the proposed Project will be  
11 forwarded to the Board of Harbor Commissioners.

12 **Response to Comment SPWPC-4**

13 Thank you for your comment. Responses are required only for those comments that  
14 address the adequacy of the draft EIS/EIR. Your comment has been noted.

15 **Response to Comment SPWPC-5**

16 Thank you for your comment. Your comments on the development of Ports O'Call  
17 will be forwarded to the Board of Harbor Commissioners. Please see Master  
18 Response 4 for further discussion of the Ports O'Call development.

19 Successful restaurants and businesses in Ports O'Call could be accommodated during  
20 redevelopment.

21 **Response to Comment SPWPC-6**

22 Thank you for your comment. The extension of the Waterfront Red Car Line into  
23 downtown San Pedro is outside the proposed project boundaries and outside the  
24 jurisdiction of LAHD.

## 1 **Response to Comment SPWPC-7**

2                   The proposed Project includes pedestrian linkages to downtown and public transport  
3                   access via the Waterfront Red Car Line.

## 4 **Response to Comment SPWPC-8**

5                   Thank you for your comment. The Community Redevelopment Agency of the City  
6                   of Los Angeles has been contacted regarding potential parking opportunities. The  
7                   decision to include parking space near the waterfront as part of the proposed Project  
8                   was carefully balanced between enabling the greatest public access as well as making  
9                   the best use of limited space for recreational and commercial land uses. The  
10                  proposed Project and Alternatives 1, 3, 4, and 5 include surface parking lots only at  
11                  the Outer Harbor and thus would have a minimal profile near the waterfront. In  
12                  addition, the proposed bluff site parking structures would eliminate the need for the  
13                  current surface parking areas serving the Ports O'Call area and would thus open up  
14                  areas for public open space by consolidating the Ports O'Call parking into a vertical  
15                  structure (draft EIS/EIR, Page 3.1-31).

16                  In addition, the draft EIS/EIR analyzed a reasonable range of alternatives, including  
17                  several alternatives with reduced parking, as seen in Figure ES-4, Figure 2-17  
18                  (Alternative 1; changes to Outer Harbor parking), Figure 2-19 (Alternative 2;  
19                  changes to Outer Harbor parking), Figure 2-21 (Alternative 3; no parking at SP  
20                  Railyard), Figure 2-22 (Alternative 4; reduced parking in the Inner and Outer  
21                  Harbors); Figure 2-23 (Alternative 5; reduced parking in the Inner and Outer  
22                  Harbors), and Figure 2-24 (Alternative 6; no new parking). Please also see Master  
23                  Response 3 for discussion of waterfront parking structures.

24                  Your opposition to waterfront parking will be forwarded to the Board of Harbor  
25                  Commissioners for consideration during their deliberations on the proposed Project  
26                  and alternatives.

## 27 **Response to Comment SPWPC-9**

28                  Thank you for your comment. Your support for improvements to the waterfront will  
29                  be forwarded to the Board of Harbor Commissioners.

## 30 **Response to Comment SPWPC-10**

31                  Thank you for your comment. Your support for the cruise industry will be forwarded  
32                  to the Board of Harbor Commissioners.

## 1 **Response to Comment SPWPC-11**

2 This comment includes opening remarks from Tom Politeo and does not directly  
3 address the draft EIS/EIR. Responses are required only for those comments that  
4 address the adequacy of the draft EIS/EIR. Your comment has been noted.

## 5 **Response to Comment SPWPC-12**

6 Improving existing pedestrian corridors along the waterfront, increasing waterfront  
7 access from upland areas, and creating more open space are primary objectives of the  
8 proposed Project. Additionally, the draft EIS/EIR (see Section 2.4 of Chapter 2,  
9 “Project Description”) proposes a number of proposed project elements and  
10 mitigation measures that are intended to minimize driving. These include:

- 11 ■ centralized auto parking with shuttle bus service to cruise ships;
- 12 ■ expanded Waterfront Red Car Line service;
- 13 ■ land use planning for mixed-use development;
- 14 ■ roadway infrastructure improvements to promote efficient traffic circulation;
- 15 ■ improved access from downtown San Pedro to the waterfront without the need to  
16 drive;
- 17 ■ waterfront promenade and other pedestrian and bicycle connections to improve  
18 access to waterfront land uses, commercial activities, and amenities without the  
19 need to drive; and
- 20 ■ landscaping and lighting improvements as well as amenities in pedestrian areas.

## 21 **Response to Comment SPWPC-13**

22 Thank you for your comment. The proposed project design would include pedestrian  
23 and bikeway linkages to the waterfront, Ports O’Call, and recreational uses and  
24 would connect visitors to business, recreation, dining, and museum destinations  
25 within the Port and the community of San Pedro. Furthermore, as described in  
26 Section 2.4.2.2.2 of Chapter 2, “Project Description,” the proposed Project would  
27 improve access between Ports O’Call and the Waterfront Red Car Line by providing  
28 Waterfront Red Car Line stops at 7<sup>th</sup> and 13<sup>th</sup> Streets to encourage the sharing of  
29 waterfront parking resources and reduce vehicle trips. The Waterfront Red Car Line  
30 would also be extended to Cabrillo Beach, thus improving non-vehicular means of  
31 accessing this recreational resource. Please also see Response to Comment SPWPC-  
32 12 for further discussion regarding efforts to minimize driving.

**1 Response to Comment SPWPC-14**

2 Please see Section 3.2.2.2.7 of Section 3.2, “Air Quality and Meteorology,” of the  
3 draft EIS/EIR, which discusses LAHD’s plans and interagency actions to reduce  
4 GHG emissions.

**5 Response to Comment SPWPC-15**

6 Thank you for your comment. Your support for the Sustainable Waterfront Plan is  
7 acknowledged. Please see Master Response 1 for further discussion regarding the  
8 Sustainable Waterfront Plan.

**9 Response to Comment SPWPC-16**

10 Thank you for your comment. Responses are required only for those comments that  
11 address the adequacy of the draft EIS/EIR. Your comment has been noted.

**12 Response to Comment SPWPC-17**

13 Thank you for your comment. The draft EIS/EIR analyzes a reasonable range of  
14 alternatives to the proposed Project, as required under CEQA and NEPA. Please see  
15 Master Response 1 for further discussion regarding the Sustainable Waterfront Plan.  
16 Comments on the Sustainable Waterfront Plan will be forwarded to the Board of  
17 Harbor Commissioners for consideration during their deliberations on the proposed  
18 Project and alternatives.

**19 Response to Comment SPWPC-18**

20 Thank you for your comment. Maintaining all cruise ship berths in the Inner Harbor  
21 has been analyzed as part of Alternatives 4 and 5. Please see Master Response 2  
22 regarding the proposed Outer Harbor Cruise Ship Terminal and berths.

**23 Response to Comment SPWPC-19**

24 Thank you for your comment. Detailed analyses of potential impacts on recreational  
25 boating have been provided in Section 3.7, “Hazards and Hazardous Materials,” and  
26 Section 3.10, “Recreation.” The analysis concludes that the operation of the Outer  
27 Harbor Cruise Ship Terminals and berths would not restrict or reduce the ability of  
28 recreational vessels to utilize the marinas, the Outer Harbor, or the ocean. Therefore,  
29 impacts on recreational vessels would be less than significant (draft EIS/EIR, Page

1 3.10-46). Please see Master Response 2 regarding the proposed Outer Harbor Cruise  
2 Ship Terminals and berths.

3 The 100-meter security zone would not interfere with recreational boating access. As  
4 mentioned in Chapter 2, “Project Description,” preliminary discussions with USCG  
5 suggest that a floating security barrier providing a 75-foot buffer would provide  
6 adequate security, would reduce the security radius around the cruise ship while at  
7 berth, and would keep at a minimum any interference with small recreational boating  
8 in the vicinity of the Outer Harbor berths. While this concept has not been finalized,  
9 USCG has indicated a willingness to work with LAHD to ensure adequate access is  
10 maintained into and out of the West Channel. However, even if the floating security  
11 barrier were not approved by USCG and a full 100-yard barrier were necessary while  
12 a cruise ship is docked at the Outer Harbor, the draft EIS/EIR discloses that the Outer  
13 Harbor berths would not preclude access to the marinas in the West Channel and  
14 would not require USCG to deny access or close the marinas. In the worst-case  
15 scenario, assuming a 100-yard security barrier in place at the Outer Harbor,  
16 recreational boaters would have a channel approximately 80 yards wide to navigate  
17 around the security zone while a cruise ship is docked in this location.

18 Please see Response to Comment CSPNC3-57 for further explanation regarding the  
19 less-than-significant impacts on recreational boating. Your concerns will be  
20 forwarded to the Board of Harbor Commissioners for consideration during their  
21 deliberations on the proposed Project and alternatives.

## 22 **Response to Comment SPWPC-20**

23 Thank you for your comment. As discussed in Response to Comment SPWPC-19,  
24 operation of the Outer Harbor would not adversely affect recreational use of Cabrillo  
25 Beach. Your concerns will be forwarded to the Board of Harbor Commissioners for  
26 consideration during their deliberations on the proposed Project and alternatives.

## 27 **Response to Comment SPWPC-21**

28 Thank you for your comment. The draft EIS/EIR has analyzed and discussed any  
29 potential impact from the proposed Project within each of these resource areas. Any  
30 significant impacts would be mitigated to a less-than-significant level to the extent  
31 possible (see draft EIS/EIR, Sections 3.14, “Water Quality, Sediments, and  
32 Oceanography,” 3.2, “Air Quality and Meteorology,” 3.3, “Biological Resources,”  
33 and 3.10, “Recreation”).

## 34 **Response to Comment SPWPC-22**

35 Thank you for your comment. The Waterfront Red Car Line has not been extended  
36 to downtown because LAHD does not have jurisdiction to propose project elements  
37 outside of its boundaries. Any future extension to downtown would require the City

1 of Los Angeles Department of City Planning or the Community Redevelopment  
2 Agency of the City of Los Angeles to develop and implement such proposals. Please  
3 see Response to Comment SPWPC-17 and Master Response 1 regarding the  
4 Sustainable Waterfront Plan.

## 5 **Response to Comment SPWPC-23**

6 Thank you for your comment. The proposed Project, as described in the final  
7 EIS/EIR, does include green roofs on the bluff site parking structures to serve as the  
8 parking area for the Ports O'Call area. The proposed Project also includes solar  
9 panels on the roof of the Inner Harbor parking structure. The proposed project area  
10 has not been extended to downtown because LAHD does not have jurisdiction to  
11 propose project elements outside of its boundaries. Any future extension to  
12 downtown would require the City of Los Angeles Department of City Planning or  
13 the Community Redevelopment Agency of the City of Los Angeles to develop and  
14 implement such proposals. Please see Response to Comment SPWPC-17 and Master  
15 Response 1 regarding the Sustainable Waterfront Plan. The latter response discusses  
16 roof gardens and other green architectural treatments that would be incorporated into  
17 parking structure designs.

## 18 **Response to Comment SPWPC-24**

19 Thank you for your comment. *The Harbor Boulevard Seamless Study* was conducted  
20 to promote integration of the waterfront and the community of San Pedro. The  
21 proposed project description includes pedestrian and vehicular access along Harbor  
22 Boulevard between the waterfront and downtown San Pedro. Please see Response to  
23 Comment SPWPC-17 and Master Response 1 regarding the Sustainable Waterfront  
24 Plan as well as Master Response 6 regarding changes to Harbor Boulevard.

## 25 **Response to Comment SPWPC-25**

26 Thank you for your comment. Within the waterfront promenade, a 30-foot-wide  
27 multi-use path and boardwalk with landscaping, seating, lighting, railing, and  
28 pedestrian signage would be incorporated into the proposed Project. Also, pedestrian  
29 and waterfront access linkages would include a pedestrian crossing across Harbor  
30 Boulevard/Sampson Way; a pedestrian bridge at 13<sup>th</sup> Street; pedestrian and  
31 waterfront access at Swinford, O'Farrell, 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets; and vehicular  
32 access at 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 13<sup>th</sup> Streets. Please see Response to Comment  
33 SPWPC-17 and Master Response 1 regarding the Sustainable Waterfront Plan.

## 34 **Response to Comment SPWPC-26**

35 Thank you for your comment. Habitat expansion and enhancement would occur  
36 within the Salinas de San Pedro Salt Marsh as mitigation for impacts to mudflat

1 habitat at Berth 78 under the proposed Project or Alternatives 1-4. Please see  
2 Response to Comment SPWPC-17 and Master Response 1 regarding the Sustainable  
3 Waterfront Plan.

#### 4 **Response to Comment SPWPC-27**

5 It is LAHD's intent that any redevelopment would include a location for existing  
6 successful businesses. Please see Master Response 4 ("Ports O'Call") for additional  
7 information. Thank you for your comment. The proposed Project would redevelop  
8 150,000 square feet of the existing development at Ports O'Call and add 150,000  
9 square feet of new development. Please see Response to Comment SPCPC-17 and  
10 Master Response 1 regarding the Sustainable Waterfront Plan.

#### 11 **Response to Comment SPWPC-28**

12 Thank you for your comment. LAHD does not have jurisdiction to propose project  
13 elements outside of its boundaries. Downtown San Pedro is not within LAHD's  
14 jurisdiction. Please see Master Response 1 regarding the Sustainable Waterfront Plan  
15 and Master Response 3 regarding waterfront parking structures.

#### 16 **Response to Comment SPWPC-29**

17 Thank you for your comment. Pedestrian and bicycle access is an important element  
18 of the proposed Project. These were incorporated to maximize the opportunity to  
19 access the waterfront in numerous locations by foot or bicycle. Also, drought-  
20 tolerant plants and shade trees would be included in the planting palette.

#### 21 **Response to Comment SPWPC-30**

22 Thank you for your comment. As discussed in Section 2.4.2.4 of Chapter 2, "Project  
23 Description," solar power would be incorporated into all new development to the  
24 maximum extent feasible.

#### 25 **Response to Comment SPWPC-31**

26 Thank you for your comment. As discussed in Section 2.4.2.4 of Chapter 2, "Project  
27 Description," recycled water would be used for landscaping and water features. Also,  
28 Leadership in Energy and Environmental Design (LEED) certification would be  
29 required for all new development over 7,500 square feet, including the cruise  
30 terminal, Ports O'Call development, office buildings, and museums. Sustainable  
31 engineering design guidelines would be followed in the siting and design of new



1 development. Sustainable construction guidelines would be followed for  
2 construction of the proposed Project.

### 3 **Response to Comment SPWPC-32**

4 Thank you for your comment. As discussed in Section 2.4.2.4 of Chapter 2, “Project  
5 Description,” solar power would be incorporated into all new development to the  
6 maximum extent feasible. Recycled water would be used for landscaping and water  
7 features. Also, LEED certification would be required for all new development over  
8 7,500 square feet, including the cruise terminal, Ports O’Call development, office  
9 buildings, and museums. Sustainable engineering design guidelines would be  
10 followed in the siting and design of new development. Sustainable construction  
11 guidelines would be followed for construction of the proposed Project.

### 12 **Response to Comment SPWPC-33**

13 Thank you for your comment. Comments on the Sustainable Waterfront Plan will be  
14 forwarded to the Board of Harbor Commissioners for consideration during their  
15 deliberations on the proposed Project. Please see Response to Comment SPWPC-17  
16 and Master Response 1 regarding the Sustainable Waterfront Plan.

### 17 **Response to Comment SPWPC-34**

18 Thank you for your comment. Please see Response to Comment SPWPC-17 and  
19 Master Response 1 regarding the Sustainable Waterfront Plan. Comments on the  
20 Sustainable Waterfront Plan will be forwarded to the Board of Harbor  
21 Commissioners for consideration during their deliberations on the proposed Project  
22 and alternatives.

### 23 **Response to Comment SPWPC-35**

24 Thank you for your comment. The additional materials can be found in Appendix B,  
25 and a specific response to these additional materials provided by PCAC can be found  
26 in Response to Comment SPCPS2.

### 27 **Response to Comment SPWPC-36**

28 Thank you for your comment. LAHD and the USACE provided 77 days for public  
29 comment on the draft EIS/EIR, exceeding the CEQA and NEPA policy of a 45-day  
30 public comment period by 32 days. Additional review time is not required.

**1 Response to Comment SPWPC-37**

2 Your motion for the Ports O'Call Waterfront Enhancements Project to proceed is  
3 appreciated and will be forwarded to the Board of Harbor Commissioners. Please see  
4 Master Response 4 for further discussion regarding Ports O'Call development.

**5 Response to Comment SPWPC-38**

6 Thank you for your comment. No further response is required because the comment  
7 does not address the adequacy of the draft EIS/EIR. Please see Master Response 1  
8 for a discussion regarding the Sustainable Waterfront Plan.

**9 Response to Comment SPWPC-39**

10 Thank you for your comment. Responses are required only for those comments that  
11 address the adequacy of the draft EIS/EIR. Your comment has been noted.

**12 Response to Comment SPWPC-40**

13 Thank you for your comment. Please see Response to Comment SPWPC-17 and  
14 Master Response 1 regarding the Sustainable Waterfront Plan.

**15 Response to Comment SPWPC-41**

16 Thank you for your comment. Please see Response to Comment SPWPC-17 and  
17 Master Response 1 regarding the Sustainable Waterfront Plan.

**18 Response to Comment SPWPC-42**

19 Thank you for your comment. As described in Section 2.4.2.2.1 of Chapter 2,  
20 "Project Description," the proposed Project would be designed to handle occasions  
21 when all four berths would be occupied simultaneously. No further response is  
22 required because the comment does not address the adequacy of the draft EIS/EIR.

**23 Response to Comment SPWPC-43**

24 Thank you for your comment. The draft EIS/EIR analyzes a reasonable range of  
25 alternatives to the proposed Project, as required under CEQA and NEPA. Please see  
26 Master Response 1 for further discussion regarding the Sustainable Waterfront Plan.

**1 Response to Comment SPWPC-44**

2 Thank you for your comment. Please see Master Response 1 for further discussion  
3 regarding the Sustainable Waterfront Plan.

**4 Response to Comment SPWPC-45**

5 Thank you for your comment. This comment will be forwarded to the Board of  
6 Harbor Commissioners for consideration during their deliberations on the proposed  
7 Project. No further response is required because the comment does not address the  
8 adequacy of the draft EIS/EIR.

**9 Response to Comment SPWPC-46**

10 Thank you for your comment. Please see Section 3.11, “Transportation and  
11 Circulation (Ground).” The Community Redevelopment Agency of the City of  
12 Los Angeles has been contacted regarding potential parking opportunities. Parking  
13 analysis is based on the parking requirements defined in Section 12.21.A4 of the  
14 Los Angeles Municipal Code. One purpose of the proposed Project is to redevelop  
15 the San Pedro Waterfront area to increase public access and provide connections  
16 between the waterfront and the community of San Pedro. Pedestrian and bicycle  
17 access to the San Pedro Waterfront is an important element, and non-vehicular access  
18 principles were incorporated to maximize access in numerous locations by foot or  
19 bicycle. No further response is required because the comment does not address the  
20 adequacy of the draft EIS/EIR.

**21 Response to Comment SPWPC-47**

22 Thank you for your comment. One of the proposed Project’s objectives is to expand  
23 cruise ship facilities to capture a significant share of the anticipated West Coast  
24 growth in cruise demand. No further response is required because the comment does  
25 not address the adequacy of the draft EIS/EIR. Your comment has been noted.

**26 Response to Comment SPWPC-48**

27 Thank you for your comment. One of the proposed Project’s objectives is to enhance  
28 and revitalize the existing San Pedro Waterfront, including Ports O’Call, so that  
29 visitors are better served. No further response is required because the comment does  
30 not address the adequacy of the draft EIS/EIR.

1 **Response to Comment SPWPC-49**

2 Thank you for your comment. Your support for the proposed Project will be  
3 forwarded to the Board of Harbor Commissioners.

4 **Response to Comment SPWPC-50**

5 Thank you for your comment. Your support for the proposed Project will be  
6 forwarded to the Board of Harbor Commissioners.

7 **Response to Comment SPWPC-51**

8 Thank you for your comment. Your support for the promenade will be forwarded to  
9 the Board of Harbor Commissioners.

10 **Response to Comment SPWPC-52**

11 Thank you for your comment. Your support for the promenade will be forwarded to  
12 the Board of Harbor Commissioners.

13 **Response to Comment SPWPC-53**

14 Thank you for your comment. Your support for the proposed Project will be  
15 forwarded to the Board of Harbor Commissioners.

16 **Response to Comment SPWPC-54**

17 Thank you for your comment. Your support for the proposed Project will be  
18 forwarded to the Board of Harbor Commissioners.

19 **Response to Comment SPWPC-55**

20 Thank you for your comment. Your support for the 7-year plan will be forwarded to  
21 the Board of Harbor Commissioners.

## 1 **Response to Comment SPWPC-56**

2 Thank you for your comment. Your support for the proposed Project will be  
3 forwarded to the Board of Harbor Commissioners.

## 4 **Response to Comment SPWPC-57**

5 Thank you for your comment. Your support for the proposed Project will be  
6 forwarded to the Board of Harbor Commissioners.

## 7 **Response to Comment SPWPC-58**

8 Thank you for your comment. Appropriate signage and safety measures would be  
9 implemented when completing plans for trail connections to the proposed Project.

## 10 **Response to Comment SPWPC-59**

11 Thank you for your comment. Your support for the proposed Project will be  
12 forwarded to the Board of Harbor Commissioners.

## 13 **Response to Comment SPWPC-60**

14 Thank you for your comment. Your support for the proposed Project will be  
15 forwarded to the Board of Harbor Commissioners.

## 16 **Response to Comment SPWPC-61**

17 LAHD is in the transportation business. Accordingly, efficient movement of people  
18 as well as goods is a prime objective in all LAHD planning. The draft EIS/EIR  
19 discusses numerous proposed project elements and mitigation measures that  
20 minimize GHG emissions from the movement of people. These elements include  
21 improvements to transportation infrastructure to promote efficient traffic circulation  
22 and encourage travel modes other than single-occupant vehicles. Please see Section  
23 3.2, “Air Quality and Meteorology,” of the draft EIS/EIR for specific mitigation  
24 measures that minimize GHG emissions from the movement of people, including:

- 25 ■ Mitigation Measure MM AQ-3: Fleet Modernization for On-road Trucks,
- 26 ■ Mitigation Measure MM AQ-5: Additional Fugitive Dust Controls,
- 27 ■ Mitigation Measure MM AQ-6: Best Management Practices,

- 1 ■ Mitigation Measure MM AQ-7: General Mitigation Measure (Construction),
- 2 ■ Mitigation Measure MM AQ-9: Alternative Maritime Power (AMP) for Cruise
- 3 Vessels,
- 4 ■ Mitigation Measure MM AQ-10: Low-Sulfur Fuel,
- 5 ■ Mitigation Measure MM AQ-11: Vessel Speed-Reduction Program,
- 6 ■ Mitigation Measure MM AQ-12: New Vessel Builds,
- 7 ■ Mitigation Measure MM AQ-14: LNG-Powered or LEV-Equivalent-Powered
- 8 Shuttle Buses,
- 9 ■ Mitigation Measure MM AQ-15: Truck Emission Standards,
- 10 ■ Mitigation Measure MM AQ-16: Truck Idling-Reduction Measure,
- 11 ■ Mitigation Measure MM AQ-20: Catalina Express Ferry Idling Reduction
- 12 Measure,
- 13 ■ Mitigation Measure MM AQ-21: Catalina Express Ferry Engine Standards,
- 14 ■ Mitigation Measure MM AQ-22: Periodic Review of New Technology and
- 15 Regulations,
- 16 ■ Mitigation Measure MM AQ-23: Throughput Tracking, and
- 17 ■ Mitigation Measure MM AQ-24: General Mitigation Measure (Operations).

## 18 **Response to Comment SPWPC-62**

19 Thank you for your comment. As discussed in Section 2.4.2.4 of Chapter 2, “Project  
20 Description,” solar power would be incorporated into all new development to the  
21 maximum extent feasible. Recycled water would be used for landscaping and water  
22 features. Also, LEED certification would be required for all new development over  
23 7,500 square feet, including the cruise terminal, Ports O’Call development, office  
24 buildings, and museums. Sustainable engineering design guidelines would be  
25 followed in the siting and design of new development. Sustainable construction  
26 guidelines would be followed for construction of the proposed Project.

## 27 **Response to Comment SPWPC-63**

28 Thank you for your comment. Your support for the proposed Project will be  
29 forwarded to the Board of Harbor Commissioners.

## 30 **Response to Comment SPWPC-64**

31 Thank you for your comment. Your support for the proposed Project will be  
32 forwarded to the Board of Harbor Commissioners.

**1 Response to Comment SPWPC-65**

2 Thank you for your comment. The decision to include parking space near the  
3 waterfront as part of the proposed Project was carefully balanced between enabling  
4 the greatest public access as well as making the best use of limited space for  
5 recreational and commercial land uses. In addition, the draft EIS/EIR analyzed a  
6 range of reasonable alternatives with reduced parking. Please see the detailed  
7 Response to Comment SPWPC-8 for further discussion. Comments will be  
8 forwarded to the Board of Harbor Commissioners for consideration during their  
9 deliberations on the proposed Project and alternatives.

**10 Response to Comment SPWPC-66**

11 Thank you for your comment. The extension of the Waterfront Red Car Line into  
12 downtown San Pedro is outside the proposed project boundaries, and LAHD has no  
13 jurisdiction over that area.

**14 Response to Comment SPWPC-67**

15 Thank you for your comment. Please see Master Response 1 regarding the  
16 Sustainable Waterfront Plan.

**17 Response to Comment SPWPC-68**

18 Thank you for your comment. Please see Master Response 1 regarding the  
19 Sustainable Waterfront Plan.

**20 Response to Comment SPWPC-69**

21 Thank you for your comment. Alternatives 4 and 5 do not include a North Harbor  
22 cut. These alternatives, along with the proposed Project, will be presented to the  
23 Board of Harbor Commissioners for consideration during their deliberations.  
24 Furthermore, LAHD will not issue any Request for Proposal (RFP) or Request for  
25 Quote (RFQ) to a developer for any part of the proposed Project unless approval of  
26 the proposed Project or one of the alternatives has been granted by the Board of  
27 Harbor Commissioners and the environmental clearance is completed. The Tetra  
28 design contract referenced in the comment consists of more detailed design in order  
29 to determine the financial and technical feasibility of constructing the North Harbor  
30 water cut. Contracting additional detailed design for the North Harbor water cut does  
31 not preclude components of any other alternatives, nor does it commit LAHD or the  
32 USACE to approve the proposed Project or one of its alternatives.

## 1 Response to Comment SPWPC-70

2 Please see Response to Comment SPWPC-69. Alternatives 4 and 5 do not include a  
3 North Harbor cut, and thus, under these alternatives, cruise ship operations would  
4 continue in the Inner Harbor. As discussed in Master Response 2, the existing Inner  
5 Harbor facilities cannot accommodate the increased size of the ships and the growth  
6 in passenger volume. In addition, physical restrictions would prevent the Inner  
7 Harbor facilities from safely accommodating these larger vessels. Alternatives 4  
8 and 5 would not include construction of the Outer Harbor Cruise Ship Terminals, and  
9 therefore, the facilities proposed as part of these alternatives would not be able to  
10 accommodate the growth in ship size and passenger traffic that is anticipated at  
11 project buildout. These alternatives, along with the proposed Project, will be  
12 presented to the Board of Harbor Commissioners for consideration during their  
13 deliberations. Please see Master Response 2 for further discussion regarding the  
14 Outer Harbor Cruise Ship Terminals and berths.

## 15 Response to Comment SPWPC-71

16 Thank you for your comment. The projections made in the cruise ship study  
17 referenced in the draft EIS/EIR reflect long-term trends and are expected to continue  
18 to reflect a long-term need for additional cruise ship facilities.

19 As noted by the commenter, this particular study was conducted in 2006, predating  
20 the current economic recession and therefore not taking into account weakened cruise  
21 passenger demand. For this reason, LAHD commissioned an update to the 2006  
22 study, the *Port of Los Angeles Cruise Market Demand Evaluation Study*, completed  
23 by Menlo Consulting Group in February 2009. This study determined that the most  
24 likely future growth scenario is one in which growth projections are more in line with  
25 the historical growth rates at the Port of Los Angeles, around 2.88% per year. This  
26 updated study projects a 2- to 3-year period of flat or no growth in cruise activity,  
27 followed by a period of recovery that would bring cruise passenger growth rates to  
28 historical rates of growth in the long term.

29 According to the updated study, even a conservative assumption of historic rates of  
30 cruise passenger growth shows that demand would still outstrip capacity at the  
31 existing Cruise Center within the next 10 to 20 years. In addition, the existing  
32 landside infrastructure and available berths at the Cruise Center would not be able to  
33 meet the growth in cruise passenger demand and the growth in the size of the ships  
34 that regularly call on the Port. In terms of environmental impacts, the analysis in the  
35 draft EIS/EIR assumed a much higher rate of growth in cruise passenger demand and  
36 cruise ship calls at the Port than the rates that are likely to be realized when compared  
37 to the revised projections in the latest update to the cruise ship study. Therefore, the  
38 impacts analyzed in the draft EIS/EIR are considered very conservative and would  
39 not be exceeded by the proposed San Pedro Waterfront Project.

40 Although one of the proposed project objectives is to expand cruise ship facilities and  
41 related parking to capture a significant share of anticipated West Coast growth in



1 cruise demand, as described in Section 2.3.1 of Chapter 2, “Project Description,”  
2 Alternatives 1, 3, 4, and 5 evaluate the potential impacts without upgrading or adding  
3 cruise ship berths.

#### 4 **Response to Comment SPWPC-72**

5 Thank you for your comment. The cruise terminals proposed at the Outer Harbor  
6 would attract cruise passenger traffic to San Pedro that otherwise would not come to  
7 the area; these passengers would bring additional outside money that would  
8 contribute to the local economy, including downtown San Pedro.

#### 9 **Response to Comment SPWPC-73**

10 Thank you for your comment. Your support for the proposed Project will be  
11 forwarded to the Board of Harbor Commissioners.

#### 12 **Response to Comment SPWPC-74**

13 Thank you for your comment. Your support for the proposed Project will be  
14 forwarded to the Board of Harbor Commissioners.

#### 15 **Response to Comment SPWPC-75**

16 Thank you for the comment. Your comment that the proposed Project will help the  
17 local economy in terms of increased revenue, taxes, and jobs has been noted.

#### 18 **Response to Comment SPWPC-76**

19 Your comment regarding the urgency for improvements is appreciated and will be  
20 forwarded to the Board of Harbor Commissioners.

#### 21 **Response to Comment SPWPC-77**

22 Thank you for your comment. Detailed analyses of potential impacts on recreational  
23 boating have been provided in Section 3.7, “Hazards and Hazardous Materials,” and  
24 Section 3.10, “Recreation.” The analysis concludes that the operation of the Outer  
25 Harbor Cruise Ship Terminals and berths would not restrict or reduce the ability of  
26 recreational vessels to utilize the marinas, the Outer Harbor, or the ocean. Therefore,  
27 impacts on recreational vessels would be less than significant (draft EIS/EIR, Page

1 3.10-46). Please see Master Response 2 regarding the proposed Outer Harbor Cruise  
2 Ship Terminals and berths.

3 The 100-meter security zone would not interfere with recreational boating access. As  
4 mentioned in Chapter 2, “Project Description,” preliminary discussions with USCG  
5 suggest that a floating security barrier providing a 75-foot buffer would provide  
6 adequate security, would reduce the security radius around the cruise ship while at  
7 berth, and would keep at a minimum any interference with small recreational boating  
8 in the vicinity of the Outer Harbor berths. While this concept has not been finalized,  
9 USCG has indicated a willingness to work with LAHD to ensure adequate access is  
10 maintained into and out of the West Channel. However, even if the floating security  
11 barrier were not approved by USCG and a full 100-yard barrier were necessary while  
12 a cruise ship is docked at the Outer Harbor, the draft EIS/EIR discloses that the Outer  
13 Harbor berths would not preclude access to the marinas in the West Channel and  
14 would not require USCG to deny access or close the marinas. In the worst-case  
15 scenario, assuming a 100-yard security barrier in place at the Outer Harbor,  
16 recreational boaters would have a channel approximately 80 yards wide to navigate  
17 around the security zone while a cruise ship is docked in this location.

18 Please see Response to Comment CSPNC3-57 for further explanation regarding the  
19 less-than-significant impacts on recreational boating. Your concerns will be  
20 forwarded to the Board of Harbor Commissioners for consideration during their  
21 deliberations on the proposed Project and alternatives.

## 22 **Response to Comment SPWPC-78**

23 Thank you for your comment. Your suggestion is appreciated and will be forwarded  
24 to the Board of Harbor Commissioners for consideration during its deliberations on  
25 the proposed Project and alternatives.

## 26 **Response to Comment SPWPC-79**

27 Thank you for your comment. Your support for the proposed Project will be  
28 forwarded to the Board of Harbor Commissioners.

## 29 **Response to Comment SPWPC-80**

30 Thank you for your comment. Your support for the proposed Project will be  
31 forwarded to the Board of Harbor Commissioners.

## 1 **Response to Comment SPWPC-81**

2 Thank you for your comment. Your support for the proposed Project will be  
3 forwarded to the Board of Harbor Commissioners.

## 4 **Response to Comment SPWPC-82**

5 Thank you for your comment. One purpose of the proposed Project is to redevelop  
6 the San Pedro Waterfront area to increase public access and provide connections  
7 between the waterfront and the community of San Pedro. Pedestrian and bicycle  
8 access to the San Pedro Waterfront is an important element, and non-vehicular access  
9 principles were incorporated to maximize access in numerous locations by foot or  
10 bicycle.

## 11 **Response to Comment SPWPC-83**

12 Thank you for your comment. All facilities under the Preferred Alternative would be  
13 designed to achieve a balance between access and security, while complying with all  
14 federal navigation and security regulations. As discussed in Section 3.7, “Hazards  
15 and Hazardous Materials,” Section 3.10, “Recreation,” and Section 3.12,  
16 “Transportation and Navigation (Marine),” the Outer Harbor Cruise Ship Terminals  
17 and berths would have two security barriers, one security barrier measuring 100 yards  
18 (300 feet) while the cruise ships are in transit and berthing and a second security  
19 barrier measuring 25 yards (75 feet) for when the cruise ships are berthed at Berths  
20 45–47. Access to the various marinas in the area, such as Cabrillo Marina and the  
21 Cabrillo Way Marina, is approximately 180 yards (540 feet). When a cruise ship is  
22 in transit and berthing at Berths 45–47, recreational vessels would be required to  
23 comply with the 100-yard (300-foot) security zone, just as they currently are required  
24 to do. This would leave approximately 80 yards (240 feet) remaining for recreational  
25 vessels to use when traveling in and out of the marinas. When a cruise ship is  
26 berthed, there would be approximately 155 yards (465 feet) of available space that  
27 would be accessible to recreational vessels, allowing them to safely maneuver in and  
28 out of the marinas when a cruise ship is docked. Your concerns will be forwarded to  
29 the Board of Harbor Commissioners for consideration during their deliberations on  
30 the proposed Project and alternatives.

## 31 **Response to Comment SPWPC-84**

32 Thank you for your comment. Your support for the proposed Project will be  
33 forwarded to the Board of Harbor Commissioners.

## 1 Response to Comment SPWPC-85

2 Thank you for your comment. Please see Master Response 1 for further discussion  
3 regarding the Sustainable Waterfront Plan.

## 4 Response to Comment SPWPC-86

5 The comment is noted. Air pollution from cruise vessels at Kaiser Point, bus and  
6 truck trips required to service the ships, as well as health impacts on sensitive  
7 receptors have been analyzed in Section 3.2, “Air Quality and Meteorology,” of the  
8 draft EIS/EIR. As presented and discussed in the draft EIS/EIR, Figure D3.7-9  
9 shows the spatial distribution for the mitigated residential cancer risk minus the  
10 CEQA baseline. The only areas showing an increased residential health risk are  
11 those located in the Outer Harbor Park, Outer Harbor parking, Outer Harbor Cruise  
12 Ship Terminals, and water areas over the East and Main Channels. However, as  
13 shown in Figure D3.3-2, there are no residential receptors in these areas of increased  
14 risk; therefore, residential health risk is not increased as a result of the proposed  
15 Project in the Outer Harbor area. In the Inner Harbor, residential cancer risks are  
16 reduced at all locations, as compared to baseline conditions, and are reduced the  
17 greatest in the vicinity of Berths 87–90 and Berths 91–92. The maximum reduced  
18 risk, located at Berth 91, is -1,566 per one million. A reduced risk of more than -100  
19 per one million extends as far west as the Interstate 110 and State Route 47  
20 interchange. Mitigation Measures MM AQ-15 and MM AQ-16 will be implemented  
21 to reduce air quality and health impacts associated with delivery trucks. Mitigation  
22 Measures MM AQ-9, MM AQ-10, MM AQ-11, and MM AQ-12 will be  
23 implemented to reduce air quality and health impacts associated with cruise ships. In  
24 addition, Mitigation Measures MM AQ-22, MM AQ-23, and MM AQ-24 represent  
25 mitigation measures that will be included in the lease agreements but are not  
26 quantified in the analysis. These lease obligations are distinct from the requirements  
27 of CEQA or NEPA mitigation measures in that they address potential impacts  
28 subsequent to the proposed discretionary action.

29 As discussed in Master Response 2, the alternative configurations of the Outer  
30 Harbor berths and cruise terminals result in different spatial distribution of air  
31 emissions and acute and chronic health risk impacts. For example, while  
32 Alternatives 1 and 4 have fewer berths than the proposed Project and Alternative 2,  
33 more vessels would call at the Inner Harbor than under the proposed Project under  
34 Alternatives 1 and 4 (also note that Alternative 3 is very similar to Alternative 1).  
35 The smaller number of overall vessel calls is not offset by the total number of vessel  
36 calls in the Inner Harbor under Alternatives 1 and 4. Therefore, Alternatives 1 and 4  
37 would result in increased concentrations of emissions at the Inner Harbor area, closer  
38 to sensitive residential receptors, resulting in greater health risks. (See draft EIS/EIR  
39 Section 3.2, “Air Quality and Meteorology,” Alternative 1, Impact AQ-7, Page 3.2-  
40 168; Alternative 4, Impact AQ-7, Page 3.2-281; and Chapter 3, “Modifications to  
41 Draft EIS/EIR,” revisions to Appendix D.3, Health Risk Assessment, Figures D3.7-  
42 13 through D3.7-16).

**Response to Comment SPWPC-87**

Thank you for your comment. Parking for patrons of the proposed Outer Harbor Cruise Ship Terminals would be located in the Inner Harbor area for the proposed Project and each alternative, except for Alternative 2. Those patrons would be transported to/from the Outer Harbor Cruise Ship Terminals by shuttle bus. Patrons being dropped off or picked up by private autos or shared-ride vehicles would be served at the Outer Harbor Cruise Ship Terminals. Patrons parking at the Inner Harbor under the proposed Project would be in the same proximity to the San Pedro business district as are cruise ship patrons utilizing the existing Inner Harbor cruise facilities, and thus, this cohort of cruise ship passengers would be just as likely to frequent the downtown San Pedro business district as are current cruise ship passengers. In addition, Alternatives 4 and 5 analyze keeping all berths at the existing location in the Inner Harbor. This analysis will be presented to the Board of Harbor Commissioners for consideration during their deliberations on the proposed Project.

**Response to Comment SPWPC-88**

Thank you for your comment. Please see Response to Comment SPWPC-69. LAHD has not made any decision that would commit it to the proposed Project or one of the alternatives and will not make any such commitments until the CEQA environmental review process has been completed (Public Resources Code Section 21100, Section 21151; CEQA Guidelines Section 15004 (a), Section 15352 (a)). The proposed Project and each alternative were analyzed with an equal level of detail and will be given equal consideration by the Board of Harbor Commissioners. The draft EIS/EIR's analysis of the proposed Project and all six alternatives will be presented to the Board of Harbor Commissioners for consideration during their deliberations on the proposed Project.

**Response to Comment SPWPC-89**

Thank you for your comment. The decision to include parking space near the waterfront as part of the proposed Project was carefully balanced between enabling the greatest public access as well as making the best use of limited space for recreational and commercial land uses. In addition, the draft EIS/EIR analyzed a range of reasonable alternatives with reduced parking. Please see the detailed Response to Comment SPWPC-8 for further discussion. Your opposition to waterfront parking will be forwarded to the Board of Harbor Commissioners for consideration during their deliberations on the proposed Project.

**1 Response to Comment SPWPC-90**

2 Thank you for your comment. Please see Master Response 4 for a discussion  
3 regarding the Ports O'Call development. No further response is required because the  
4 comment does not address the adequacy of the draft EIS/EIR.

**5 Response to Comment SPWPC-91**

6 Thank you for your comment. Your support for the proposed Project will be  
7 forwarded to the Board of Harbor Commissioners.

**8 Response to Comment SPWPC-92**

9 Thank you for your comment. As discussed in Section 7.4.1.1.3 of Chapter 7,  
10 "Socioeconomics and Environmental Quality," of the draft EIS/EIR, the proposed  
11 Project would generate employment from businesses serving the cruise industry, the  
12 redeveloped Ports O'Call, and other related development. The cruise ship industry in  
13 the Port would generate up to approximately 3,025 jobs in 2015 and 3,157 jobs in  
14 2037 in the Los Angeles area. The commercial development is anticipated to  
15 generate up to 600 jobs. Construction of the proposed Project and Alternatives 1  
16 through 5 would generate up to 7,363 construction jobs over a 5-year period.

**17 Response to Comment SPWPC-93**

18 Thank you for your comment. Your support for the proposed Project will be  
19 forwarded to the Board of Harbor Commissioners.

**20 Response to Comment SPWPC-94**

21 Thank you for your comment. Your support for the proposed Project will be  
22 forwarded to the Board of Harbor Commissioners.

**23 Response to Comment SPWPC-95**

24 Thank you for your comment. Your support for the proposed Project will be  
25 forwarded to the Board of Harbor Commissioners.

**1 Response to Comment SPWPC-96**

2 Thank you for your comment. Your support for the proposed Project will be  
3 forwarded to the Board of Harbor Commissioners.

**4 Response to Comment SPWPC-97**

5 Thank you for your comment. Please see Section 3.11, “Transportation and  
6 Circulation (Ground),” of the draft EIS/EIR. The draft EIS/EIR analyzed a  
7 reasonable range of alternatives, including several alternatives with reduced parking,  
8 as seen in Figure ES-4, Figure 2-17 (Alternative 1; changes to Outer Harbor parking),  
9 Figure 2-19 (Alternative 2; changes to Outer Harbor parking), Figure 2-21  
10 (Alternative 3; no parking at SP Railyard), Figure 2-22 (Alternative 4; reduced  
11 parking in the Inner and Outer Harbors); Figure 2-23 (Alternative 5; reduced parking  
12 in the Inner and Outer Harbors), Figure 2-24 (Alternative 6, no new parking).

**13 Response to Comment SPWPC-98**

14 Thank you for your comment. As the commenter suggests, cruise companies  
15 operating out of the existing Cruise Center at the Inner Harbor will likely move their  
16 operations to other ports in the region if the Port of Los Angeles does not upgrade the  
17 existing facilities for both passenger capacity and the ability to handle larger, modern  
18 ships. LAHD appreciates the support for the new cruise facilities of the proposed  
19 Project and will forward your comments to the Board of Harbor Commissioners.

**20 Response to Comment SPWPC-99**

21 Thank you for your comment. Your support for the proposed Project will be  
22 forwarded to the Board of Harbor Commissioners.

**23 Response to Comment SPWPC-100**

24 The proposed Project would contain pedestrian walkways, viewing areas, and picnic  
25 areas constructed along the Cabrillo Beach fishing pier and along Inner Cabrillo  
26 Beach as part of the Waterfront Enhancements Project. This comment against the  
27 extension of the waterfront promenade to Cabrillo Beach will be forwarded to the  
28 Board of Harbor Commissioners for consideration during their deliberations on the  
29 proposed Project.

**1 Response to Comment SPWPC-101**

2 Thank you for your comment. The Waterfront Red Car Line has not been extended  
3 to downtown because LAHD does not have jurisdiction to propose project elements  
4 outside of its boundaries. Any future extension to downtown would require the City  
5 of Los Angeles Department of City Planning or the Community Redevelopment  
6 Agency of the City of Los Angeles to develop and implement such proposals.

**7 Response to Comment SPWPC-102**

8 Thank you for your comment. The decision to include parking space near the  
9 waterfront as part of the proposed Project was carefully balanced between enabling  
10 the greatest public access as well as making the best use of limited space for  
11 recreational and commercial land uses. In addition, the draft EIS/EIR analyzed a  
12 range of reasonable alternatives with reduced parking. Please see the detailed  
13 Response to Comment SPWPC-8 and Master Response 1 for a discussion of the  
14 Sustainable Waterfront Plan. Note that the creation of a residential development is  
15 typically considered incompatible with the Public Trust Doctrine because of the  
16 residential aspects of the development.

17 LAHD does not have jurisdiction to propose elements outside of its boundaries and  
18 therefore cannot propose elements on Community Redevelopment Agency of the  
19 City of Los Angeles property. However, LAHD is willing to work with the  
20 Community Redevelopment Agency of the City of Los Angeles on identifying and  
21 participating in joint-use parking in the downtown area and has already contacted the  
22 Community Redevelopment Agency of the City of Los Angeles to identify such  
23 opportunities. Your comment will be forwarded to the Board of Harbor  
24 Commissioners for consideration during their deliberations on the proposed Project.  
25 No further response is required because this comment does not address the adequacy  
26 of the draft EIS/EIR.

**27 Response to Comment SPWPC-103**

28 Thank you for your comment. The proposed Project includes a large redevelopment  
29 effort for the Ports O'Call area that would increase recreational opportunities and add  
30 commercial and restaurant space for the people of San Pedro and Los Angeles.

**31 Response to Comment SPWPC-104**

32 Thank you for your comment. Please see Master Response 1 for a discussion  
33 regarding the Sustainable Waterfront Plan.



**1 Response to Comment SPWPC-105**

2 Thank you for your comment. The cruise industry within the Port is projecting  
3 growth in both passenger volume and ship size over the next 10 to 20 years. The  
4 infrastructure to serve these newer, larger ships is not available at the existing Cruise  
5 Center but is required in order for the Port to accommodate demands in the cruise  
6 industry. In addition, the Port's existing available cruise berths will not meet future  
7 cruise berth occupancy demand. Alternatives 4 and 5 address maintaining the cruise  
8 ship berthing at the Inner Harbor. Your comment will be forwarded to the Board of  
9 Harbor Commissioners for consideration during their deliberations on the proposed  
10 Project.

**11 Response to Comment SPWPC-106**

12 Thank you for your comment. Your comment in support of the Ports O'Call  
13 redevelopment is acknowledged and will be forwarded to the Board of Harbor  
14 Commissioners for consideration during their deliberations on the proposed Project.

**15 Response to Comment SPWPC-107**

16 Thank you for your comment. See the Response to Comment SPWPC-105 and  
17 Master Response 2 for a discussion of the need for the Outer Harbor Cruise Ship  
18 Terminals. An expansion of the existing Cruise Center at the Inner Harbor does not  
19 have the infrastructure or space to accommodate the passenger increases and modern  
20 ships that are anticipated to call at the Port in the long term.

**21 Response to Comment SPWPC-108**

22 Thank you for your comment. The projections made in the cruise ship study cited in  
23 the draft EIS/EIR reflect long-term trends and are expected to continue to reflect a  
24 long-term need for additional cruise ship facilities. LAHD is, appropriately, relying  
25 upon cruise industry experts, independent of the cruise ship tenants, to identify  
26 existing and future demands for the cruise infrastructure at the Port of Los Angeles.  
27 No further response is required because the comment does not address the adequacy  
28 of the draft EIS/EIR.

**29 Response to Comment SPWPC-109**

30 Thank you for your comment. The cruise terminal proposed at the Outer Harbor  
31 would attract additional cruise passenger traffic to San Pedro that would not  
32 otherwise come to the area if this facility were not constructed. Cruise passengers  
33 destined for the Outer Harbor Cruise Ship Terminals, if constructed, would park at  
34 the Inner Harbor and therefore would be placed in the same proximity to downtown  
35 and Ports O'Call as passengers destined for the existing Inner Harbor Cruise Center.  
36 These additional passengers would bring outside money that would contribute to the  
37 local economy, including downtown San Pedro and Ports O'Call.

**1 Response to Comment SPWPC-110**

2 Thank you for your comment. Improvements to Harbor Boulevard would provide for  
3 increased access to the waterfront and Ports O'Call while providing for increased  
4 traffic safety. All comments will be forwarded to the Board of Harbor  
5 Commissioners for consideration during their deliberations on the proposed Project  
6 and alternatives.

**7 Response to Comment SPWPC-111**

8 Thank you for your comment. Please see Master Response 1 for a discussion  
9 regarding the Sustainable Waterfront Plan.

**10 Response to Comment SPWPC-112**

11 Thank you for your comment. Your opposition to the Outer Harbor Cruise Ship  
12 Terminals is acknowledged. All comments received through the public input process  
13 have been placed in the proposed Project's comment record and will be reviewed by  
14 the Board of Harbor Commissioners for consideration during their deliberations on  
15 the proposed Project and alternatives.

**16 Response to Comment SPWPC-113**

17 Thank you for your comment. No further response is required because specific  
18 comments related to the adequacy of the draft EIS/EIR are not provided in this  
19 comment. Specific responses to specific comments are provided separately, where  
20 appropriate.

**21 Response to Comment SPWPC-114**

22 Thank you for your comment. LAHD does not have jurisdiction to propose project  
23 elements outside of its boundaries; however, LAHD is willing to work with the City  
24 of Los Angeles on identifying and participating in joint projects for alternative  
25 transportation options.

**26 Response to Comment SPWPC-115**

27 Thank you for your comment. LAHD does not have jurisdiction to propose elements  
28 outside of its boundaries; however, LAHD is willing to work with the City of Los  
29 Angeles on identifying and participating in joint projects for alternative  
30 transportation options.

## 1 Response to Comment SPWPC-116

2 Thank you for your comment. Per the *Generalized Land Use Plan of San Pedro*, the  
3 area behind the park at 22<sup>nd</sup> Street is currently Crescent Avenue and is within the  
4 jurisdictional boundaries of the community of San Pedro. Therefore, LAHD does not  
5 have jurisdiction to propose project elements outside of its boundaries; however,  
6 LAHD is willing to work with the City of Los Angeles on future modifications to  
7 Harbor Boulevard.

## 8 Response to Comment SPWPC-117

9 Thank you for your comment. The cruise industry within the Port is projecting  
10 growth in both passenger volume and ship size over the next 10 to 20 years. The  
11 infrastructure to serve these newer, larger ships is not available at the existing Cruise  
12 Center but is required in order for the Port to accommodate demands in the cruise  
13 industry. In addition, the Port's existing available cruise berths will not meet future  
14 cruise berth occupancy demand. Alternatives 4 and 5 address maintaining the cruise  
15 ship berthing at the Inner Harbor and discuss the difference in air quality and ground  
16 transportation impacts compared to the proposed Project. Your comment, along with  
17 the results of the environmental impacts analysis for the proposed Project and  
18 alternatives, will be forwarded to the Board of Harbor Commissioners for  
19 consideration during their deliberations on the proposed Project.

## 20 Response to Comment SPWPC-118

21 As discussed in Section 3.5.2.1.9 of Section 3.5, "Geology," in the draft EIS/EIR, the  
22 proposed project site is located primarily on dredged fill material in an area classified  
23 by CDMG as MRZ-1, which is defined as an area where adequate information  
24 indicates that no significant mineral deposits (i.e., aggregate deposits) are present or  
25 where it is judged that little likelihood exists for their presence. In addition, based on  
26 the LAHD construction engineer's plan, there would be no concrete batch plant,  
27 which is often associated with concrete dust, at any of the construction sites. All  
28 aggregate and concrete materials would be delivered by haul trucks and ready-mix  
29 concrete trucks to the site. All concrete materials would be mixed with water and  
30 would be wet when poured. If a concrete saw is required for cutting dried concrete  
31 materials, then on-site watering would be implemented to minimize concrete dust  
32 during cutting. Mitigation Measure MM AQ-5 states that all construction-related  
33 fugitive dust emissions will be reduced by 90% with aggressive on-site watering and  
34 other dust control measures.

## 35 Response to Comment SPWPC-119

36 Thank you for your comment. The proposed Project and alternatives do not include  
37 plans for a performance stage. There are no detailed plans available for the Ports  
38 O'Call redevelopment. If the proposed Project or one of the alternatives is approved,

1 LAHD intends for a master developer to provide detailed plans for this area. The  
2 master developer may, at its discretion, design a performance stage in the Ports  
3 O'Call area. No further response is required as specific comments related to the  
4 adequacy of the draft EIS/EIR are not provided in this comment.

## 5 **Response to Comment SPWPC-120**

6 Thank you for your comment. In Section 3.2, "Air Quality and Meteorology," of the  
7 draft EIS/EIR, Mitigation Measure MM AQ-14 states that all shuttle buses from  
8 parking lots to cruise ship terminals would be LEV-equivalent powered. A process to  
9 consider new or alternative emission control technologies in the future and an  
10 implementation strategy to ensure compliance is included as Mitigation Measure MM  
11 AQ-24. LAHD conducted a survey of shuttle buses and vehicle providers in early  
12 2008, including information on future vehicle orders. As a result of this survey, it was  
13 found that electric-powered buses would not be available in large quantities.  
14 However, LAHD will encourage use of the cleanest available shuttle buses. As  
15 indicated in the draft EIS/EIR, all shuttle buses would be LEV-powered buses. With  
16 respect to cruise ship operations, Mitigation Measure MM AQ-22 provides a process  
17 to consider new or alternative emission control technologies in the future and an  
18 implementation strategy to ensure compliance.

## 19 **Response to Comment SPWPC-121**

20 Thank you for your comment. LAHD would coordinate with the City to institute a  
21 parking policy in waterfront area. LAHD would consider a number of different  
22 parking arrangements for the waterfront and various events. Whether all the parking  
23 would become paid or whether there would be a mix of pay parking and free parking,  
24 depending on location and type of event, has not yet been decided.

## 25 **Response to Comment SPWPC-122**

26 Thank you for your comment. The proposed Project has incorporated mooring  
27 locations for visitor-serving watercraft and temporary mooring for vessels using the  
28 landside facilities. Whether the use of the mooring locations would become paid or  
29 whether there would be a mix of pay use and free use, depending on location and  
30 type of event, has not yet been decided.

## 31 **Response to Comment SPWPC-123**

32 Thank you for your comment. In accordance with the *Harbor Boulevard Seamless*  
33 *Study* (SMWM 2008), connections would be provided at Swinford, O'Farrell, 1<sup>st</sup>, 3<sup>rd</sup>,  
34 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 13<sup>th</sup> (pedestrian bridge), and 22<sup>nd</sup> Streets. The proposed Project would also  
35 include a signalized pedestrian crossing or pedestrian bridge across Harbor  
36 Boulevard at 9<sup>th</sup> Street. Your suggestion will be forwarded to the Board of Harbor

1 Commissioners for consideration during their deliberations on the proposed Project  
2 and alternatives.

### 3 **Response to Comment SPWPC-124**

4 Thank you for your comment. Please see Master Response 1 for a discussion  
5 regarding the Sustainable Waterfront Plan.

### 6 **Response to Comment SPWPC-125**

7 Thank you for your comment. Detailed analyses of potential impacts on recreational  
8 boating have been provided in Section 3.7, “Hazards and Hazardous Materials,” and  
9 Section 3.10, “Recreation.” The analysis concludes that the operation of the Outer  
10 Harbor Cruise Ship Terminals and berths would not restrict or reduce the ability of  
11 recreational vessels to utilize the marinas, the Outer Harbor, or the ocean. Therefore,  
12 impacts on recreational vessels and recreational water activities would be less than  
13 significant (draft EIS/EIR, Page 3.10-46). Please see Master Response 2 regarding  
14 the proposed Outer Harbor Cruise Ship Terminals and berths.

15 The 100-meter security zone would not interfere with recreational boating access or  
16 recreational water activities. As mentioned in Chapter 2, “Project Description,”  
17 preliminary discussions with USCG suggest that a floating security barrier providing  
18 a 75-foot buffer would provide adequate security, would reduce the security radius  
19 around the cruise ship while at berth, and would keep at a minimum any interference  
20 with recreational activities in the vicinity of the Outer Harbor berths. While this  
21 concept has not been finalized, USCG has indicated a willingness to work with  
22 LAHD to ensure adequate access is maintained into and out of the West Channel.  
23 However, even if the floating security barrier were not approved by USCG and a full  
24 100-yard barrier were necessary while a cruise ship is docked at the Outer Harbor,  
25 the draft EIS/EIR discloses that the Outer Harbor berths would not preclude access to  
26 the marinas in the West Channel and would not require USCG to deny access or  
27 close the marinas. In the worst-case scenario, assuming a 100-yard security barrier in  
28 place at the Outer Harbor, recreational boaters would have a channel approximately  
29 80 yards wide to navigate around the security zone while a cruise ship is docked in  
30 this location.

31 Please see Response to Comment CSPNC3-57 for further explanation regarding the  
32 less-than-significant impacts on recreational boating and recreational water activities.  
33 Your concerns will be forwarded to the Board of Harbor Commissioners for  
34 consideration during their deliberations on the proposed Project and alternatives.

### 35 **Response to Comment SPWPC-126**

36 Thank you for your comment. The cruise industry within the Port is projecting  
37 growth in both passenger volume and ship size over the next 10 to 20 years. The

1 infrastructure to serve these newer, larger ships is not available at the existing Cruise  
2 Center but is required in order for the Port to accommodate demands in the cruise  
3 industry. In addition, the Port's existing available cruise berths will not meet future  
4 cruise berth occupancy demand. Alternatives 4 and 5 address maintaining the cruise  
5 ship berthing at the Inner Harbor and discuss the differences in air quality and ground  
6 transportation impacts compared to the proposed Project. Furthermore, the cruise  
7 terminals proposed at the Outer Harbor would attract additional cruise passenger  
8 traffic to San Pedro that would not otherwise come to the area if this facility were not  
9 constructed. Cruise passengers destined for the Outer Harbor Cruise Ship Terminals,  
10 if constructed, would park at the Inner Harbor and therefore would be placed in the  
11 same proximity to downtown and Ports O'Call as passengers destined for the existing  
12 Inner Harbor Cruise Center. These additional passengers would bring outside money  
13 that would contribute to the local economy, including downtown San Pedro and Ports  
14 O'Call. Your comment, along with the results of the environmental impacts analysis  
15 for the proposed Project and alternatives, will be forwarded to the Board of Harbor  
16 Commissioners for consideration during their deliberations on the proposed Project  
17 and alternatives.

## 18 **Response to Comment SPWPC-127**

19 Thank you for your comment. The proposed Project is expected to generate  
20 additional, larger cruise ships than currently operate in Los Angeles Harbor.  
21 However, these vessels would be consistent in size with the vessel types that already  
22 use Los Angeles Harbor. Furthermore, as discussed in the Response to Comment  
23 SPWPC-125, USCG would enforce a security zone around cruise ships navigating to  
24 the proposed Outer Harbor Cruise Ship Terminals; the same restrictions that are  
25 currently enforced for cruise ships navigating to the existing Inner Harbor Cruise  
26 Center would be implemented. This security zone would be effective, as it currently  
27 is, in clearing an adequate and safe path so that cruise ships could navigate through  
28 the channel without significantly affecting the flow of recreational and commercial  
29 traffic in the surrounding channel. In addition, the range of alternatives under  
30 consideration includes both the presence and absence of a cruise ship berth in the  
31 Outer Harbor. Your comment, along with the results of the environmental impacts  
32 analysis for the proposed Project and alternatives, will be forwarded to the Board of  
33 Harbor Commissioners for consideration during their deliberations on the proposed  
34 Project and alternatives.

## 35 **Response to Comment SPWPC-128**

36 Thank you for your comment. Your support for the proposed Project will be  
37 forwarded to the Board of Harbor Commissioners.

**1 Response to Comment SPWPC-129**

2 Thank you for your comment. Your comment will be forwarded to the Board of  
3 Harbor Commissioners for consideration during their deliberations on the proposed  
4 Project and alternatives.

**5 Response to Comment SPWPC-130**

6 Thank you for your comment. As described in Chapter 2, “Project Description,” of  
7 the draft EIS/EIR, the waterfront promenade has been designed to increase pedestrian  
8 linkages in and around the proposed project area to connect to various recreational  
9 and open space in the vicinity of the proposed project site, including Cabrillo Beach.  
10 The Boy/Girl Scout Camp and Cabrillo Beach Youth Camp is currently accessible by  
11 vehicular and pedestrian means at all times of the day. The addition of the waterfront  
12 promenade to Cabrillo Beach would enhance pedestrian linkages throughout the  
13 proposed project area but would not introduce a form of public access not currently  
14 existing at the camp. Therefore the waterfront promenade to Cabrillo Beach would  
15 not be expected to pose a safety hazard to users of the camp.

**16 Response to Comment SPWPC-131**

17 Thank you for your comment. The cruise industry within the Port is projecting  
18 growth in both passenger volume and ship size over the next 10 to 20 years. The  
19 infrastructure to serve these newer, larger ships is not available at the existing Cruise  
20 Center but is required in order for the Port to accommodate demands in the cruise  
21 industry. In addition, the Port’s existing available cruise berths will not meet future  
22 cruise berth occupancy demand. Alternatives 4 and 5 address maintaining the cruise  
23 ship berthing at the Inner Harbor. Your comment, along with the results of the  
24 environmental impacts analysis for the proposed Project and alternatives, will be  
25 forwarded to the Board of Harbor Commissioners for consideration during their  
26 deliberations on the proposed Project and alternatives.

**27 Response to Comment SPWPC-132**

28 Thank you for your comment. As discussed in the Response to Comment SPWPC-  
29 131, the cruise industry within the Port is projecting growth in both passenger  
30 volume and ship size over the next 10 to 20 years that cannot be accommodated at  
31 the existing Cruise Center. Alternatives 4 and 5 address maintaining the cruise ship  
32 berthing at the Inner Harbor and discuss the differences in environmental impacts  
33 compared to the proposed Project. Furthermore, the cruise terminals proposed at the  
34 Outer Harbor would attract additional cruise passenger traffic to San Pedro that  
35 would not otherwise come to the area if this facility were not constructed.  
36 Additionally, cruise passengers destined for the Outer Harbor Cruise Ship Terminals,  
37 if constructed, would park at the Inner Harbor and therefore would be placed in the  
38 same proximity to downtown and Ports O’Call as passengers destined for the existing  
39 Inner Harbor Cruise Center. Transportation linkages, including shuttle buses, would

1 convey passengers from the parking areas at the Inner Harbor to the Outer Harbor,  
2 thus minimizing air quality and traffic impacts in the area. Finally, the additional  
3 passengers attracted to the area by the addition of the new facilities at the Outer  
4 Harbor Cruise Ship Terminals would bring outside money that would contribute to  
5 the local economy, including downtown San Pedro and Ports O'Call. Your comment,  
6 along with the results of the environmental impacts analyses for the proposed Project  
7 and alternatives, will be forwarded to the Board of Harbor Commissioners for  
8 consideration during their deliberations on the proposed Project and alternatives.

### 9 **Response to Comment SPWPC-133**

10 Thank you for your comment. As discussed in Section 7.4.1.1.3 of Chapter 7,  
11 "Socioeconomics and Environmental Quality," of the draft EIS/EIR, the proposed  
12 Project would indirectly generate employment from businesses serving the cruise  
13 industry and other related development. The cruise ship industry in the Port would  
14 generate up to approximately 3,025 permanent jobs in 2015 and 3,157 permanent  
15 jobs in 2037 in the Los Angeles area. Commercial development is anticipated to  
16 generate up to 600 permanent jobs. Construction of the proposed Project and  
17 Alternatives 1 through 5 would generate up to 7,363 construction jobs over a 5-year  
18 period. Furthermore, LAHD has put a substantial effort into designing a sustainable  
19 proposed Project and alternatives to minimize potential environmental impacts and  
20 maximize the economic benefit. Your comment, along with the results of the  
21 environmental impacts analyses for the proposed Project and alternatives, will be  
22 forwarded to the Board of Harbor Commissioners for consideration during their  
23 deliberations on the proposed Project and alternatives.

### 24 **Response to Comment SPWPC-134**

25 Thank you for your comment. Your comment regarding the urgency for  
26 improvements is noted and will be forwarded to the Board of Harbor Commissioners.

### 27 **Response to Comment SPWPC-135**

28 Thank you for your comment. Please see Response to Comment SPWPC-6 regarding  
29 Councilwoman Hahn's remarks about the Waterfront Red Car Line.

### 30 **Response to Comment SPWPC-136**

31 Thank you for your comment. Please see Response to Comment SPWPC-8 regarding  
32 Councilwoman Hahn's remarks on waterfront parking.



**1 Response to Comment SPWPC-137**

2 Thank you for your comment. Please see Response to Comment SPWPC-5 regarding  
3 Councilwoman Hahn’s remarks on the Ports O’Call development. Please also see  
4 Master Response 4 for further discussion on the Ports O’Call development.

**5 Response to Comment SPWPC-138**

6 Thank you for your comment. Your comment regarding the urgency for  
7 improvements is noted and will be forwarded to the Board of Harbor Commissioners.

**8 Response to Comment SPWPC-139**

9 Thank you for your comment. Your support for the proposed Project will be  
10 forwarded to the Board of Harbor Commissioners.

**11 Response to Comment SPWPC-140**

12 Thank you for your comment. Downtown San Pedro is out of the jurisdiction of  
13 LAHD, and LAHD does not have the jurisdiction to propose elements outside of its  
14 boundaries. Any future enhancements to downtown will require the City of  
15 Los Angeles Department of City Planning or the Community Redevelopment Agency  
16 of the City of Los Angeles to develop and implement such proposals.

**17 Response to Comment SPWPC-141**

18 Thank you for your comment. The proposed Project includes upgrades and  
19 extensions to the Waterfront Red Car Line, as discussed throughout Chapter 2,  
20 “Project Description,” of the draft EIS/EIR.

**21 Response to Comment SPWPC-142**

22 Thank you for your comment. The parking analysis conducted for the proposed  
23 Project and alternatives is based on the parking requirements defined in Section  
24 12.21.A4 of the Los Angeles Municipal Code. Please see Section 3.11,  
25 “Transportation and Circulation (Ground),” in the draft EIS/EIR for a detailed  
26 discussion of the proposed parking facilities. The decision to include parking space  
27 near the waterfront as part of the proposed Project was carefully balanced between  
28 enabling the greatest public access as well as making the best use of limited space for  
29 recreational and commercial land uses. In addition, the draft EIS/EIR analyzed a  
30 range of reasonable alternatives with reduced parking. Please see the detailed  
31 Response to Comment SPWPC-8 for further discussion on waterfront parking.

1 With respect to alternative parking options, LAHD does not have jurisdiction to  
2 propose project elements outside of its boundaries, which includes joint-use parking  
3 opportunities in or near downtown. The Community Redevelopment Agency of the  
4 City of Los Angeles has been contacted regarding potential shared parking  
5 opportunities, and LAHD is willing to work with the Community Redevelopment  
6 Agency of the City of Los Angeles on identifying and participating in the possibility  
7 of joint-use parking in the downtown area.

8 Your opposition to waterfront parking will be forwarded to the Board of Harbor  
9 Commissioners for consideration during their deliberations on the proposed Project  
10 and alternatives.

### 11 **Response to Comment SPWPC-143**

12 Thank you for your comment. Your support for the Outer Harbor Cruise Ship  
13 Terminals is appreciated and will be forwarded to the Board of Harbor  
14 Commissioners.

### 15 **Response to Comment SPWPC-144**

16 Thank you for your comment. The proposed Project adds a number of recreational  
17 facilities and open space for community use; however, these facilities do not  
18 specifically include a skate park. Your suggestion is appreciated and will be  
19 forwarded to the Board of Harbor Commissioners for consideration during their  
20 deliberations on the proposed Project and alternatives.

### 21 **Response to Comment SPWPC-145**

22 Thank you for your comment. The Ports O'Call redevelopment would include  
23 expansion and upgrades that would increase the economic and recreational viability  
24 of the area. Please see Master Response 4 for further discussion of the Ports O'Call  
25 redevelopment.

### 26 **Response to Comment SPWPC-146**

27 Thank you for your comment. Please see Response to Comment SPWPC-123  
28 regarding pedestrian bridges to downtown. The proposed Project includes pedestrian  
29 connections at 1<sup>st</sup>, 5<sup>th</sup>, and 6<sup>th</sup> Streets but does not include pedestrian bridges at these  
30 locations.

**1 Response to Comment SPWPC-147**

2 Thank you for your comment. Your support for the proposed Project will be  
3 forwarded to the Board of Harbor Commissioners.

**4 Response to Comment SPWPC-148**

5 Thank you for your comment. Your support for the proposed Project will be  
6 forwarded to the Board of Harbor Commissioners.

**7 Response to Comment SPWPC-149**

8 Thank you for your comment. Responses are required only for those comments that  
9 address the adequacy of the EIS/EIR. Your comment has been noted.

**10 Response to Comment SPWPC-150**

11 Thank you for your comment. The Outer Harbor Cruise Ship Terminal is located on  
12 the West Bank of the Main Channel, and thus, Policy 4 of the Plan is applicable to  
13 this area. Policy 3 applies to the Cabrillo Beach area and thus does not apply to the  
14 West Bank of the Main Channel, which is where the proposed Outer Harbor Cruise  
15 Ship Terminals would be located. The proposed Project is consistent with this policy.  
16 The main goal with the Cabrillo Beach area is to ensure that a variety of recreational  
17 and open space options are available for the public's enjoyment. No changes are  
18 proposed to these areas, with the exception of extending the Waterfront Red Car Line  
19 and waterfront promenade to these areas. As stated in Policy 4 of the Port of Los  
20 Angeles Element of the *General Plan of the City of Los Angeles*, the West Bank of  
21 the Main Channel, which includes the proposed Outer Harbor Cruise Ship Terminals,  
22 "shall be devoted to commercial, restaurant and tourist facilities, passenger facilities,  
23 passenger terminals, facilities serving the sport and commercial fishing industry, and  
24 non-hazardous general cargo and container facilities." The planned land uses for the  
25 area in which the Outer Harbor Cruise Ship Terminals would be constructed clearly  
26 include a variety of commercial services geared toward servicing cruise ship clientele  
27 and visitors to Port facilities and related uses. This is consistent with the plan because  
28 it includes a cruise ship terminal, as discussed in the land use analysis in Section 3.8,  
29 "Land Use and Planning," of the draft EIS/EIR for the proposed Project.

**30 Response to Comment SPWPC-151**

31 Thank you for your comment. The proposed Project includes components that would  
32 be located within the San Pedro Community Plan area: the west side of Harbor  
33 Boulevard from Swinford to 22<sup>nd</sup> Street; both sides of Harbor Boulevard between 3<sup>rd</sup>  
34 and 7<sup>th</sup> Streets; the Waterfront Red Car Line along the west side of Via Cabrillo

1 Marina and Shoshonean Road; and the Waterfront Red Car Line southwest of 34<sup>th</sup>  
2 Street and Shoshonean Road. The existing setting discussion in Section 3.8, “Land  
3 Use and Planning,” has been revised in the final EIS/EIR to reflect this correction.  
4 Only those portions of the proposed Project relating to Harbor Boulevard as well as  
5 the extension of the Waterfront Red Car Line along Via Cabrillo Marina and  
6 Shoshonean Road would be subject to the relevant goals and objectives of the San  
7 Pedro Community Plan, as discussed in Section 3.8, “Land Use and Planning,” of the  
8 draft EIS/EIR. Furthermore, an analysis of the scale, height, and bulk of the Outer  
9 Harbor Cruise Ship Terminals can be found under impact discussion AES-3 in  
10 Section 3.1, “Aesthetics,” which determined that activities associated with the  
11 proposed Outer Harbor Cruise Ship Terminals and related berthing facilities would  
12 result in less-than-significant aesthetic impacts (draft EIS/EIR, Pages 3.1-28 through  
13 3.1-39).

## 14 **Response to Comment SPWPC-152**

15 Thank you for your comment. Policy 19.1 of the Port of Los Angeles Element of the  
16 *General Plan of the City of Los Angeles* applies to the West Channel/Cabrillo Beach  
17 areas, which do not include the West Bank, the area in which the proposed Outer  
18 Harbor Cruise Ship Terminals would be located.

## 19 **Response to Comment SPWPC-153**

20 Thank you for your comment. Policy 19.2 of the Port of Los Angeles Plan applies to  
21 the West Bank area, which is where the proposed Outer Harbor Cruise Ship Terminal  
22 would be located. Policy 19.2 clearly states that commercial activities, recreation,  
23 commercial fishing, and non-hazardous cargo and support operations are allowed in  
24 this area. Thus, the proposed Outer Harbor Cruise Ship Terminal is consistent with  
25 the planned land uses for this area, as discussed in Section 3.8, “Land Use and  
26 Planning,” of the draft EIS/EIR.

## 27 **Response to Comment SPWPC-154**

28 Thank you for your comment. Table 2-6 in Section 2.5 of Chapter 2, “Project  
29 Description,” provides an in-depth comparison of the proposed Project to all six  
30 alternatives, including variations among the proposed project components. These six  
31 alternatives constitute a reasonable range of alternatives that permit the decision  
32 makers to make a reasoned choice regarding approval of the proposed Project (or one  
33 of its alternatives), approval with modifications, or disapproval. Therefore, the  
34 EIS/EIR is not required to analyze additional alternatives within the range of  
35 alternatives already studied, such as the Sustainable Waterfront Plan. Furthermore,  
36 Alternatives 1 and 3 consider a single berth and one Outer Harbor Cruise Ship  
37 Terminal at Berths 45–47. One of the objectives of the proposed Project is to make  
38 use of this berth since it is suitable for cruise ships; therefore, the other berths  
39 (Berths 49–50) do not satisfy this objective. Finally, as discussed in Section 2.5.2 of  
40 Chapter 2, “Project Description,” of the draft EIS/EIR, three alternative cruise ship

1                   berthing alternatives were considered and withdrawn. These alternatives would have  
2                   proposed a cruise ship berth between Berths 66–67 and Berths 69–72. Both of these  
3                   locations face the Main Channel, as suggested by the comment. A number of  
4                   considerations resulted in the withdrawal of these alternatives from being carried  
5                   forward to the draft EIS/EIR, including cost, marine navigation issues, ground  
6                   transportation and internal access issues, and environmental considerations, including  
7                   increased dredging.

## 8   **Response to Comment SPWPC-155**

9                   Thank you for your comment. Your support for the proposed Project will be  
10                  forwarded to the Board of Harbor Commissioners.

## 11   **Response to Comment SPWPC-156**

12                  Thank you for your comment. Please see Master Response 1 for a discussion  
13                  regarding the Sustainable Waterfront Plan.

## 14   **Response to Comment SPWPC-157**

15                  Thank you for your comment. Responses are required only for those comments that  
16                  address the adequacy of the draft EIS/EIR. Your comment has been noted.

## 17   **Response to Comment SPWPC-158**

18                  Thank you for your comment. The proposed Project includes a number of  
19                  recreational facilities as well as open space for community use. Facilities specifically  
20                  targeted toward youth sailing needs have not been incorporated into the proposed  
21                  Project; however, the Port may consider additional recreational facilities in the future.  
22                  Your suggestion will be forwarded to the Board of Harbor Commissioners for  
23                  consideration during their deliberations on the proposed Project and alternatives.

## 24   **Response to Comment SPWPC-159**

25                  Thank you for your comment. Your support for the proposed Project will be  
26                  forwarded to the Board of Harbor Commissioners.

**1 Response to Comment SPWPC-160**

2 Thank you for your comment. If the proposed Project or one of the alternatives is  
3 approved, a master developer will be selected for the redevelopment of the Ports  
4 O'Call area. The proposed Outer Harbor Cruise Ship Terminals would not be a part  
5 of the master developer's plans for Ports O'Call, and therefore, the construction of  
6 the Outer Harbor Cruise Ship Terminals would not be tied to the master developer.  
7 No further response is required because specific comments related to the adequacy of  
8 the draft EIS/EIR are not provided in this comment.

**9 Response to Comment SPWPC-161**

10 Thank you for your comment. LAHD is willing to work with the City and the  
11 community of San Pedro on identifying and participating in joint projects for  
12 alternative transportation and alternative energy options.

**13 Response to Comment SPWPC-162**

14 Thank you for your comment. The purpose of the proposed Project is to revitalize  
15 the waterfront and the Ports O'Call area to encourage public use of the waterfront.

**16 Response to Comment SPWPC-163**

17 Thank you for your comment. Your support for the proposed Project will be  
18 forwarded to the Board of Harbor Commissioners.

**19 Response to Comment SPWPC-164**

20 Thank you for your comment. As discussed in Section 7.4.1.1.3 of Chapter 7,  
21 "Socioeconomics and Environmental Quality," of the draft EIS/EIR, the proposed  
22 Project is estimated to create approximately 3,669 jobs in 2015 and approximately  
23 3,801 jobs by 2037 in the Los Angeles area. Your comment in support of the  
24 proposed Project is appreciated and will be forwarded to the Board of Harbor  
25 Commissioners.

**26 Response to Comment SPWPC-165**

27 Thank you for your comment. As discussed in Section 7.4.1.1.3 of Chapter 7,  
28 "Socioeconomics and Environmental Quality," of the draft EIS/EIR, the proposed  
29 Project is estimated to create approximately 3,669 permanent jobs by 2015 and  
30 approximately 3,801 permanent jobs by 2037 in the Los Angeles area.

**1 Response to Comment SPWPC-166**

2 Thank you for your comment. Your support for the proposed Project will be  
3 forwarded to the Board of Harbor Commissioners.

**4 Response to Comment SPWPC-167**

5 Thank you for your comment. Your support for the proposed Project will be  
6 forwarded to the Board of Harbor Commissioners.

**7 Response to Comment SPWPC-168**

8 Thank you for your comment. Your comment in support of the draft EIS/EIR is  
9 appreciated and will be forwarded to the Board of Harbor Commissioners.

**10 Response to Comment SPWPC-169**

11 Thank you for your comment. Downtown San Pedro is out of the jurisdiction of  
12 LAHD. LAHD does not have jurisdiction to propose project elements outside of its  
13 boundaries. Any future enhancement to downtown would require the City of Los  
14 Angeles Department of City Planning or the Community Redevelopment Agency of  
15 the City of Los Angeles to develop and implement such proposals.

**16 Response to Comment SPWPC-170**

17 Thank you for your comment. The Waterfront Red Car Line has not been extended to  
18 downtown because LAHD does not have jurisdiction to propose project elements  
19 outside of its boundaries. Any future extension to downtown would require the City  
20 of Los Angeles Department of City Planning or the Community Redevelopment  
21 Agency of the City of Los Angeles to develop and implement such proposals.

**22 Response to Comment SPWPC-171**

23 Thank you for your comment. Please see the detailed Response to Comment WAT2-  
24 21. The draft EIS/EIR addresses urban decay and economic impacts of the proposed  
25 Project (Pages 3.1-75 and 7-50). The draft EIS/EIR includes a discussion of the  
26 downtown commercial district versus the waterfront commercial district and states  
27 that there is a low potential for competition between the two commercial districts and  
28 for downtown businesses to relocate to the waterfront. Your comment in support for  
29 the redevelopment of Ports O'Call is appreciated and will be forwarded to the Board  
30 of Harbor Commissioners.

1 **Response to Comment SPWPC-172**

2 Thank you for your comment. No further response is required because the comment  
3 does not address the adequacy of the draft EIS/EIR. Please see Response to Comment  
4 WAT2-1 for further discussion of the Ports O’Call redevelopment.

5 **Response to Comment SPWPC-173**

6 Thank you for your comment. Downtown San Pedro is out of the jurisdiction of  
7 LAHD. LAHD does not have jurisdiction to propose project elements outside of its  
8 boundaries. LAHD is willing to work with other agencies to encourage connections  
9 between the downtown area and the waterfront; however, any future enhancements in  
10 this respect will require the City of Los Angeles Department of City Planning or the  
11 Community Redevelopment Agency of the City of Los Angeles to develop and  
12 implement such proposals.

13 **Response to Comment SPWPC-174**

14 Thank you for your comment. Your support for the proposed Project will be  
15 forwarded to the Board of Harbor Commissioners.

16 **Response to Comment SPWPC-175**

17 Thank you for your comment. Your support for a cruise terminal at the south end  
18 will be forwarded to the Board of Harbor Commissioners.

19 **Response to Comment SPWPC-176**

20 Thank you for your comment. Your support for the redevelopment of Ports O’Call  
21 will be forwarded to the Board of Harbor Commissioners.

22 **Response to Comment SPWPC-177**

23 Thank you for your comment. Your support for the proposed Project will be  
24 forwarded to the Board of Harbor Commissioners.

25 **Response to Comment SPWPC-178**

26 Thank you for your comment. Your support for the proposed Project will be  
27 forwarded to the Board of Harbor Commissioners.



## 1 Response to Comment SPWPC-179

2 Thank you for your comment. Navigational reasons for the placement of cruise  
3 terminals at the Outer Harbor have been addressed in CSPNC3-10 as well as Master  
4 Response 2 and are also discussed in JONWAR-7. With respect to economic support  
5 for the proposed Outer Harbor Cruise Ship Terminals, the projections made in the  
6 cruise ship study referenced in the draft EIS/EIR reflect long-term trends and are  
7 expected to continue to reflect a long-term need for additional cruise ship facilities.

8 LAHD commissioned an update to the 2006 study, the *Port of Los Angeles Cruise*  
9 *Market Demand Evaluation Study*, completed by Menlo Consulting Group in  
10 February 2009. This study determined that the most likely future growth scenario is  
11 one in which growth projections are more in line with the historical growth rates at  
12 the Port of Los Angeles, around 2.88% per year. This updated study projects a 2- to  
13 3-year period of flat or no growth in cruise activity, followed by a period of recovery  
14 that would bring cruise passenger growth rates to historical rates of growth in the  
15 long term.

16 According to the updated study, even a conservative assumption of historic rates of  
17 cruise passenger growth shows that demand would still outstrip capacity at the  
18 existing Cruise Center within the next 10 to 20 years. In addition, the existing  
19 landside infrastructure and available berths at the Cruise Center would not be able to  
20 meet the growth in cruise passenger demand and the growth in the size of the ships  
21 that regularly call on the Port. In terms of environmental impacts, the analysis in the  
22 draft EIS/EIR assumed a much higher rate of growth in cruise passenger demand and  
23 cruise ship calls at the Port than the rates that are likely to be realized when compared  
24 to the revised projections in the latest update to the cruise ship study. Therefore, the  
25 impacts analyzed in the draft EIS/EIR are considered very conservative and would  
26 not be exceeded by the proposed San Pedro Waterfront Project.

27 Although one of the proposed project objectives is to expand cruise ship facilities and  
28 related parking to capture a significant share of anticipated West Coast growth in  
29 cruise demand, as described in Section 2.3.1 of Chapter 2, "Project Description,"  
30 Alternatives 1, 3, 4, and 5 evaluate potential impacts resulting from the reduction or  
31 elimination of cruise ship berths at the Outer Harbor.

## 32 Response to Comment SPWPC-180

33 Thank you for your comment. The proposed Project includes extensive  
34 redevelopment plans for the Ports O'Call area, which would add approximately  
35 150,000 square feet of commercial and restaurant space. These facilities, along with  
36 the other elements of the proposed Project, are anticipated to contribute to the social  
37 and economic vitality of the area.

## Response to Comment SPWPC-181

Thank you for your comment. Your comment regarding sustainable attractions and entertainment is appreciated and will be forwarded to the Board of Harbor Commissioners.

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