



AMERICAN MERCHANT MARINE VETERANS MEMORIAL COMMITTEE, INC.

Honoring American Merchant Mariners who have served their Country in peace & war
Federal I.D. No. 95-4057844



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FEB 28 2007

REGULATORY BRANCH
LOS ANGELES OFFICE

February 27, 2007

U.S. Army Corps of Engineers
Los Angeles District, Regulatory Branch
and the Los Angeles Harbor Department
c/o Dr. Spencer D. MacNeil & Dr. Ralph G. Appy
915 Wilshire Boulevard
Los Angeles, CA 90017-3401

Dear Sirs:

Please accept this letter in response to your request for written comments regarding the San Pedro Waterfront Project. Oral comments from the American Merchant Marine Veterans Memorial Committee, Inc. were offered at the January 23rd Scoping Meeting. Some issues will be reiterated while others will be introduced in this letter.

The American Merchant Marine Veterans Memorial and Walls of Honor are located on the South side of John S. Gibson Park between Harbor Boulevard and Sampson Way on the foot of 6th Street. This section of 6th Street was given the honorary name of Ted Kedzierski Way in a ceremony held May 22, 2003. The honor recognized the efforts of the man who was the driving force behind the planning, direction, construction and completion of the American Merchant Marine Veterans Memorial complex. Our committee is concerned with the continuation of this section of 6th Street bearing Ted Kedzierski's name since the most recent plan refers to this area as John S. Gibson Park & Town Square. We are not in favor of having a recognized, official designation, which was granted as an honor to the efforts of an individual who greatly improved that area of San Pedro simply erased. We are sure this designation on the most recent plan was an oversight, but wanted to bring it to your attention.

Due to location, as well as our common Maritime interests, the Gibson Park Memorial Stakeholders have a symbiotic relationship with the Los Angeles Maritime Institute and Los Angeles Maritime Museum. The proposed Downtown Harbor water cut would eradicate a free parking area from which many visitors to our venues benefit and would inhibit adequate access to our facilities. If the parking did not exist, it would be difficult to argue in favor of creating such a convenience, but it does exist and is utilized regularly without incident, and provides benefit to a great number of residents, tourists and those who work daily to see that this area stays vibrant and does not atrophy due to a lack of attention and care. If it works, don't fix it!

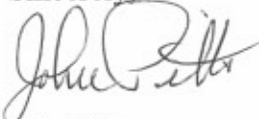
The concern we have for the 7th Street Harbor Cut & Pier also applies to the Downtown Harbor cut with regard to damage that may result to the adjacent attractions as a result of construction/destruction operations. The LA Maritime Museum is an historical Landmark listed in the National Register and deserves better than to be jeopardized by the seismic trauma is sure to cause, if not immediately then down the road when no alternative, or anchor points will be available. We also have a concern for the Memorials in Gibson Park due to the water seepage we are already experiencing at the American Merchant Marine Veterans Memorial. The current coating in the fountain is the third since construction in 1989 due to pressure welling up from under the fountain base causing all coatings to blister and eventually crack. The same pressure has caused the coating on the Memorial benches and circular cement outer borders to blister and peel off. Several steps have been taken to stay this process including complete reconstruction of the cement benches and borders as well as the drilling of holes and the placement of wicking material to drain any water before compromising the surface coatings. We are very concerned with any plans to have the water from the channel about a Memorial complex which is already experiencing sub surface water pressure problems.

Our committee has tried to stay abreast of all issues concerning any Downtown San Pedro proposals since then Bridge to Breakwater proposals were introduced several years ago. Of particular note was the significant changes from the original proposal, even the name of the project have been changed. Instead of evolving, the plan has taken on a new dimension heavy with plans for the new cruise ship terminal in the outer harbor and water cuts which seem to have replaced promenades and storylines.

A concern for the safe egress in case of a civil emergency stands out. Realistically, there are only three major routes out of town: 110 freeway North; Western Avenue (after traveling one way through downtown to get there); Harbor Boulevard to Wilmington (two lane road). The Vincent Thomas bridge was intentionally omitted due to the chances that the bridge would be compromised as a result of a severe emergency. The point is that all of the proposed plans have concentrated on attracting additional people to the greater downtown area of San Pedro, as employees as well as visitors. A major emergency situation would only grow worse as any evacuation attempts are sure to result in bottlenecks at exit points.

Thank you for the opportunity to again address the concerns and comments of our organization.

Sincerely,



John Pitts
President

From: jim pike [<mailto:amy7733@sbcglobal.net>]
Sent: Tuesday, February 27, 2007 10:00 PM
To: Macneil, Spencer D SPL
Subject: San Pedro Waterfront Project Plan, comments

Amy Thornberry
1055 W. 17th St.
San Pedro

310-514-1206

amy7733@sbcglobal.net

To Whom It May Concern:

I am saddened and horrified at the proposal of a new cruise ship terminal in our bay. This disgusting idea is born out of sheer greed and blatant disregard for the residents in our community. Please discard it!

Sincerely,

Amy Thornberry

Subject: San Pedro Waterfront comment
Creation Date: 2/28/07 10:07PM
From: jim pike <amy7733@sbcglobal.net>

Created By: amy7733@sbcglobal.net

Amy Thornberry
1055W. 17th St
San Pedro, Ca 90731
310 514 1206
amy7733@sbcglobal.net

To Whom It May Concern:

I am totally opposed to the construction of a new cruise ship terminal in our bay. Also, please remove existing storage of noxious waste! A new cruise ship terminal would only increase the amount of noxious waste to be removed. To build one would be a blatant disregard of the health and quality of life of those living here in our community. We are already choking on diesel particulates and living with inordinate amount of light and noise pollution. Please, say no to greed and overbuilding.

Sincerely,

Amy Thornberry

February 28, 2007

City of Los Angeles Harbor Department
c/o Dr. Spencer MacNeil
915 Wilshire Blvd.
Los Angeles, CA 90017-3401

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FEB 27 2007

REGULATORY DIVISION
LOS ANGELES OFFICE

Re: EIR – San Pedro Waterfront Project

Dear Dr. MacNeil:

I am supportive of continuing the Harbor Department's efforts to improve public access to the shoreline of Los Angeles Harbor in San Pedro and Wilmington. Unfortunately, however, the proposed San Pedro Waterfront Project (SPWP) continues to contain a number of controversial and questionable elements. These elements appear to implement in a piecemeal manner the proposed Bridge-to-Breakwater (B2B) project, previously approved by the Board of Harbor Commissioners. The B2B project was never evaluated in an EIR, and is not included in the EIR process currently underway. In addition, the approved Waterfront Enhancement Project (WEP) also contains elements of the B2B project, but again has avoided having them included in any EIR process. In order to avoid a legal challenge of the thoroughness and integrity of the current SPWP environmental process, I urge you to include a detailed analysis of the following elements or do project-specific EIRs:

1) Cabrillo Beach/Shoshonean Way Improvements: Constructing major walkways, parking enhancements, access road changes, circulation changes, Red Car Line facilities, and other improvements on and near the beach is controversial and should be evaluated in an EIR. In addition, former Harbor Commission President Nicholas Tonsich, as well as Councilwoman Janice Hahn, promised repeatedly to ensure the development of a Cabrillo Beach Master Plan. The Master Plan should be completed before constructing expensive improvements that are permanent in nature and will shape forever what happens in the Cabrillo Beach area.

The WEP approved construction of a 20-foot wide sidewalk, which is not a temporary improvement, and which would prejudice future decisions about: extending the Red Car Line to the beach, expanding the Cabrillo Wetlands habitat, the roadway width and traffic patterns to access the Boy Scout Camp, the beach, Cabrillo Aquarium, and boat-launch ramp, as well as efforts to preserve the remaining piece of original bluff. These changes also impact traffic and parking patterns in the adjacent Pt. Fermin and 22nd Street residential neighborhoods. Proposed changes to the Beach/Shoshonean Way area should be analyzed holistically in a separate EIR, after completion of a Cabrillo Beach Master Plan.

2) Ports O' Call/Sampson Way: Both the WATCH Plan and the PCAC Waterfront Framework Plan (WFP) endorsed locating the Ports O' Call Promenade along the water's edge. Construction of the Paseo, an expensive permanent infrastructure improvement in the WEP, in the parking lot instead of along the water, prejudices future public access to the water. Any permanent Promenade construction in the Ports O'Call area should be along the water. Improvements such as the Paseo, in the parking lot, seem to be enabling future commercial development, as included in the B2B Plan, but without being included in any EIR.

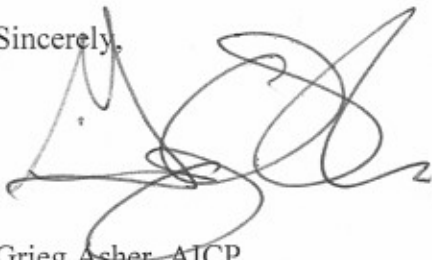
The proposed widening of Sampson Way, beyond Ports O' Call, is not needed for any use except for expansion of the Cruise Terminal in the Outer Harbor. A full analysis of the expansion of the cruise business, on traffic, on residential neighborhoods, on air quality, on security, on public access to the water and shoreline, and many other environmental impacts, is needed before enabling infrastructure is approved. The proposed pedestrian bridge over Sampson Way is a clear indicator that traffic volumes and speeds are expected to increase greatly – on what is now a very quiet and peaceful street.

3) Water Cuts: The proposed 7th Street and Downtown water cuts will severely restrict the ability of the LA Maritime Museum to expand in the future and will probably “force” it to relocate, and the proposed North Harbor water cut eliminates a cruise ship berth and “forces” the cruise ships to relocated to Berths 44-51 (aka Kaiser Pier). These self-imposed hardships, created by the actions of the Harbor Department, have all kinds of primary and secondary impacts on traffic, parking, air quality, visual blight, and noise, in addition to other impacts.

4) Kaiser Pier: The PCAC Waterfront Framework Plan, and subsequent negotiated compromises between the Harbor Department and a PCAC/Neighborhood Council coalition, called for Kaiser Pier (Berths 44-51) to be reserved as a Public Pier, with uses such as passive and active recreation, small boats, museums, and other related maritime uses. In exchange, the other major south pier, the Warehouse 1 Pier (Berths 56-72) would be reserved for commercial activities such as cruise ships, retail, hotel and other commercial enterprises. It was also agreed that until the Warehouse 1 Pier was redeveloped, that Berths 45-47 would be allowed to be used temporarily by visiting Navy and cruise ships on an occasional as-needed basis. This informal community benefits agreement was intended to focus traffic and commercial activity to a large, but limited, area along the Main Channel, and to provide, in perpetuity, a large non-commercial Public Pier, with unfettered public access, for people to enjoy the waterfront in a non-commercial setting. This Two-Piers concept was intended to be included in a future EIR.

In sum, the current EIR process needs to include, in a thorough and holistic analysis, all of the elements of the WFP, all of the elements of the WEP, and all of the elements of the SPWP. Instead of requiring the public to guess which elements of which plans are being implemented, and why, the EIR process must lay out a comprehensive picture – otherwise, a thorough understanding of the proposed future of the San Pedro Waterfront is impossible for the public to fathom. Also, it needs to be explained how these plans are not simply piecemealing the larger B2B Plan – without providing the requisite environmental analysis.

Sincerely,

A handwritten signature in black ink, appearing to read 'Grieg Asher', written over a horizontal line.

Grieg Asher, AICP
1183 W. 16th Street
San Pedro, CA 90731



US Army Corps
of Engineers



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MAR 02 2007

REGULATORY BRANCH
LOS ANGELES OFFICE



San Pedro Waterfront Project

Scoping Comments

The scoping process is intended to provide the Corps and the Port with information that agencies and the public believe is necessary to establish the scope of the environmental analysis. Please submit your comments, concerns, mitigation measures, suggestions or comments on project alternatives, and any other information that may help us prepare a comprehensive and meaningful Draft Environmental Impact Statement/Report (EIS/EIR) for the San Pedro Waterfront Project. Written comments will be received until February 28, 2007.

Name Josenuique Balderas Telephone 310 539 0777
 Organization/Company I AM MUSIC
 Address 25897 Westex Ave 4B
 City/State/Zip Code Lomita CA 90717
 E-mail ~~Josenuique B~~ b.balderas@globalsbc.net

Dear People,

As a resident of San Pedro I'm considering that Waterfront project is a excellent step forward, taking advantage of the already existing attractions in the Port of San Pedro.

Reading carefully the waterfront project I really think it is the most beneficial planning to develop not only our neighborhood but improving the south bay area, even if not the alternative takes place, my only concern is because the increase of visitor the greater environmental impact we as a neighbors will receive, unless most visitor's cars stays out of the port in structured parking lots our streets will be filled with much traffic by knowing that harbor boulevard will almost disappear. As owner of a property at 1401 Palos Verde's St. that is a small hotel were my project is transform it into a beauty bed and breakfast business, it is so important to me that our neighborhood become more safe and clean for my potential clients to offer.

With my regards I say ; congratulations to all of you.

(Please use the reverse side if necessary.)

Please mail your comments for receipt no later than February 28, 2007 at the following address:
 U.S. Army Corps of Engineers, Los Angeles District, Regulatory Branch
 and the Los Angeles Harbor Department
 c/o Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
 915 Wilshire Boulevard
 Los Angeles, CA 90017-3401

From: Brian Carranza [<mailto:bcarranza31@hotmail.com>]
Sent: Friday, December 29, 2006 9:48 PM
To: ceqacomments@portla.org; Macneil, Spencer D SPL
Subject: comment on port plan

As a lifetime resident of San Pedro, I would like to see a something done to the waterfront comparable to what Long Beach has done to their waterfront. They have made it a nice place to spend a night out whether it is with friends or family. If I want to go and do something like having dinner at a nice restaurant, the first thing the people I am with do is think of out of town places. Places that are usually right across the bridge in Long Beach. We would love to stay in town if there were something like a Cheesecake Factory right on the water at Ports of Call. The Port should attract businesses that will entice the residents of San Pedro to stay and spend money in their own community instead of spending it out of town.

Brian Carranza

U.S. Department of
Homeland Security

United States
Coast Guard

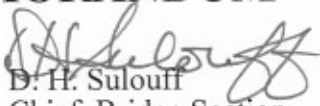


U. S. Coast Guard Island
Building 50-2
Alameda, CA 94501-5100
Staff Symbol: (dpw)
Phone: (510) 437-3516
Fax: (510) 437-5836

16591
LA/LB Harbor, General
26 Dec 2006

Spencer

MEMORANDUM

From: 
D. H. Sulouff
Chief, Bridge Section

To: U. S. Army Corps of Engineers, Los Angeles District, Regulatory Branch

Subj: PORT OF LOS ANGELES, SAN PEDRO WATERFRONT PROJECT.

1. We have completed our review of the Corps Public Notice dated 22 Dec 2006. As proposed, the subject project does not appear to involve bridges or causeways over navigable waters of the U. S. Therefore, no Coast Guard involvement is presently anticipated for bridge permitting purposes, under the provisions of the General Bridge Act of 1946, and we will not attend the scoping meeting on 23 Jan 2007.
2. If existing or proposed bridges or causeways become a consideration as part of this project, please contact our office for additional review and comment for matters under the jurisdiction of the Coast Guard.
3. I can be contacted by telephone at (510) 437-3516 if additional information is needed.

#

Copy: Coast Guard Sector LA/LB with a copy of the Public Notice



**SOUTHERN CALIFORNIA
PENSIONERS GROUP, ILWU-PCPA
LONGSHORE DIVISION**

231 WEST "C" STREET • WILMINGTON, CALIFORNIA 90744 • 310-835-8605

Wilmington, Ca.
January 29, 2007

U.S. Army Corps of Engineers
Los Angeles District Regulatory Branch
And Los Angeles Harbor Department
c/o Dr. Spencer McNeil and Dr. Ralph Appy
915 Wilshire Blvd.
Los Angeles, Ca. 90017-3401



Dear Sirs: Re: San Pedro Waterfront Project

I am responding to your request for written comments to the proposed project and alternatives, as outlined at the Scoping Meeting on January 23, 2007. I was in attendance and appreciate the way you formatted and conducted the session.

I did make comments when called upon, and reiterate and expand on them in this letter.

I spoke on behalf of the Southern California Pensioners Group, Longshore Division, ILWU, as did two other speakers, John Royal and Ray Patricio.

Our organization is one of several stakeholders that have memorial monuments in Gibson Park along the east side of Harbor Boulevard.

- In our opinion it is critical to retain the public parking area just north of the Maritime Museum that abuts the memorial display area. The retention of the handicap spaces are important to so many of our citizens that have direct family ties to those memorialized on the various memorials.
- We also support the ongoing venues presented during the year by the Maritime Museum. Making the Downtown Harbor Cut and the 7th Street Harbor Cut and Pier will eliminate the current parking area and adequate access thereto.
- We believe also that the Maritime Museum, a historical Landmark, and the monument area will be adversely affected from a geological point of view. We are told that the Merchant Marine Memorial Monument stakeholders are concerned about a supposedly high water table and/or some other moisture intrusion from below the surface.
- I mentioned in my oral remarks that I recall in years past that the dock area where the North Harbor cut is proposed, suffered some subsidence problems that the Harbor Department had to correct. I do not know if they were successful.
- It appears to us that the three proposed cuts put too many present structures in potential jeopardy that far outweigh any purported benefit to the citizens and stakeholders. It does not seem to be cost effective in the overall scheme of the project.
- I made critical remarks about relocating the cruise terminal to Outer Harbor Berths 45 thru 49 as per your Figure 5 Map Overview. The cost does not justify the questionable return to the community. Cruise passengers probably do not spend any measurable amount of money with local retailers; they may not even realize that they are in the San Pedro Community. Cruise Line operators come and go. As I said

before, they are like NFL franchises where local jurisdictions end up paying the tab for infrastructure.

- From an environmental perspective, I recall the unusually high amount of sea surge at Berth 49 as compared to the rest of the Port. The dock was fine for loading bulk commodities from a shoreside conveyor into a big open hatch, but it was another story at times with unit loads (break-bulk), to or from the dock when utilizing ship's gear. It really depended on which direction the traveling seas were interfacing with the berth. This condition does not lend itself to safe boarding of passengers and ship's stores.

- Both your Figures 5 and 6 indicate that all cruise line traffic is routed along the entire length of this waterfront project. This concept is surely not environmentally friendly by any means to the project and community.

- The most overriding hazard from the local residents' point of view, as expressed at the Scoping Meeting, is the existing Tank Farm. Also from a port Security point of view, this issue certainly should be a red flag warning to the Harbor Department, both accidental and intentional (acts of terror) situations should be addressed. Relocation of the Tank Farm should be a high priority and should be a realistic consideration. Those of us who were here when the vessel San Senena blew up at Berth 46 know the potential disaster that was in the making if the fire had spread northeast to the Tank Farm.

In closing, our Organization fully endorses the elegant remarks of local citizen Joe Marino in his plea for long overdue sports and recreation facilities to serve the local youth of San Pedro. The now cleared area abutting 22nd Street is an ideal location for this worthy request.

I do appreciate the opportunity to convey our concerns and opinions in this matter.

Sincerely,



Al Perisho, President
Southern California Pensioners Group
Longshore Division, ILWU



South Coast
Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov



January 4, 2007

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Dept.
c/o Spencer Macneil and Dr. Ralph G. Appy
915 Wilshire
Los Angeles, CA 90017-3401

Dear Mr. Macneil and Dr. Appy:

**Notice of Preparation of a Draft Environmental Impact Report for
San Pedro Waterfront Project**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. In addition, please send with the Draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files.

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address:
http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

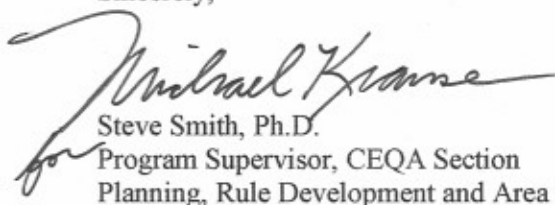
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA webpages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,


Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC061227-02LI
Control Number


**ASSOCIATION of
GOVERNMENTS**
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Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beaman, Brea • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Paul Glath, Laguna Niguel

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Lowenidge, Riverside • Geeg Pettis, Cathedral City • Ron Roberts, Temecala

San Bernardino County: Gary Dvitt, San Bernardino County • Lawrence Dale, Borstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wagner, Ontario

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Ioni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Milhouse, Moorpark

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FEB 27 2007

 REGULATORY BRANCH
LOS ANGELES OFFICE

22 February 2007

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
c/o Spencer Macneil and Dr. Ralph G. Appy
915 Wilshire Blvd.
Los Angeles, CA 90017-3401

RE: SCAG Comments on the Notice of Preparation (NOP)/Notice of Intent (NOI) of the Preparation of a Draft Environmental Impact Statement/Environmental Impact Report for San Pedro Waterfront Project - SCAG No. I 20060848

Dear Mr. Macneil and Dr. Appy,

Thank you for submitting the Notice of Preparation (NOP)/Notice of Intent (NOI) of the Preparation of a Draft Environmental Impact Statement/Environmental Impact Report for San Pedro Waterfront Project to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff reviewed the aforementioned NOP, and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15206). The San Pedro Waterfront is a project for which an EIR will be prepared and which is located in a substantially impacting an area of critical environmental sensitivity. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide, Regional Transportation Plan, and Compass Growth Vision that may be applicable to your project are outlined in the attachment. We expect the EIR to specifically cite the appropriate SCAG policies and address the manner in which the project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the proposed project.

SCAG's Compass Growth Vision, adopted in 2004, encourages better relationships between housing, transportation, and employment. For a clearer understanding of the intent of and possibilities with Compass, please consult our website, www.socalcompass.org in addition to the guidance offered in this letter.

Please provide a minimum of 45 days for SCAG to review the EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1919. Thank you.

Sincerely,

Jill Egerman

Associate Environmental Planner, Intergovernmental Review

DOCS# 132495

**COMMENTS ON THE NOTICE OF PREPARATION (NOP)/NOTICE OF INTENT (NOI) OF THE
 PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT
 REPORT FOR SAN PEDRO WATERFRONT PROJECT - SCAG NO. I 20070048**

PROJECT DESCRIPTION

The EIS/EIR will assess specific development projects and associated infrastructure improvements of the Port of Los Angeles from the Vincent Thomas Bridge, including the 22nd Street Landing Area parcel up to and including Crescent Avenue, and extend the Red Car Line to Cabrillo Beach, the Outer Harbor Cruise Terminal, and Warehouse No. 1. This would incorporate the proposed right of way and associated stations for the Red Car. The proposed project would be developed over an approximately 5-year timeframe following project approval.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the for the Draft Irvine Business Complex (IBC) Vision Plan and Mixed Use Overlay Zoning Code.

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

Regional Growth Forecasts

The EIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region and subregion are as follows:

Adopted SCAG Regionwide Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted SouthBay Cities Association Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	902,121	930,460	958,411	985,209	1,010,920
Households	308,547	318,507	328,666	338,717	348,777
Employment	480,449	492,954	504,752	515,293	524,788

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.06 *Support public education efforts regarding the costs of various alternative types of growth and development.*
- 3.07 *Support subregional policies that recognize agriculture as an industry, support the economic viability of agricultural activities, preserve agricultural land, and provide compensation for property owners holding lands in greenbelt areas.*
- 3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses 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.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to*

transit through infill and redevelopment.

- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns which contain a range of urban densities.*
- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*
- 3.19 *National Forests shall remain permanently preserved and used as open space. SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.*
- 3.20 *Vital resources as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals should be protected.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- 3.25 *Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.*

- 3.26 *Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.*
- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER

The **Air Quality Chapter** core actions related to the proposed project include:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.*
- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

OPEN SPACE AND CONSERVATION CHAPTER

The **Open Space and Conservation Chapter** goals related to the proposed project include:

- 9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*
- 9.02 *Increase the accessibility to open space lands for outdoor recreation.*
- 9.03 *Promote self-sustaining regional recreation resources and facilities.*
- 9.04 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- 9.05 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- 9.06 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*
- 9.07 *Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.*
- 9.08 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** goals related to the proposed project include:

- 11.01 *Streamline water quality regulatory implementation. Identify and eliminate overlaps with other regulatory programs to reduce economic impacts on local businesses.*
- 11.02 *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*
- 11.05 *Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetlands permits.*
- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

<u>Performance Indicator</u>	<u>Performance Measures</u>	<u>Definition</u>	<u>Performance Outcome</u>
Mobility	• Average Daily Speed	Speed-experienced by travelers regardless of mode.	10% Improvement
	• Average Daily Delay	Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	40% Improvement
Accessibility	• Percent PM peak work trips within 45		Auto 90% Transit 37%

	<ul style="list-style-type: none"> minutes of home Distribution of work trip travel times 		Auto 8% Improvement Transit 8% Improvement
Reliability	<ul style="list-style-type: none"> Percent variation in travel time 	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	<ul style="list-style-type: none"> Accident Rates 	Measured in accidents per million vehicle miles by mode.	0.3% Improvement
Performance Indicator	Performance Measures	Definition	Performance Outcome
Cost Effectiveness	<ul style="list-style-type: none"> Benefit-to-Cost (B/C) Ratio 	Ratio of benefits of RTP investments to the associated investments costs.	\$3.08
Productivity	<ul style="list-style-type: none"> Percent capability utilized during peak conditions 	Transportation infrastructure capacity and services provided. <ul style="list-style-type: none"> Roadway Capacity - vehicles per hour per lane by type of facility. Transit Capacity – seating capacity utilized by mode. 	20% Improvement at known bottlenecks N/A
Sustainability	<ul style="list-style-type: none"> Total cost per capita to sustain current system performance 	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	\$20 per capita, primarily in preservation costs
Preservation	<ul style="list-style-type: none"> Maintenance cost per capita to preserve system at base year conditions 	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	<ul style="list-style-type: none"> Emissions generated by travel 	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	<ul style="list-style-type: none"> Expenditures by quintile and ethnicity Benefit vs. burden by quintiles 	Proportionate share of expenditures in the 2004 RTP by each quintile. Proportionate share of benefits to each quintile ethnicity. Proportionate share of additional airport noise by ethnic group.	No disproportionate impact to any group or quintile

- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.

- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and **sustain** for future generations the region's **mobility, livability** and **prosperity**. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve **mobility** for all residents

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- Promote a variety of travel choices

Principle 2: Foster **livability** in all communities

- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments, which provide a mix of uses.
- Promote "people scaled," walkable communities.
- Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable **prosperity** for all people

- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.
- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement.

Principle 4: Promote **sustainability** for future generations

- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize "green" development techniques.

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a **Joint Powers Agency** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's **Metropolitan Planning Organization** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated **Regional Transportation Planning Agency**, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the **South Coast Air Quality Management Plan**, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a **Co-Lead Agency** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining **Conformity** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for **reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for **Inter-Governmental Review** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized **Areawide Waste Treatment Management Planning Agency**.

SCAG is responsible for preparation of the **Regional Housing Needs Assessment**, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the **Southern California Hazardous Waste Management Plan** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001



US Army Corps of Engineers



San Pedro Waterfront Project

Scoping Comments

The scoping process is intended to provide the Corps and the Port with information that agencies and the public believe is necessary to establish the scope of the environmental analysis. Please submit your comments, concerns, mitigation measures, suggestions or comments on project alternatives, and any other information that may help us prepare a comprehensive and meaningful Draft Environmental Impact Statement/Report (EIS/EIR) for the San Pedro Waterfront Project. Written comments will be received until February 28, 2007.

Name _____ Telephone 310 8323189

Organization/Company William A. Roberts

Address 3736 Bluff Place

City/State/Zip Code San Pedro, CA 90731

E-mail _____

I AM IN FAVOR OF THE BASIC PLANS WITH CERTAIN EXCEPTIONS.

① I DO NOT FAVOR A CRUISE SHIP TERMINAL AT KAISER POINT.

② I DO NOT FAVOR ABOVE GROUND STEEL AUTO STRUCTURES

③ I DO NOT FAVOR MOVING THE CATALINA TERMINAL

④ I DO NOT FAVOR MOVING THE LAKE VICTORY

⑤ I DO NOT FAVOR THE WATER CUTO AT THE HAUNTIMO MUSEUM

I DO FAVOR WIDENING 22ND ST. AND DOWNING THE RED CAR LINE ON THE NORTH SIDE OF STREET.

(Please use the reverse side if necessary.)

Please mail your comments for receipt no later than February 28, 2007 at the following address:
 U.S. Army Corps of Engineers, Los Angeles District, Regulatory Branch
 and the Los Angeles Harbor Department
 c/o Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
 915 Wilshire Boulevard
 Los Angeles, CA 90017-3401



US Army Corps of Engineers



LA Waterfront

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JAN 30 2007
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San Pedro Waterfront Project

Scoping Comments

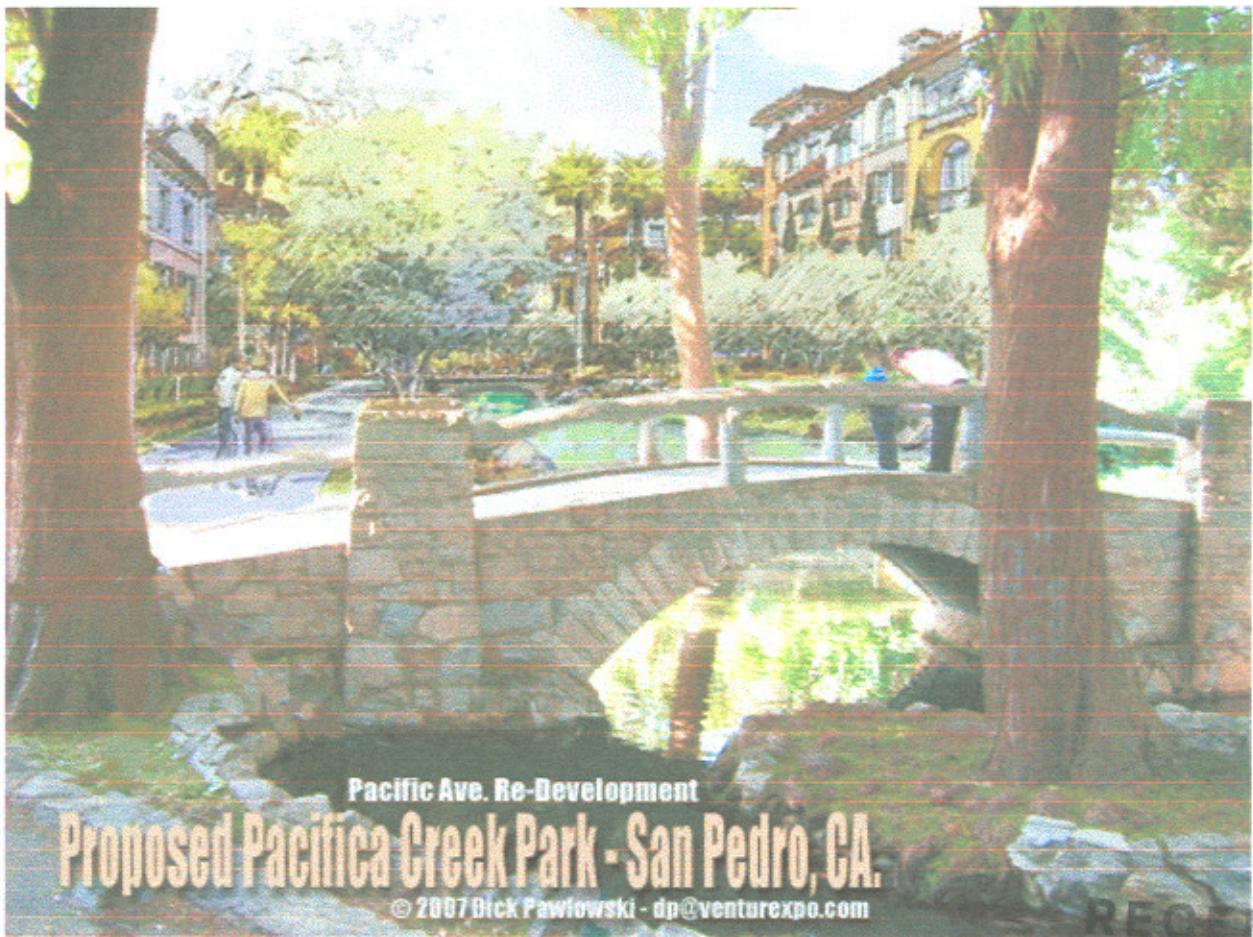
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Name Pick Pawlowski Telephone 310-831-5625
Organization/Company NEWSANPEDRO.COM
Address 745 ORO TERRACE
City/State/Zip Code SAN PEDRO, CA 90731
E-mail RP@VENTUREXPO.COM

PLEASE CONSIDER CLOSING PACIFIC AVE -
FROM 1ST TO 22ND ST AND TURN IT
BACK TO A NEAR-NATURAL ENVIRONMENT
(PARK w/a WALK). I'VE STAPLED THIS
AND IT MAKE SENSE FOR THE
PORT OF LA TO CONSIDER THIS AS
A MITIGATION ISSUE. MORE INFO
ATTACHED - YOU SEE WWW.NEWSANPEDRO.COM

(Please use the reverse side if necessary.)

Please mail your comments for receipt no later than February 28, 2007 at the following address:
U.S. Army Corps of Engineers, Los Angeles District, Regulatory Branch
and the Los Angeles Harbor Department
c/o Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
915 Wilshire Boulevard
Los Angeles, CA 90017-3401

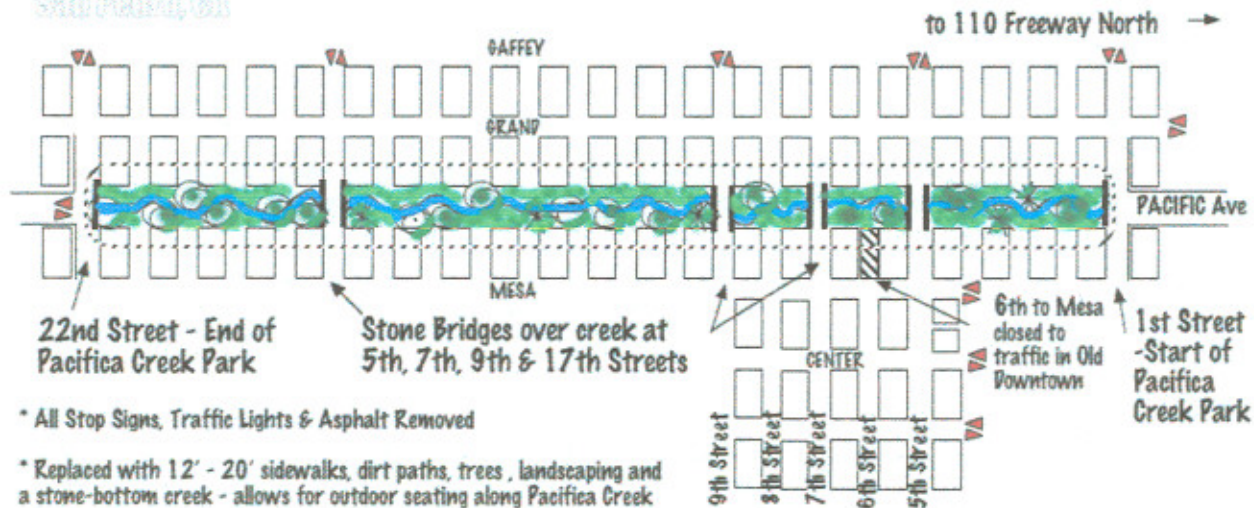


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JAN 30 2007

REGULATORY BR. 101
 LOS ANGELES OFFICE

Pacifica Creek Park & Business District
 San Pedro, CA



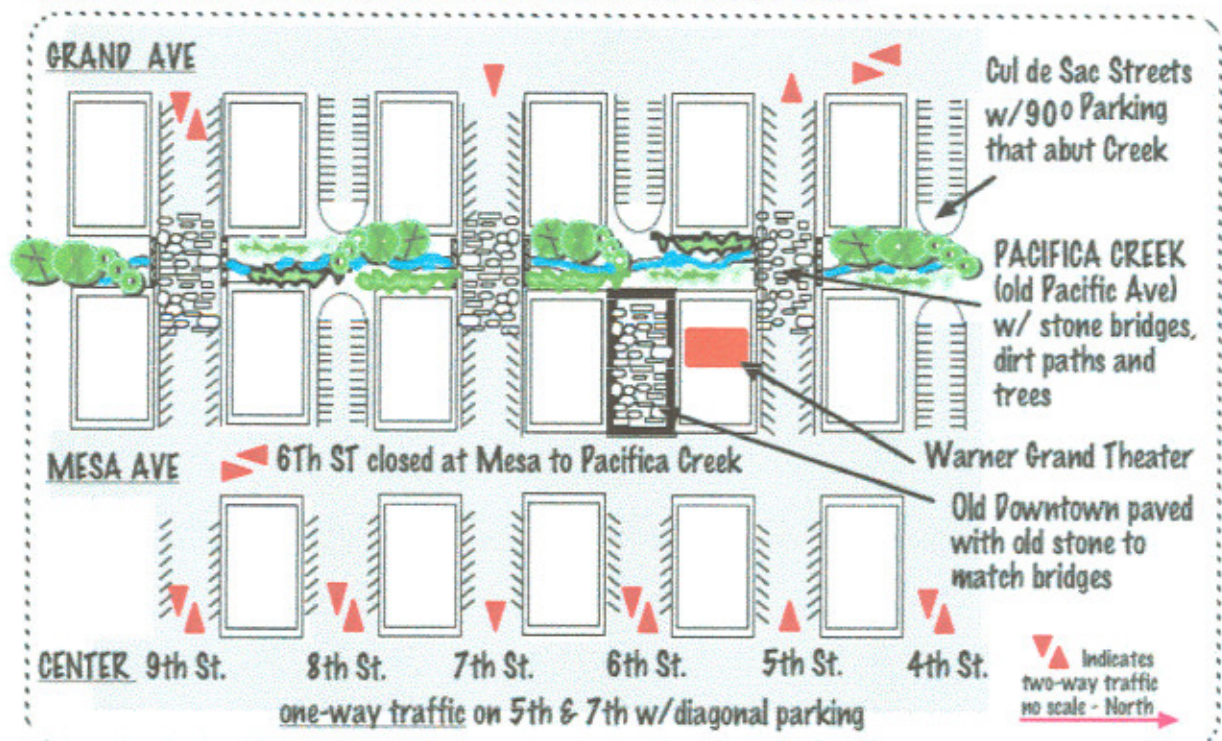
A Proposed Redevelopment of Pacific Ave Business District

Plan View
 Not To Scale

©2007 Dick Pawlowski & Associates - 310-418-1488

▽▲ Indicates Two-Way Thru Traffic Streets

REDEVELOPMENT PROPOSAL of PACIFIC AVE. - SAN PEDRO, CA



PHASE 1 - TRAFFIC FLOW & PARKING STUDY #2

PACIFICA CREEK PARK & "CREEKSIDE" BUSINESS DISTRICT

©2007 - 310-418-1488

dick pawlowski & associates

Main Benefits

- If built - The **CreekSide Business District** would provide a totally new emphasis on living in San Pedro and be a new competitive "shopping center" and attraction to compete with the new shopping centers in Long Beach, Torrance and Manhattan Beach.
- Would create a **totally new "waterfront"** business & residential community - OUTSIDE of the Port of LA authority and would be within CRA design guidelines and new (forthcoming) PBID.
- Project size is 1.3 miles long by 80' wide (12.67 acres) and is **INEXPENSIVE & DOABLE**. Land purchase is NOT required and will mostly be landscaping and can be built in phases.

"This development proposal is poised to be the overriding proposal, probably in the history of our community because of its scope and impact on our whole community."

Mark Wells - Ponte Vista Advisory Committee

About Dick Pawlowski

Is a business owner and long time resident of San Pedro. He has a degree in architectural design and engineering from Harbor College and has worked for some of California's largest shopping center developers and architects. He also has been a licensed real estate broker since 1976 and at one time had 30 real estate offices in 3 states and CEO of a national franchise. He has also developed many of his own residential projects and currently does NOT own any property along Pacific Ave. He provided this initial Pacific Ave. redevelopment study free of charge. For additional information see www.NewSanPedro.com or contact 310-831-5625.

Monday, February 19, 2007

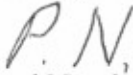
U.S. Army Corps of Engineers, L.A. District
Regulatory Branch & the Los Angeles Harbor Department
C/o Drs. Spencer D. MacNeil and Ralph G. Appy
915 Wilshire Blvd.
Los Angeles CA 90017-3401

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FEB 22 2007
REGULATORY BRANCH
LOS ANGELES OFFICE

Re: Proposed Cruise Ship Terminal at Kaiser Point

I am not in favor of the cruise ship terminal because it will create more water and environmental pollution. Some of the residents of San Pedro will lose their ocean view because of the new terminal. I think property values will go down when we see less of the ocean. I have been living in San Pedro since 1989. I used to live on 35th Street and Peck Avenue. I currently reside on 31st Street and Peck Avenue. I had a nice ocean view when I purchased my home in 1997. When the new pier was finished I was forced to look at what appears to be brown dirt and equipment, instead of the deep blue sea of the Pacific.

Thank you.


Paul Nussbaum
3027 Peck Avenue #7
San Pedro CA 90731



US Army Corps
of Engineers.



LA Waterfront

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FEB 28 2007

REGULATORY
LOS ANGELES OFFICE



San Pedro Waterfront Project

Scoping Comments

The scoping process is intended to provide the Corps and the Port with information that agencies and the public believe is necessary to establish the scope of the environmental analysis. Please submit your comments, concerns, mitigation measures, suggestions or comments on project alternatives, and any other information that may help us prepare a comprehensive and meaningful Draft Environmental Impact Statement/Report (EIS/EIR) for the San Pedro Waterfront Project. Written comments will be received until February 28, 2007.

Name KAY H. PATRICIO Telephone 310 831-2268
 Organization/Company N.W.S. A.N.C. V.P. ILWU PENSIONERS.
 Address 1242 FIBERON, AVE.
 City/State/Zip Code SAN PEDRO, CA. 90732
 E-mail SORRY, JUST AN ADDRESS AND A PHONE.

NO NORTH HARBOR CUT, NO DOWNTOWN HARBOR CUT,
 NO 7TH ST. PIER CUT, NO GAUISE LINE OUTER HARBOR,
 LEAVE JOHN S. GIBSON PARK AS IS. PUT RALPH S. SCOTT
 IN AREA USED BY "TOP SAW" AS CLOSE AS POSSIBLE
 TO MARITIME MUSEUM. "COURIER" LEAVE SS. LAKE VICTORY
 "AB IS" MOVE CATALINA TERMINAL TO OUTER HARBOR, OLD
 NAVY FUEL DOCK, CABALLO BOAT AND SHELTER POINT AREA,
 "BERTH 35-40." NEW MARINA "WATCH HORN BASIN"
 OLD HOLIDAY HARBOR BERTH 41-54. DEVELOPE 22 ND.
 STREET FORMER TANK FARM, PARKING AND RECREATION,
 EXPANDS RED CAR LINE. DEVELOPE SMALL BOAT LAUNCHING
 RAMP UNDER VINCENT THOMAS BRIDGE, AS A BUFFER ZONE
 BETWEEN INDUSTRY AND PROMENADE. WILL BE LESS
 TRAFFIC THRU TOWN, AND MORE SPACE TO PARKING
 (Please use the reverse side if necessary.)

Please mail your comments for receipt no later than February 28, 2007 at the following address:
 U.S. Army Corps of Engineers, Los Angeles District, Regulatory Branch
 and the Los Angeles Harbor Department
 c/o Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
 915 Wilshire Boulevard
 Los Angeles, CA 90017-3401

GOOD PAYING JOBS, WILL BE FORCED OUT OF AREA"

TRAILERS. LEAVE FISH MARKETS - FISH SLIP ALONG.
DON'T DEPEND ON TOURIST, DO YOU REALLY THINK
SAN PEDRO IS A TOURIST TOWN? DO AWAY WITH
FISH MARKETS AT PORT O' CALL AND LOOSE 75%
OF TOURIST. WHY CAN'T INDUSTRY AND TOURISM GO
HAND IN HAND? THINGS ARE WORKING WHY CHANGE?
IF THIS THING WENT ON A BALLOT DO YOU THINK
YOU WOULD HAVE A WINNER?
6

- LEAVE ~~US~~ ~~ALWAYS~~ ALONE -

I HAVE TALKED TO MANY PEOPLE, VERY FEW
LIKE VERY LITTLE OF THIS BAD DREAM.

"ANYWAY NOT MANY LOCALS GO NEAR PORT O' CALL"

TOURISM

A FEW PEOPLE, MAKE A FEW BUCK, A FEW
MONTHS OUT OF THE YEAR.

Rayte Paffino

THESE ARE MY
THOUGHTS.
I DO NOT
REPRESENT
ANY ORGANIZATION
R.H.P.
E

BORN - SAUSALITO CA. 7-1-23
MOVED - SAN PEDRO CA 1-10-28
RETIRED I.L.W.U. LOCAL 94 - 40 YRS
RETIRED EDUCATOR 28 YRS
WWII VET. 3 YRS
PECK PARK SENIOR CITIZENS
I.L.W.U. SO. CA. DISTRICT COUNCIL

|| GOOD PAYING JOBS, WILL BE FORCED OUT OF AREA ||

Patricia Winkel Rome
2527 Pine Creek Lane
Wilmington, Ca 90744
Phone (310)952-0533

RECEIVED

FEB 07 2007

REGULATORY BRANCH
LOS ANGELES OFFICE

Dear ACOE, Dr.Appy, & Dr.MacNeil,

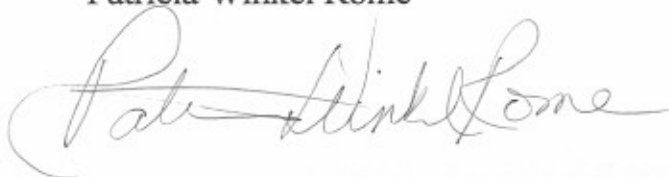
How you can take the vision of a world class port at the San Pedro Harbor and turn it into a mishmash of unattractive ugly, un-people friendly is almost beyond belief. This harbor has so much incredible potential. Its natural beauty and wonderful weather are priceless. I do not believe the cruise terminal and promenade are mutually exclusive. With proper vision and planning we could have both. I have been on over 30 cruises and in 150 ports, believe me, if there was something of interest at the port, we would come. The port already has a great start, the Red line, the museums, Ports of Call. They just need to be upgraded and made accessible to all. Adding pedicabs or horse drawn carriages? Look at Santa Monica and Redondo Beach piers. San Diego's cruise terminal is just a short walk or pedicab ride to Seaport Village or Horton Plaza and the dollars get spent locally.

How you can renew any tank farm lease, much less one on prime ocean land, Is unconscionable and short-sighted . How you can call this a vision,-IT IS A NIGHTMARE. The first and foremost concern must be safety. San Pedro is surrounded by tank farms. How can a vision of any type include a tank farm?

You are ignoring 20 years of history of trying to make the port area safe and fun. We have had 20 years of broken political promises. Are you, as more than a dozen residents stated on January 23, treating community involvement as a joke? The community plans and advises and you ignore six years of dedication!

Please assure us that you will not allow a few dollars now, sacrifice the potential of a vibrant, exciting, safe and fun world class port. A place the whole city could use and treasure.

Concerned Resident
Patricia Winkel Rome



From: Pat Rome [<mailto:pjwrome@yahoo.com>]
Sent: Thursday, February 01, 2007 1:43 PM
To: ceqacomments@portla.org
Cc: Macneil, Spencer D SPL
Subject: San Pedro Harbor

The San Pedro Harbor area has incredible potential. Its natural beauty and wonderful weather are priceless. With proper vision and planning we could have both. Having been on over 30 cruises and 150 ports, believe me, if there was something interesting and fun at the port we would stay. We already have a great start, the Red Line, the museums and Ports of Call, These just need to be upgraded and made accessible to all. Look at Redondo and Santa Monica piers.

The first and foremost concern must be safety. San Pedro is surrounded by tank farms. To renew any lease-much less prime ocean front, is beyond comprehension. How can any vision for the port include a tank farm? You are ignoring 20 years of history of trying to make the port area safe and fun. We have had 20 years of broken political promises. Are you, as more than a dozen residents stated on January 23, treating community involvement as a joke? The community plans and advises and you ignore. Please assure us that you will not allow a few dollars now destroy the potential of a vibrant, exciting, safe, world class port. Pat Rome, 25327 Pine Creek Ln. Wilmington, Ca 90744. Ph: 310 952-0533

Pacific Corridor Community Advisory Committee (CAC)
638 So. Beacon Street ♦ Suite 551 ♦ San Pedro, CA 90731
T: 310.241.0326 ♦ F: 310.241.0328

February 27, 2007

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
C/o Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
915 Wilshire Boulevard
Los Angeles, California 90017-3401

Sent Via E-mail: ceqacomment@portla.org & Spencer.d.macneil@usace.army.mil

**Subject: San Pedro Waterfront
Notice of Preparation/Notice of Intent**

Dear Mr. MacNeil and Dr. Appy:

On Behalf of the Pacific Corridor Community Advisory Committee (CAC), I am forwarding our comments on the subject NOP/NOI.

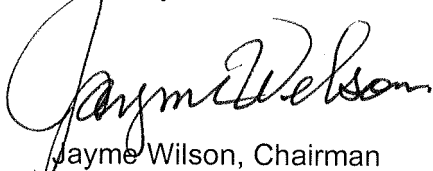
The Pacific Corridor Community Advisory Committee is the stakeholder group responsible for advising the City of Los Angeles Community Redevelopment Agency on projects within the Pacific Corridor Redevelopment Project Area (Project Area). The Project Area encompasses the San Pedro Historic Business District and surrounding residential area adjacent to the LA Harbor Waterfront, generally west of Harbor Boulevard from the Vincent Thomas Bridge to 22nd Street in San Pedro.

At the request of the CAC the San Pedro Waterfront Notice of Preparation/Notice of Intent (NOP/NOI) report was reviewed by CRA staff within the context of the Pacific Corridor Redevelopment Project Goals. The attached comments are the result of CAC deliberations.

It is the consensus opinion of the CAC that the San Pedro Peninsula Chamber of Commerce proposed "2007 Community Growth Alternative", which is based on the original vision of the Bridge to Breakwater Promenade Plan, should be considered for evaluation. This alternative best represents the community aspiration and would demonstrate the Port's commitment to create a seamless integration of Downtown San Pedro and the Harbor Waterfront.

On behalf of the CAC, we thank the Port of Los Angeles and express our support of San Pedro's revitalization efforts of facilitating our access to the Waterfront so that generations of Angelenos can appreciate and enjoy our natural resources as well as our maritime history.

Sincerely,



Jayme Wilson, Chairman
Pacific Corridor Community Advisory Committee

cc: Gordon Teuber, Councilwoman Janice Hahn's Office
Geraldine Knatz, Michael Cham, Port of Los Angeles
Jay Virata, Steve Valenzuela, Susan Totaro, Rafique Khan, CRA

Attachments: CRA Staff Report regarding the Proposed San Pedro Waterfront Project
San Pedro Peninsula Chamber of Commerce 2007 Community Growth Alternative Key Elements

CRA STAFF REPORT:

**Port of Los Angeles Proposed San Pedro Waterfront Project – December 2006
Notice of Preparation (NOP)/ Notice of Intent (NOI) of the Preparation of a
Draft Environmental Impact Statement (EIS)/Environmental Impact Report
(EIR).**

PURPOSE:

Review the proposed San Pedro Waterfront project description prepared by the U.S. Army Corps of Engineers, Los Angeles District (Corps) and the Harbor Department (Port) within the context of Pacific Corridor Redevelopment Plan, CAC Mission Statement, previous CAC positions and how it may impact the Pacific Corridor Redevelopment Project.

The review responds to an invitation for comments, concerns, mitigation measures, and suggestions for project alternatives to enable the Corps and Port to prepare a comprehensive and meaningful EIS/EIR for the proposed San Pedro Waterfront.

The EIS/EIR is a joint effort by the Corps and Port. The dredging and discharge activities require a Corps permit pursuant to the Clean Water Act, the Rivers and Harbors Act. Pursuant to CEQA, PORT will serve as Lead Agency for the preparation of an EIR.

PROJECT BACKGROUND:

The currently proposed EIS/EIR project scope is revised and is a significantly reduced version from the September 2005 project scope for the “From Bridge to Breakwater: Master Development Plan for the San Pedro Waterfront and Promenade”. The stated focus of the present project is on:

1. infrastructure improvements
2. cruise program expansion and
3. enhancing public access to the waterfront.

The amount of commercial development is significantly less than what was proposed in the 2005 previous project. The Port’s proposed construction time frame for the improvements is within 5-years, as opposed to a 30-year build out in the September 2005 Project EIS/EIR.

**CRA STAFF REVIEW OF THE CORPS/PORT EIS/EIR NOTICE REPORT IS
IN THREE PARTS:**

Part I lists (*in Italics*) suggested project alternatives and mitigation measures, based on staff analysis of the proposed project description(s) in the EIS/EIR Notice Report, for achieving the CAC stated objective of “a seamless” integration of the San Pedro

Waterfront and its Downtown.

Part II of the staff report identifies and provides analysis of the identified issues for project in the EIR/EIS Report that require federal review by the L.A. District U.S. Army Corps of Engineers (Corps) under NEPA (National Environmental Policy Act),

Part III reviews the project elements pursuant to CEQA (California Environmental Quality act) as in part 11.

PART I: CRA STAFF SUGGESTED PROEJCT ALTERNATIVES AND MITIGATION MEASURES

The Proposed Waterfront Project Report description(s) should include the following alternatives and mitigation measures for study as part of the EIS/EIR process.

- (1) Include as a project alternative to the proposed North Harbor Cut, for improving the berthing capacity of vessels, improvement and enlarging the existing SP Slip adjacent to Sampson Way.*
- (2) Include the following as mitigation measures for the water cut alternative:
(a) Replace six acres of water cut as parkland on Port property.
(b) Increase natural habitat along the San Pedro Waterfront
(c) Create a tree-planting (forestation) zone on the San Pedro Peninsula.*
- (3) To ensure synergy and A seamless connection to downtown San Pedro, create a redevelopment parcel of land along Harbor Boulevard adjacent to the proposed water cuts for activities and parking that will attract people to the waterfront.*
- (4) Extend selected east-west streets to cross Harbor Boulevard and connect with the proposed promenade to San Pedro.*
- (5) Under all proposed alternatives for parking develop a traffic circulation plan including a local mass transit component for needs of the waterfront and the downtown San Pedro area. Include as part of one or more parking alternatives the feasibility of extending the existing Red Car line to Downtown.

(a) The preferred alternative for parking should be at location(s) north or near the Vincent Thomas Bridge accompanied by a local mass transit system serving the waterfront and downtown San Pedro.

(b) Caltrans parking (Harbor/Beacon) site should include an alternative for a mixed-use development including housing.*

(6) Parking east of Harbor Boulevard between Swinford and 22nd Street area should be surface only, or as part of a multi-use project. Building stand-alone multi-level structured in this area should not be considered as an option.

(7) Include, in addition to the proposed pedestrian crossings on Harbor (at Swinford, 1st, 3rd, 7th and 13th Streets) alternatives to:

- a) Extend selected historic streets connections between the waterfront and San Pedro that at present is disconnected.*
- b) Make street improvements including street widths proposed for the waterfront area to be compatible with the Los Angeles City Street grid and street right-of-way classifications.*
- c) Delete proposed alterations to the Harbor Boulevard right of way (green belt from 7th to 22nd street). Instead, propose pedestrian paths and landscape links in conformance to the designated California Coastal Trail Plan.*

(8) Under all project alternatives change the present Waterfront land uses designation from industrial land use to recreation-commercial land use designation. Identify potential non-conforming land uses, including the Jankavich Tank Farm, and propose relocation plans for identified non-conforming uses.

(9) Include plans to upgrade existing vacant land and parking lots as part of all project alternatives to ensure improvement and long term maintenance of these properties and parking lots that are not earmarked for development.

PART II: PROJECT REQUIRING REVIEW UNDER NEPA

To obtain a Federal Permit for dredging the Harbor Channel the Corps requires the proposed project establish a reasonable range of alternatives. The project described is to modify the existing west side of the Port's Main Channel by increasing the open water area approximately 5 net acres. The increased area is to provide berthing for vessels and port-related uses, without impeding the public's right to free navigation; and to utilize the deep water in the Outer Harbor and Main Channel to accommodate existing and projected growth in the cruise ship industry.

PROPOSED PROJECT

The project proposes three water cuts at the following locations: North Harbor, Downtown Harbor, and 7th Street Harbor.

- North Harbor is an 8.7-acre water cut on east side of Harbor Boulevard across 1st and 3rd Streets, approximately 50 feet east of Harbor Boulevard.
- Downtown Harbor is 1.56-acre water cut north of the Maritime Museum and near 5th Street.

- 7th Street Harbor is a 0.36-acre water cut on the south side of Maritime Museum and across from San Pedro City Hall near 7th Street.

CRA STAFF OBSERVATIONS AND ISSUES:

(1) No Project alternative is proposed for the water cuts. Alternative 3 is described, as “This alternative is the proposed project without any activity requiring a Corps permit This alternative represents the Corps’ environmental baseline.”

The proposed water cuts provide berthing for about 50 vessels (counted on the map). Increased capacity to provide berthing vessels without impeding navigation and to accommodate existing and projected growth in the cruise ship industry are essential objectives. However, other than the proposed water cuts no alternative is proposed to increase the vessel berthing capacity.

An example an alternative for improving, even enlarging, the existing s. P. Slip at Sampson Way may be an option to increase the vessel berthing capacity. This alternative would also, in addition, improve and update an existing area that needs improving. A cost benefit analysis and associated impact on the environment of creating the new water cut at the North Harbor verses rehabilitating the existing Sampson water cut may be in order.

(2) Creating the new water cuts would eliminate nearly six acres of existing land area and increased navigation would impact waterfront air quality. To mitigate impacts by increased navigation including emissions following three mitigation measures are suggested for evaluation:

- Replace six acres as parkland on Port land along the waterfront.
- Increase natural habitat along the San Pedro Waterfront.
- Create a tree-planting (forestation) zone on the San Pedro Peninsula.

(3) Creating a seamless connection between downtown San Pedro and the Water’s edge for revitalization of the downtown business district is a stated objective of the POLA plan. For revitalization to happen, the water cuts and public improvements must be coupled with measures that will bring people to the area. In the absence of appropriate development adjacent to the proposed water cuts and convenient parking that would generate activity to attract people (at present designated for industrial use; see page 24 EIS/EIR report) the “seamless connection” between the downtown and water may not be assured.

To ensure synergy and a seamless connection between the downtown San Pedro and the proposed Waterfront following project alternatives are recommended:

(a) North Harbor Water cut: Adjacent to the water cut designate land area for development compatible with the Waterfront. Extend streets to the water's edge. Proposed street connections: continue the proposed easterly extension of 1st Street as a loop along the edge of the proposed promenade to surround a new land development parcel (8- 10 acre). The public street would include extension of 1st Street east along the proposed promenade continue north along the promenade for a distance of 300 to 500 feet and then connect with Santa Cruz or O'Farrell Street. The parcel would include public parking.

(b) Downtown Harbor Water cut: Create a new development parcel bounded by Harbor Boulevard on the west and the proposed promenade on the north, east and south sides. Extend 5th and 3rd Street across Harbor Boulevard to the water's edge.

(c) 7th Street Harbor Cut: Extend 7th Street in easterly direction, as a boardwalk, to the water edge and delineate a development land parcel bounded by Harbor Channel, 7th Street, Harbor Boulevard and 8th Street.

PART III: PROJECT REQUIRING REVIEW UNDER CEQA

Under the CEQA part of the project eight (8) objectives are stated to increase public access to the waterfront, allow additional visitor-serving commercial development within the Port, respond to increased demand in the cruise industry, and enhance transportation within and around the Port. The objectives are:

1. Enhance key linkages between downtown San Pedro and the waterfront, including the creation of a downtown harbor and promenade, which will become the focal point for vessel activity and draw visitors to downtown San Pedro
2. Provide public access to the waterfront and new open space, including parks and other landscape amenities linked to the promenade.
3. Create a grand promenade to link the network of public open spaces and the neighboring community.
4. Create and expand the waterfront promenade as part of the California Coastal Trail to connect the community to the waterfront
5. Provide for a variety of waterfront uses, including berthing for visiting vessels, harbor service craft, tugboats, and other recreational, commercial, and port-related waterfront uses.
6. Provide for enhanced visitor-serving commercial opportunities within Ports 0' Call, complementary to those found in downtown San Pedro.
7. Expand the cruise ship facilities and related parking to respond to increasing existing and forecasted demands.
8. Create a permanent berth for Catalina Express and Island Express and relocate the S.S. Lane Victory. (See page 7)

PROPOSED PROJECT:

The following 17 project components are proposed for CEQA evaluation (see illustration 7):

1. North Harbor Promenade: 30 - feet wide promenade along the edge of the new North Harbor
2. Downtown Harbor Promenade: A two level (an upper and lower) promenade
3. Downtown Water Feature: A 12,000 square foot interactive water component.
4. John S. Gibson Park improved landscaping of the existing 1.61-acre park.
5. Town Square: The new 0.79-acre Town Square at 6th Street in front of the Ferry Building and short-term surface parking.
6. 7th Street Pier: A public city dock for short-term docking of visiting vessels.
7. Ports O'Call Promenade: Ports O'Call Promenade, a 30-foot wide boardwalk.
8. California Coastal Trail: Provide signage and linking open spaces and points of interest.

9. Linkages and public access projects:

- A pedestrian crossing at Harbor Boulevard and Swinford Street
- A new pedestrian bridge at 13th Street at the bluff as a bridge to Ports O'Call Village.
- Pedestrian crossings and access to the waterfront at 1st, 3rd, and 7th Streets.
- Vehicular access to the waterfront at 1st Street would also be studied.
- Extension of the Red Car line. (Separate study).

10. Visitor-Serving Commercial Development

Within the Ports O'Call Village, approximately 40,000 square feet of existing development is to be demolished. Expand commercial development up to 25 percent of the existing square footage, for a net increase of 37,500 square feet. (Figure 8, following page 10, illustrates the expansion plans for the Ports of Call Village).

11. Outer Harbor Cruise Terminal at Berths 45-50

A cruise ship berth in the Outer Harbor to replace the cruise ship berth displaced by construction of the North Harbor water cut. A berth for a second cruise ship in the Outer Harbor to accommodate a 1,250-foot length vessel. A new 2-story cruise ship terminal, up to 200,000 square feet.

12. S.S. Lane Victory, Catalina Express and Island Express Terminal

Lane Victory is to be moved from Berth 95 to the proposed North Harbor. Catalina Express Terminal and Island Express are to be relocated from Berth 96. A new above ground fuel dock with 8,500 gallons capacity.

13. Transportation Improvements

The proposed project include:

- Improvements to intersection at Sampson Way.
- Sampson Way to extend as a two lanes in each direction to meet 22nd Street.

14. Parking Facilities

Proposed parking facilities are primarily for relocated and expanded cruise ship operations and the Catalina Terminal. Many alternatives and options are proposed.

- The existing surface parking area for (Berth 91-93) cruise ship terminal operation to provide the 2,200 (required) spaces.
- Parking for Catalina Terminal (1,000 spaces) provided near Vincent Thomas Bridge.
- Additional 300 parking spaces to be relocated as part of China Shipping Terminal Expansion proposed as surface or structured parking on Caltrans site (at Beacon and O'Farrell Streets)
- For the Outer Harbor area 1,600 spaces near Sampson Way, with 1,000 spaces provided in a two-story parking structure is the preferred option.
- Other options include construction of a 1,675 space parking structure (up to 3-stories) near Bloch Field and Sampson Way.
- Surface parking near the Outer Harbor cruise terminal provided in all scenarios. Shuttle service from the offsite parking areas to the new cruise facilities would be provided.

15. Ralph J. Scott Historic Fireboat Display

19,000 square feet, 50 feet high structure to house the historic Fireboat south of Fire Station No. 112.

16. Jankovich Tank Farm Lease Renewal (Berth 74)

The existing tank farm is to remain in place for another 20 years (lease expires 2007)

17. Red Car Museum and Maintenance Facility

Red Car Museum and Maintenance yard south of 7th Street. The museum 6,700 square feet, plus approximately 20,000-square-foot service yard.

PROJECT ALTERNATIVES:

The Draft EIS/EIR will include a coequal analysis of the project alternatives.

Project Alternative No. 1. Relocation of cruise berth at Berths 87-90 to Outer Harbor with reduced parking. Parking options include a parking structure at Knoll and Front Streets with shuttle service to the Outer Harbor cruise terminal, or landscaped surface parking at Sampson Way, Miner Street, and 22nd Street.

This alternative has Sampson Way as two lanes in each direction and reduces Harbor Boulevard to one lane in each direction, with the remaining right-of-way on Harbor

Boulevard to be used to create a pedestrian and bike path greenbelt.

Two additional options for the location of the proposed Red Car Museum and maintenance facility are considered under this alternative, including locating the facility in either Warehouse No. I or at Sampson Way near the??? WHAT

Project Alternative No. 2 - No Project/No Action. This alternative would not implement any of the elements presented in the project description or Project Alternative No. I. The existing conditions within the project area would remain the same with no alterations.

OBSERVATION AND ISSUES:

The seventeen projects differ in scope and detail. In most cases there are no alternatives. The seventeen projects can be grouped in the following seven categories:

- a) Public Improvements (promenade) along waterfront: #1 North Harbor Promenade, # 2 Downtown Harbor Promenade, # 6 Seventh Street Pier, and # 7 Ports O Call Promenade.
- b) Public Improvements (parks and plaza): # 3 Down Town Water Feature, # 4 Gibson Park Improvements and # 5 Town Square at Harbor and 6th Street.
- c) Public Improvements (street linkages): Pedestrian Crossing at Harbor and Swinford, Pedestrian Bridge at 13th Street, Pedestrian Crossing at 1st, 3rd and 7th Streets and Vehicular access at 1st Street (to be studied)
- d) Development: #10 Visitor Serving Commercial at Ports O Call 40,000 square feet, (25% increase), # 12 SS Lane Victory Relocation, #15 Historic Fire Boat Building and # 17 Red Car Museum
- e) Transportation related Improvements: #13 Sampson Way Street from 7th to 22nd Street, Harbor Boulevard (landscape)
- f) Parking: #14 Parking Facilities 2200 + 1600
- g) Others: # 8 California Trail (no description) # 7 Vehicular Access to 1st Street (to be studied), Extension of Red Car #11 Outer Cruise Terminal #16 Jankavich Tank Farm

I. Many of the proposed projects, in particular public improvements (a) and (c) proposed redevelopment within the Ports of Call (d) and the proposed Downtown Harbor Water Cut would enhance the physical image of part of the waterfront area. However, in order to create a seamless interface with the San Pedro Downtown the proposed projects need to be part of an overall framework consisting of the following:

- (a) Land Use and Development Controls: The waterfront is at present designated for industrial use. As noted above to attract people to the area the proposed public

improvements must be coupled with appropriate land use and development projects to “become the focal point”.

- (b) Parking and Traffic: Expansion of Sampson Way and other street improvement proposals need to be part of a citywide traffic plan for the San Pedro Peninsula (to include Gaffey Street, 22nd Street, Capitol Drive and the Waterfront). And, the streets and parking structures should be coordinated with a local mass-transit circulation pattern.
- (c) Development /Design Framework: The 17 proposed projects spread over a large area, when completed would give the waterfront a “patchy” appearance. The projects scope should include a base line improvement program to upgrade the area, in particular parking lots and existing vacant land.

II. Parking: The proposed parking “is a combination of surface parking lots and structures located throughout the project area.” As noted above the proposed alternative needs to be considered as part of an overall traffic circulation including local transit system for the downtown and the waterfront area.

- (a) The preferred alternative for Cruise Terminal parking should be a location north of the Vincent Thomas Bridge and accompanying local mass transit serving the Waterfront and downtown area.
- (b) Building stand-alone multi-level parking structures east of Harbor Boulevard, between Swinford and 22nd Street should not be considered as an option. Parking in this area should be surface only or as part of a multi-use project.
- (c) CALTRANS park and ride lot (at Harbor and Beacon) should include an alternative for a mixed-use development including housing.

III. Street Pattern: As proposed, the historic street connections between the waterfront and San Pedro continue to be disconnected.

- (a) The east west streets need to be restored, as recommended in this report.
- (b) Streets improvements proposed for the waterfront need to be compatible with the Los Angeles City Street grid and street classifications.

IV. Landscaping/ Maintenance

The project should include alternatives to ensure upgrade and long-term maintenance for the vacant land and parking lots that are not earmarked for development.

RECOMMENDED PROJECT SCOPE ALTERNATIVES:

- (1) For the NEPA project, include as a project alternative to the North Harbor Cut, providing a water cut along Sampson Way by improving or enlarging Fish Harbor as an

alternative for increasing the vessel berthing capacity within the Harbor Channel.

Include the following as mitigation measures for the water cut alternative:

- (d) Replace six acres of water cut as parkland on Port land.
- (e) Increase natural habitat along the San Pedro Waterfront
- (f) Create a forestation zone on the San Pedro Peninsula.

(2) To ensure synergy and seamless connection between the downtown San Pedro include the following three projects as part of the preferred project scope

- a) North Harbor Water Cut: Create a redevelopment parcel of land adjacent to the water cut for activities and parking that will attract people to the waterfront. The development parcel to include extension of 1st Street east along the proposed promenade continue north along the promenade for an approximate distance of 300 - 500 feet and then connect with Santa Cruz or O'Farrell Street. The parcel would include public parking.
- b) Downtown Harbor Water cut: Create a similar new development parcel bounded by Harbor Boulevard on the west and the proposed promenade on north, east and south sides. Extend 5th and 3rd Street across Harbor Boulevard to the water's edge.
- c) 7th Street Harbor Cut: Extend 7th Street in easterly direction, as a boardwalk, to the water edge and delineate a new development land parcel bounded by Harbor Channel, 7th Street, Harbor Boulevard and 8th Street. The proposed water cut and related improvements at this location must assume the primacy of the Los Angeles Maritime Building and ensure continued structural integrity of this historic structure. In addition proposed improvements should facilitate and enhance the Maritime Museum operation.

(3) Parking. Include parking as part of street and traffic circulation plan including a local mass transit component for needs of the waterfront and the downtown San Pedro area.

- a) The preferred alternative for parking should be location(s) north or near the Vincent Thomas Bridge accompanied by a local mass transit system serving the waterfront and downtown San Pedro.
- b) Building stand-alone multi-level structured parking east of Harbor Boulevard, between Swinford and 22nd Street, should not be considered as an option. Parking in this area should be surface only or as part of a multi-use project.
- c) Caltrans parking (Harbor/Beacon) site should include an alternative for a mixed-use development including housing.

(4) Street Pattern: In addition to the proposed pedestrian crossings on Harbor (at Swinford, 1st, 3rd, 7th and 13th Streets):

- d) Include extension of the historic streets connections between the waterfront and San Pedro that remain disconnected.
- e) Streets improvements proposed for the waterfront should be compatible with the Los Angeles City Street grid and street classifications.

(b) Landscaping: Include upgrade of all existing vacant land and parking lots as part of all project alternatives to ensure upgrade and long term maintenance of these properties and parking lots that are not earmarked for development.

REVISED 2/15/2007; 2/26/2007

**San Pedro Peninsula Chamber of Commerce
390 West 7th Street San Pedro, CA 90731**

Attachment A

**San Pedro Waterfront Project
2007 Community Growth Alternative
Key Elements**

- Continuous grand waterfront promenade connecting a series of parks, commercial venues and public open spaces from the bridge to the breakwater
- Seamless interface connection between the waterfront and the adjacent business district and residential neighborhoods, achieved through pedestrian and public transportation linkages such as the Red Car into downtown San Pedro and joint downtown/waterfront parking facilities.
- Architecturally distinctive, world class design reflecting San Pedro's heritage and its continued future as a working port; include connections to Wilmington and the Los Angeles River as part of the overall California Coastal Trail.
- A waterfront land use and development plan with approximately 1,000,000 square feet of new construction – phased in over time - focused on selected development sites; retail, commercial and educational / cultural uses determined by market analysis. Emphasis should be on placed on creating new, environmentally responsible, well-paid job opportunities and on new maritime-related education resources.

New uses to be considered should include a maritime science center as proposed by the Port's Executive Director, service businesses in environmental and clean energy sectors, engineering and other knowledge-based 21st century businesses.

- Phased de-industrialization of the San Pedro waterfront and relocating of hazardous liquid bulk starting with the Westways site, as new development is introduced and alternative sites are available; Jankovich should remain for now within existing footprint.
- Modification of the North Harbor watercut to allow continued berthing of two cruise ships at this location for a total of three berths at the north end of the San Pedro waterfront; retaining all parking and baggage check at Berth 91-92; retaining one temporary / occasional berth at Kaiser Pier for the new larger cruise ships in service and on the drawing boards, but delaying the proposed new Cruise Terminal and its associated parking at this site; construction of a new terminal at the Westways site after relocation or East Channel; no reconfiguration of Harbor Boulevard.

//

**San Pedro Peninsula Chamber of Commerce
390 West 7th Street San Pedro, CA 90731**

Attachment B

Summary of New Development in Community Growth Plan

Proposed New Development	Est. Sq. Ft.	(Phase)
Cruise Line Business		
New Terminal Berths 91-92 (North)	200,000	(1)
Opportunity Sites with Use TBD		
Piers District	26,250	(2)
Downtown Harbor	37,500	(1)
Maritime Related Development		
Maritime Science/Research and Higher Education Center	200,000	(1)
Catalina Terminal	31,600	(1)
Tug Boat Operations	12,500	(2)
Maritime Expo/Trade Center and Related Services Building	125,000	(1)
Ralph J Scott Building	10,000	(1)
New Retail/Restaurant @ Ports O'Call	50,000	(1)
Conference Center @ Ports O Call	75,000	(1)
Fishing Heritage Venue	25,000	(2)
Youth Boating Facility	23,500	(1)
Aquatics Center	30,000	(2)

February 24, 2007

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
C/O Spencer D. MacNeil and Ralph G. Appy
915 Wilshire Boulevard
Los Angeles, CA 90017-3401

RECEIVED
FEB 28 2007
REGULATORY BRANCH
LOS ANGELES OFFICE

Comments Submittal Regarding San Pedro Waterfront NOP/NOI

Dear Sirs,

These are our comments applicable to the San Pedro Waterfront Notice of Intent/Notice of Preparation. We look forward to resolution of the listed issues prior to release of the Draft EIR/EIS for the Subject Project.

WHAT THE PLAN SHOULD ACCOMPLISH

Concentrate development, industrial and commercial uses near downtown, and dedicate the Outer Harbor to park, open space, recreational and environmental uses. This would assist existing businesses and encourage new business development and have the added bonus effect of concentrating the industrial use of the cruise ship business away from one of the prime recreational areas in LA County.

Respond to the need for parks, cultural facilities, as well as recreational and open space. Los Angeles ranks 50th among all U.S. cities in spending per capita on parklands and is 11th among major U.S. cities in parkland as a percent of city land area, according to the Trust for Public Land. San Pedro Waterfront development should take advantage of the opportunity to create a unique recreational and commercial attraction for all of San Pedro, Los Angeles, Southern California, the nation and the world.

One alternative use that must be analyzed is creating a second beach in the Outer Harbor at Kaiser Point. This would add to the recreational mien, enhance the visitor potential for the area and also serve as an attractive landing and recreational spot area for boaters, school children, rowers, sailors, joggers, picnickers, windsurfers and other visitors. This area should not be used for a giant parking lot to serve private interests and to become the exclusive domain of people who can afford a cruise ship vacation.

Residents of the eastern part of San Pedro have almost no recreational space. Any responsible waterfront development must feed the need of the people of San Pedro and Greater Los Angeles for more recreational space. In this hectic time, where we drive more and work harder, we all crave being closer to nature, walking along the water, smelling the salt air, eating a good meal and learning about our history and experience our culture. Take a look at Mission Bay in San Diego. San Diego has a substantial port, including major Navy installations, but has also created a vast recreational area that attracts millions of visitors a year and supports scores of hotels and hundreds of restaurants.

Barcelona is one of several models we should examine. Before the Olympics in 1992, Barcelona's waterfront was a hodge-podge of uses that had been developed without regard for human needs or public access. Today, with forward-thinking urban planning, the harbor segregates container and cruise ship berths, leaving the central part of the waterfront connected to the city. The city also built new beaches and a boardwalk for use by pedestrians, and closed some streets to cars. Today, the hotels of Barcelona are packed throughout the summer. Yearlong, walkers amble along the famed Las Ramblas, feed into the waterfront and patronize the aquarium, museums, sky cable car, shops and restaurants. The current Port plan would replicate the old Barcelona, mixing industrial uses into our precious recreational and environmentally sensitive areas rather than following intelligent planning, which calls for segregated uses.

Take a look, too, at what the City of Chicago has achieved along its waterfront. Tens of thousands use that space each day. It began almost a century ago with Grant Park and, in the last several years, the addition of the Navy Pier commercial space and the Millennium Park has burnished that area. We should do the same here. We owe it to ourselves and to all of Los Angeles.

REACTIONS TO SAN PEDRO WATERFRONT NOP/NOI

The process by which this plan was issued and developed is flawed. Port officials created it with no public input. It just appeared in front of all of us just before New Year's Day. It caused a furor in the community that remains unabated despite public relations efforts by senior Port officials to downplay the opposition.

Some history is useful to understand why the new Port plan has caused such a community-wide outcry, as shown by the dozens who spoke against it at the January hearing. The community and the Port had worked together for five years on a waterfront plan. Through this PCAC-brokered process, the community had developed both a process and alternative plans for the waterfront. Commonly known as the Bridge-to-Breakwater analysis, the process had won community acceptance. Through it, the community had developed a consensus around waterfront development that called for public access as well as significant recreational, open space and environmental preservation along the waterfront, particularly near Ports-of-Call and south of 22nd Street.

However, before the process could be completed, the Port aborted it. By issuing a completely new plan late last year, the Port ignored years of hard work by the community. This undermines the community and the collaborative process. It also harms the Port, depleting good will within the community. The Port should return to the pre-existing process.

We recommend that to mitigate inevitable and significant pollution and other impacts of future Port expansion, and as mitigation of ongoing impacts from past development, the Port should drop plans to expand cruise ship operations in the Outer Harbor.

Separately, we are bothered by the timing of the release of the plan and its revisions. The plan was made public during the New Year/Christmas holiday period, albeit with an extended 60-day comment period. The revisions, however, were then issued late in January with no further extension of the comment period. Many remain unaware of the revisions and even the broader plan. We suggest, that to honor the original intention of giving the community 60 days to comment, the comment period be extended to 60 days from issuance of the revisions.

Rather than relocate the cruise ship industry to the unique Outer Harbor, we support cruise ship growth near downtown and the freeway. The current plan harms both downtown business and the outer harbor. It draws tourists away from downtown and increases traffic through San Pedro. This is poor planning.

One goal of the plan is said to be to increase public access. This plan does the opposite by dedicating unique waterfront space to corporate interests. Security plans mandated for cruise ship areas would also further limit access for the public and boaters. Worst of all, the cruise ship development is too close to existing recreational areas. It would loom over Cabrillo Pier and Cabrillo Beach and impact the recreational fishing and recreational boating uses that dominate this area.

This plan segments or piece-meals the development of the project. As such, it violates the law. Port officials say this is just part of their projected future development. If that is so, where is the master plan? If there is more to the overall plan, the law requires that analysis of all parts should be done at one time. Accordingly, this process is inherently flawed and should be restarted.

As an overriding concern, we raise the need for an alternative project. We observe that what LA and San Pedro need is a green waterfront recreational area with dedicated parklands and unique commercial uses to attract people from across Los Angeles and Southern California. San Diego is one city that successfully integrates its port and recreation. Such a unique attraction would have a positive impact on local business. Success of development in San Pedro depends on a carefully planned and well-thought out waterfront plan.

Port should drop the Cruise Ship terminal plan for the Outer Harbor. The community has experience significant impacts from Port expansion that adds to air, noise, light, sound and other pollution. Numerous studies show that we are living in a Diesel Death Zone. The studies show that the goods movement industry in the LA Basin annually causes the death of 2,500 people, sickens tens of thousands, permanently harms the lungs of hundreds of thousands of children and causes hundreds of millions of dollars in added health care expenses. The goods movement industry is destined to expand. To mitigate impacts from this future development, the Port should abandon the cruise ship terminal plan for the outer harbor. The cruise ship industry has had virtually no positive impact on the community. Accordingly, we question the wisdom of spending so much our development dollars on the cruise ship industry.

Comments Applicable to Respective Environmental Factors Potentially Affected

AESTHETICS

- A. Comments regarding plans for Cruise Ship Operations and construction of associated landside facilities in Outer Harbor.
 1. The presentation of the aesthetic impact on Cabrillo Beach of the cruise ship terminal and ships is depicted by a flat drawing that grossly misrepresents the visual, light, glare, aesthetic and other impacts of a multi-story terminal and the cruise ships whose height can reach 15 to 20 stories. A crude comparison with the existing 4- to 5-story Warehouse 1 on the adjacent pier directly to the east shows how the proposed structure and the ships would overpower and dominate the views and the existing landscape. This depiction is erroneous and violates the law. The cruise ships should be properly depicted through construction of a model to simulate the proposed structures and Cruise Ships in a manner to ensure accuracy in scale for height, length, width, and nighttime glare.
 2. By its own admission, the POLA EIR for Pier 400 failed to account for sound and light impacts. This should be a particular area of concern for this document as POLA staff, and some supporters, do not take mitigation of these impacts or identifying them as a serious concern.
 3. We observe that Cabrillo Beach provides access for the public to the ocean and ocean activities, which would be severely impacted by installation of cruise ship operations and construction of the associated structures in the Outer Harbor.
 4. The severe impact of the cruise ship operations and construction of the associated structures cannot be mitigated to any reasonably acceptable degree.
- B. Applicable to plans for Structured Parking (Preferred) on waterside at Berth 90-92 and for Surface Parking Lot (Structured Option) at Bloch Field and Sampson Way.
 1. We request that the aesthetic impact on the adjacent areas be depicted through construction of a model to simulate the proposed structures in a manner to ensure accuracy in scale for height, length, and width.
 2. We observe that the impacts of elevated structures and/or large parking lots in the noted locations will degrade the view access for areas to the west, including for businesses and residents, and will reduce the appeal of the area's unique water-side attractions.

AIR QUALITY

1. We request that the health costs resulting from the planned operations of the Cruise Ship operations in the Outer Harbor as referenced for Berths 45-50 be calculated and specified in the Plan.
2. We recognize that the requirements applicable to Cruise Ships for use of Auxiliary Marine Power/or Equivalent and of Low Sulfur Fuel at .2% Sulfur Content in propulsion engines will decrease damage and costs to Public health compared to ships where such measures are not implemented. We also recognize

more significantly that the installation of Cruise Ship operations in the Outer Harbor as referenced for Berths 45-50 will result in great increase of particulate matter emissions in the area where the air quality exceeds maximum allowable thresholds for risk by several orders of magnitude for cancer-causing toxic matter.

3. The residents and Port workers would suffer greatly from any expanded large ship operations in the Outer Harbor.
4. The operation of Cruise Ships in the Outer Harbor as described in the Plan cannot be allowed as such operations will result in significant impact to Public health (from the Cruise Ships, associated harbor craft, heavy duty vehicles servicing the Ships/Terminals, and the resulting car traffic to/from the Terminals) which cannot be mitigated given current technological capabilities even with implementation of Low Sulfur Fuel and AMP.

RECREATION

1. We request that impact on the wind patterns/waterways (micro climate) in proximity to the proposed Outer Harbor Cruise Ship operations both harbor-side and ocean-side be estimated through construction of a model to simulate the proposed structures and referenced Cruise Ships in a manner to ensure accuracy in scale for height, length, and width.
2. We observe that Cabrillo Beach provides uniquely advantageous natural conditions for ocean activities including kite-boarding, sailing, and wind-surfing which would be severely impacted or eliminated by installation of Cruise Ship operations and construction of the associated structures in the Outer Harbor.
3. The severe impact of the referenced Cruise Ship operations and construction of the associated structures on recreation cannot be mitigated to any reasonably acceptable degree.

TRAFFIC

1. We request that expected traffic counts (quantities of cars, trucks, and heavy duty vehicles) be calculated and specified in the Plan.
2. We observe that the expected significant increase in traffic and the planned roadway modifications would result in severely deteriorating conditions for business owners and residents in proximity to the Outer Harbor.
3. The severe impact of the referenced Cruise Ship operations on TRAFFIC cannot be mitigated to any reasonably acceptable degree.

NOISE

1. Evaluate the industrial, commercial, entertainment and recreational noise attendant to and other impacts of cruise ships docked at the outer harbor berths.
2. We observe that these impacts, which are significant, were apparently ignored for Pier 400.
3. Water Quality Evaluate the impacts of cruise ships docked at the outer harbor berths on water quality of inner beach and Salinas de San Pedro.

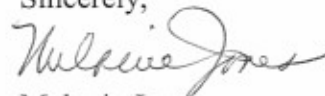
RECOMMENDATIONS

- A. Move forward with planning and analysis that takes into account community sentiment. The current plan has been opposed by virtually all community elements. Note the community hearing in January where no one spoke in favor. In any future planning, incorporate the lower density alternatives developed over five years by the community through the PCAC process. This should be the baseline for analysis of waterfront development.
- B. Integrate Port plans into the needs of San Pedro by Coordinating Port development plans with ongoing planning by city planning department.
- C. Release to the public any Master Plan that the Port uses to assess future development.
- D. Release to the public all information, negotiations and inquiries from the cruise ship industry for use of LA harbor. This information should be provided so the public can accurately assess claims with regard to the viability of developing expanded cruise ship facilities near downtown.
- E. Delete plans for relocation of Cruise Ship Operations and construction of associated landside facilities in Outer Cabrillo Beach Harbor. Retain room for three cruise ships at the existing Cruise Center near the Vincent Thomas Bridge off ramps.
- F. Work with city and development officials to place parking structures in the downtown area and west of Harbor Boulevard with associated non-polluting shuttle buses to the waterfront attractions and parklands.
- G. Delete plans for Structured Parking (Preferred) on waterside at Berth 90-92.
- H. Delete plans for Surface Parking Lot (Structured Option) on waterside at Bloch Field and Sampson Way.
- I. Reduce the size of the water cuts between 1st and 7th streets to allow existing uses to continue.
- J. Remove Westways storage tanks and do not renew the Yankovich fuel docks.
- K. Develop and release plans for the 22nd Street parkland and expansion the Salinas de San Pedro to begin environmental mitigation for past impacts.

We are at a turning point in San Pedro and with the Port. We will either have the wisdom to build something substantial and enduring for all of Los Angeles, Southern California and the world, or we will squander this resource for all time. The Port commissioners, who are public servants, not developers looking for a quick buck, should commission first-rank urban planners to assist them and the community in devising a better plan. They should review unique waterfront developments worldwide.

Mayor Villaraigosa and his Port commissioners must lift their eyes and lead. They should have a vision that serves us all, rather than offering a cramped, bland and ugly commercial/industrial concept that sells our harbor to the cruise ship industry and dedicates precious waterfront space to private interests.

Sincerely,



Melanie Jones

**Los Angeles Fire Department Historical Society
and William Rolland Firefighters Educational Institute**



President
Greg Gibson

Vice President
James Finn

Secretary
William Whitney

Treasurer
Donald Dodd

Board of Directors
Dean Cathey
Dave Cox
William Dahlquist
Robert DeFeo
Roger Gillis
Ben Holder
Gregg Holleman
Walter Jaeger
Robert Lee
Joe Ortiz
William Rolland

• ——— •
The William Rolland
Firefighters' Educational
Institute (Est. 1988)

Director of Operations
Frank Borden

Curator
Bill Dahlquist

The LAFD Historical
Society is a Non-Profit
Organization (Federal
Tax ID #95-4680410)

U.S. Army Corps of Engineers
Los Angeles District, Regulatory Branch & LAHD
C/O Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
915 Wilshire Blvd.
Los Angeles, CA 90017-3401

January 12, 2007

Dear Dr. MacNeil and Dr. Appy,

The Los Angeles Fire Department Historical Society has been working diligently for the past several years to preserve the "Ralph J. Scott", Los Angeles City Fireboat 2, for generations to come to learn about its rich history enjoy the features of this great fireboat.. This vessel is a registered national historic landmark and is part of the San Pedro Waterfront Project. The current plan calls for it to be placed in a display structure near the water and near Fire Station 112 its last home. We support this plan.

The LAFD Historical Society wishes to designate either Frank Borden, Director of Operations or William Dahlquist, Board Member, Curator, and Chair of the Fireboat Committee, as representatives and speaker during the scoping hearing or future meetings regarding this vessel.

Sincerely,

Frank Borden
Director of Operations
LAFDHS

From: WJohnhwjr@aol.com [<mailto:WJohnhwjr@aol.com>]

Sent: Thursday, February 15, 2007 1:28 PM

To: mcham@portla.org; c31acomment@portla.org; Macneil, Spencer D SPL; hahn@lacity.org; Ana.Bozic@lacity.org

Subject: Waterfront master plan

Dear Sir,

I have attended meetings concerning the "Bridge to the Breakwater" as well as open space and commercial business along the waterfront.

One of the biggest concerns in regards to new development is the infrastructure and its ability to handle the increase in traffic. The ability of surface streets and on/off ramps from the freeway have to be addressed to see where the problems are at the present and in the future.

I feel that it is important to separate truck traffic from car traffic as much as possible. In order to take some of the truck traffic off the surface streets, there needs to be an off ramp for the trucks going into the cargo transfer station warehouses between the "B" street exit and "Channel" street exit along the Harbor Freeway going south. I feel that this could be done quite easily and would reduce the traffic on Gaffey 50%.

The other area that needs attention is China Shipping, (dock 100) and Yang Ming at (dock 121). Both of these terminals have poor freeway exit points. One of the worst areas is the exit off the Vincent Thomas Bridge that exits on Harbor Blvd. This area is heavily used by truck traffic. Since most of the trucks are turning left onto Harbor Blvd., there needs to be special traffic lanes for the trucks going into China Shipping and Yang Ming.

My suggestion is to eliminate the on ramp going onto the Vincent Thompson Bridge (47) that loops around and goes east bound toward Long Beach. This extra space would then be used as extra lanes turning left for truck traffic. I would utilize the existing ramp on the other side of the Bridge where the traffic is going west bound and make a split for traffic continuing east bound. The traffic going westbound would make a loop over the freeway (47) would emerge on the other side of the freeway going east toward Long Beach. The reason for this change would be to allow additional lanes for truck traffic to turn left onto harbor Blvd. as well as traffic continuing straight into the Cruise terminal and traffic turning right towards Ports of Call.

I feel that these changes could make a big difference in curbing some of the truck traffic and I also feel that these Shipping Companies should help pay for these improvements. As we know, the port is expanding and the truck traffic is going to increase. We need to start making improvements now, before we start adding more traffic without addressing the infrastructure.

Sincerely yours,
John Winkler
San Pedro
(310) 833-7455

John R. Stinson Photography

376 W. 14th St.
San Pedro, Ca. 90731-4214

(310) 831-8495 or (800) 696-9679 Voice-Fax

February 28, 2007

Dear Sir

I feel compelled to write and state my concerns regarding the "new?" port plan. The latest incarnation ignores the last five years of meetings and input from the community to propose a plan that had no input from the community.

This is a joke and an abomination. What grand plan, what grand vision? They have gutted the original concept and proposed piecemeal development and an alternative that is essentially a mirror of the main proposal.

As a member of the Coastal San Pedro Neighborhood Council, I must insist that the project follow the waterfront (not behind tank farms in some places) from the Bridge to the Breakwater. I also want to personally endorse the letter from Doug Epperhart, the CSPNC President, regarding the board's three-page letter of concerns and comments on the port plan.

This project cannot proceed as currently proposed. To do so would be the equivalent of the Port of Los Angeles thumbing its nose at San Pedro and its residents.

Sincerely

John R, Stinson

From: Leslie Priest [<mailto:lpriest@ix.netcom.com>]
Sent: Wednesday, February 21, 2007 8:44 PM
To: cequcomments@portla.org; Macneil, Spencer D SPL
Cc: HGYCMario
Subject: San Pedro, California, Waterfront - citizen comments

Ref: Citizen Comments on the Port of Los Angeles San Pedro Waterfront Project

Dear Sirs:

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:

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.

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

§ Noise pollution

§ Air quality

§ Visual degradation caused by high cruise ship loading ramps

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 (Black Pearl) dock, with citizen shore-side activities available along peninsula and remodeled east boat basin:

o Sailing/boating schools

o Youth clubs

o Additional public boat ramp and launch facilities

§ Ports O'Call Village improvements like day parking guest docks for boat visitors to come into restaurants, shops and museums, much like new Long Beach Shoreline Village accommodations.

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.

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,

Mario Barron

Commodore

Hurricane Gulch Yacht Club

cell phone (310) 413-8238

www.hgyc.org

Officers: Jeff LaBarre - Vice Commodore, Doug Iversen - Rear Commodore, Gillian Groves - Fleet Captain, Roger Murry - Port Captain, Leslie Roubal - Secretary, Connie Cano - Treasurer

Leslie Priest Roubal

Cell 909-289-4614

Holiday Harbor-Cabrillo Marina

241 Watchorn Walk • Berth 34 • San Pedro • California 90731
holidayharborcm.com
310• 833-4468 310•833-2860 FAX

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FEB 28 2007

REGULATORY BRANCH
LOS ANGELES OFFICE

February 22, 2007

U.S. Army Corps of Engineers
Los Angeles District
Regulatory Branch
c/o Dr. Spencer MacNeil and Dr. Ralph G. Appy
915 Wilshire
Los Angeles, California 90017-3401

Re: San Pedro Waterfront Project

After reviewing your letter of January 17, 2006 and the related documentation concerning the revisions to the San Pedro Waterfront project notice of preparation, we feel it is imperative that we register our concerns regarding the project.

As a marina operator, we are in the business of endorsing and encouraging recreational boating, especially in the Los Angeles harbor. We strive to create an environment which maximizes the pleasures of recreational boating to maintain our current customer base and to inspire new boaters to enter the world of boating.

In view of the proposed 500-foot security clearance zone around Berth 45, we feel that it creates a negative impact to our boaters inasmuch as it will severely curtail normal sailing activities due to the restrictions of ingress and egress. It effectively will reduce the width of the access channel to our marina and our neighboring marinas by fifty (50) percent.

We respectfully request that the impact on the recreational boating community be re-evaluated in relation to this project.

Thank you,
Holiday Harbor-Cabrillo Marina


Monica M. Kovach,
Chief Operating Officer

From: Gillian K Groves [<mailto:gillian@raytheon.com>]
Sent: Thursday, February 22, 2007 9:38 AM
To: Macneil, Spencer D SPL
Cc: cegucomments@portla.org
Subject: Comments/Concerns on planned San Pedro Waterfront Project (San Pedro, California, Waterfront)

Dear Dr. MacNeil,

I am excited and pleased with the revitalization focus for the Los Angeles Harbor area. I have for many years berthed my 40' sailboat in the Cabrillo Marina Basin, and so spend much of my off-work hours in the San Pedro area, and on the waters of our harbor. I look forward to many more years of sailing in the harbor and Southern California waters.

As an avid recreational boater in the area, I am quite concerned with the planned cruise ship berth at pier 45. This pier is directly adjacent to the only access to the Cabrillo Basin (home to more than 700 recreational boats, including live-aboards). It is also within easy distance of shore-based recreational boating at Cabrillo beach -- including kayaks, windsurfers, PWCs, and small sailboats. How will an ocean liner impact our access in/out of the Cabrillo basin? We sail within yards of that pier every time we leave and enter the basin. The current 500-foot security rule for cruise ships would force total closure of the basin entrance whenever a ship is docked there. How can you maintain security for the ship(s) when any child can sail their Sabot within feet of the vessel? (How shall you discriminate between an avid 8-yr old sailor and a terrorist)?

Please consider building a cruise ship berth only on the other side of the peninsula -- Berths 50+, where safety, security, and recreational boating needs can all be accommodated. Berth 45 could be part of a park -- green space for the public to enjoy the Cabrillo harbor area.

Thanks and Regards,
Gillian Groves
Cabrillo Marina Berth 29 Slip B49

Raytheon

Gillian K. Groves
Sr. Engineering Fellow
Space and Airborne Systems/Advanced Concepts & Technology
310.647.2315
310.616.8007 fax
<<mailto:gkgroves@raytheon.com>> gkgroves@raytheon.com

MAKE COPIES OF THIS FOR ALL INVOLVED



US Army Corps of Engineers



San Pedro Waterfront Project

Scoping Comments

The scoping process is intended to provide the Corps and the Port with information that agencies and the public believe is necessary to establish the scope of the environmental analysis. Please submit your comments, concerns, mitigation measures, suggestions or comments on project alternatives, and any other information that may help us prepare a comprehensive and meaningful Draft Environmental Impact Statement/Report (EIS/EIR) for the San Pedro Waterfront Project. Written comments will be received until February 28, 2007.

Name Gail Marie Noon Telephone (310) 547-5676

Organization/Company _____

Address 642 W 40th St. #6

City/State/Zip Code San Pedro, Ca 90731-7149

E-mail _____

What I

DO WANT

- ① "San Pedro Park" where Jankovich lease renewal is.
 * (Why was that so quietly renewed when everyone wants a park in that area?)
- ② small/medium-sized retail/food/gift/art gallery businesses along Ports O'Call waterfront & previously proposed fishermen's wharf area
- ③ Why not previously proposed extension of 13th street through Ports O'Call parking lot? (giving better access to parking aisles)
 (New proposal of 13th st. pedestrian bridge over improved Sampson Way is all right as alternative)

DON'T WANT

- * ① Convention Center in Ports O'Call parking lot. NO, NO, NO!!!
- ② Huge parking structure on Cruise Terminal parking area (would block view of water)
- ③ Both structured? (Knoll Dr/Front St & Cal Trans Harbor Blvd) parking lots for Port? employees only.
 (Leave Harbor Blvd lot for employees, open Knoll Dr lot for public. If more spaces needed, reverse that - take Knoll Dr, open up Harbor Blvd lot)
- ④ Maritime Museum - expanded? (I've heard, read of talk)
 No large multi-story addition - if necessary,

(Please use the reverse side if necessary.)

Please mail your comments for receipt no later than February 28, 2007 at the following address:
U.S. Army Corps of Engineers, Los Angeles District, Regulatory Branch
and the Los Angeles Harbor Department
c/o Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
915 Wilshire Boulevard
Los Angeles, CA 90017-3401

DO WANT

4. Red Car Museum at lower end of Samson Way is all right, but after hearing reasons why it's better at 13th st. location, that does make more sense.

No only museum, why not available public viewing of maintenance work? Would a street car turntable be involved? (in returning it to the street)

Old Sacramento made a large outdoor turntable (for repaired/maintenanced steam train returning from repair/maintenance shed) into part of their tourist viewing. My dad has photos of a steam train engine turning on the large turntable. (He was a lifelong steam train fan, & member of a Ferris Steam Train club for years)

5. Cruise lines moved(?) to outer pier. I think we have to - L.A. Times article stated cruise ships being built bigger & bigger all the time. Have 3 Princess cruise ships at the dock; it looks cramped. And the QE 2 can't even turn around in inner harbor.

But, along with that move (or addition of outer berth) all cruise ships should be required to follow clean fuel law, & low emission rules.

I live on Pt. Fermin, ship emissions would pollute our air even more than we are now getting

6. Catalina Terminal relocation - ok

DONT WANT

expand low & outward toward water.

DO WANT

DON'T WANT

7. I was okay with water cut around Maritime Museum, but hadn't thought of possible damage to foundation area. Smaller water cut in that area (farther away from museum) with larger water cut at west end of cruise parking lot would work for me.

I definitely do want the larger cruise parking lot water cut, with that lot open to public to closer enjoy water & harbor activity (boats, shipping, cruise ships(?), etc)

8. Parts of "La Piazza" plans - shops/galleries (see ports 0) call comments), **NO!!!** to their Convention Center idea

9. Promenade continued down off lower Samson Way (outer pier area. Sounds nice, & paper article spoke of a man who likes to go down there in his car to watch harbor activity, but police chase him out.

10. Possibility of any warehouses down there on that pier being recycled into galleries, studios, more small/medium shops?

11. Yes to Red Car continuing all the way to beach area.

12. Yes to 1st, 3rd, 7th, 13th
↙ st access to water



DO WANT

- (13) Yes to greening of Harbor Blvd
(excuse mess, my mind keeps racing ahead on thoughts)
- (14) Pier at 7th St., next to Maritime Museum
- (15) More art shows, etc, on Promenade
I did really like photo examples of what European cities - small & large - have done with their harbor areas, very public accessible, water shipping activity, shops, galleries, seating, etc. - when design team first showed all possibilities of what we could do. I went back to work, telling everyone "If they can pull it off, it'll be fabulous! It will look so good down there!"
- (16) Plaza (with more restaurants (?) at both street in front of museum - parking down there for possible added ~~restaurant~~ restaurant (?) needs to be worked out



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

**75 Hawthorne Street
San Francisco, CA 94105-3901**

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MAR 06 2007
REGULATORY BRANCH
LOS ANGELES OFFICE

February 26, 2007

Dr. Spencer D. MacNeil
U.S. Army Corps of Engineers
Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
915 Wilshire Boulevard
Los Angeles, California 90017-3401

Subject: Notice of Intent (NOI) to Prepare a Draft Environmental Impact Statement (DEIS)
for the San Pedro Waterfront Project

Dear Dr. MacNeil:

The Environmental Protection Agency (EPA) has reviewed the Notice referenced above. Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

We are concerned that the range of alternatives included in the previous NOI for The Master Development Plan for the San Pedro Waterfront and Promenade has been reduced to one development alternative. While we realize that the development actions associated with the project have been reduced, it is necessary to analyze a range of alternatives in order to comply with NEPA regulations (40 CFR Part 1502.14). Therefore, the DEIS should include a detailed analysis for more than one development alternative.


Discharge of dredged or fill material into waters of the U.S. is prohibited under the Clean Water Act (CWA) unless there is a demonstration that the discharge is the Least Environmentally Damaging Practicable Alternative (LEDPA) for achieving the basic project purpose. The DEIS must clearly establish that the location and sizes of any proposed new fills represents the LEDPA. For fills that are allowed under the LEDPA, full mitigation for unavoidable direct and indirect impacts will be necessary, and the DEIS should be clear in describing the mitigation credits needed and available under each alternative.

The proposed action will create approximately 497,800 square feet of new water area and approximately 281,000 square feet of existing water would be covered. The NOI notes that the project will create a total of approximately 808,000 cubic yards of dredge material, with disposal of clean dredge material planned for LA-2 or LA-3 offshore sites. The DEIS should clearly distinguish between the volumes of dredged material and excavated overland fill as the overland fill can not be considered for ocean disposal.

The Port of Los Angeles (POLA) is in a non-attainment area for three National Ambient Air Quality Standards (NAAQS): ozone, carbon monoxide (CO), and particulate matter less than 2.5 microns in diameter and particulate matter less than 10 microns in diameter (PM-10). Mitigation may be available to reduce the project's air emissions, including PM-10, diesel particulate matter (DPM), and ozone precursors [oxides of nitrogen (NOx) and volatile organic compounds]. Because of the air basin's extreme ozone nonattainment status, it is particularly important to reduce emissions of ozone precursors from this project to the greatest extent feasible. The DEIS should address the applicability of Clean Air Act (CAA) Section 176 and EPA's general conformity regulations to this project. The Corps should contact the Southern California Association of Governments (SCAG) to ensure these additional disposal projects have been accounted for in the applicable State Implementation Plan (SIP) budgets. The DEIS should address the feasibility of a Construction Emissions Mitigation Plan and additional measures to reduce emissions of DPM and other pollutants from construction and operations.

We appreciate the opportunity to review this NOI and would be willing to answer any questions regarding our NEPA or CWA concerns. When the DEIS is released for public review, please send (2) copies to the address above (mailcode: CED-2). If you have any questions, please contact me at 415-972-3847.

Sincerely,

A handwritten signature in cursive script that reads "Summer Allen". The signature is written in black ink and is positioned below the word "Sincerely,".

Summer Allen
Environmental Review Office

Main ID # 4668



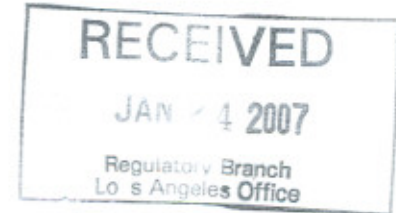
DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES

5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731

PHONE 714/816-6847 • FAX 714/816-6853 • WEB SITE conservation.ca.gov

January 23, 2007



Mr. Spencer Macneil and Dr. Ralph G. Appy
U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
915 Wilshire
Los Angeles, California 90017-3401

Subject: Notice of Preparation for the San Pedro Waterfront and Project Environmental Impact Report/Environmental Impact Statement

Dear Mr. Macneil and Dr. Appy:

The Department of Conservation's (Department) Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California.

The proposed project is located outside the administrative boundaries of any oil and gas field. However, there is one plugged and abandoned well within or in proximity of the project boundaries. This well is identified on Division map 128 and in records as Apex Petroleum Corp, Ltd. "Hards-Warnock" 1. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Building over or in the proximity of plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

Mr. Spencer Macneil and Dr. Ralph G. Appy, Los Angeles Harbor Department

January 23, 2007

Page 2

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division's Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Notice of Preparation. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,



Paul Frost
Associate Oil & Gas Engineer

From: Citizens For A Harbor Line [<mailto:citizens4harborline@hotmail.com>]
Sent: Friday, December 22, 2006 4:17 PM
To: ceqacomment@portla.org
Cc: Macneil, Spencer D SPL
Subject: Bring San Pedro On-line with MTA's Rail System!

Citizens For A Harbor Line hereby issues a call to all members of the community to support the development of a dedicated light-rail line that serves residents of the Harbor Area. The introduction of a light-rail line to San Pedro would help accomplish several goals:

- reduce traffic
- reduce air-pollution
- alleviate congestion

While the Port's current Bridge to Breakwater Master Plan includes a potential long-range proposal to extend the MTA's blue or green line to San Pedro, it is the belief of this organization that more emphasis must be placed on providing adequate public transportation alternatives to residents of the Harbor Area.

It is for the reasons stated above that Citizens For A Harbor Line calls upon all public officials serving the Harbor Area to take the necessary steps to ensure the creation of a light-rail line to San Pedro by the year 2020, without simultaneously interfering with the development of any current MTA projects.

RECEIVED

FEB 06 2007

REGULATORY BRANCH
LOS ANGELES OFFICE

CHUCK HAWLEY
1252 W. 24TH STREET
SAN PEDRO, CALIFORNIA 90731
(310) 831-4514

February 1, 2007

U. S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
915 Wilshire Blvd
Los Angeles, California 90017-3401

Attn: Dr. Spencer MacNeil and Dr. Ralph Appy

SAN PEDRO WATERFRONT PROJECT

Gentlemen,

I wish to take this opportunity to enter into the discussion regarding the ***San Pedro Waterfront Project***. I am 56 years old and a second generation, life long resident of San Pedro and I raised my family of three children in San Pedro. I am a retired Los Angeles Police detective where I worked 21 of my 32 years on LAPD at the Harbor Police Station in San Pedro. I am currently a two term member of the Coastal San Pedro Neighborhood Council. I believe I can speak for many of my family, friends, and neighbors regarding this important issue of the ***San Pedro Waterfront***.

First of all, I'm not a scientist. I'm just a citizen of a great community that has been neglected by its city government and the cities departments for a long time. Having been raised in San Pedro, I recall the days of a robust Ports-o-Call Village with many restaurants, shops, eateries, walking paths, and many tourist attractions (i.e. harbor cruises, helicopter rides, the sky needle, circuses, fisherman fiesta, Christmas boat parade) that brought many visitors to area community. I also recall how many of my San Pedro High School friends had part time a full time jobs working in the Ports-o-Call Village businesses and all the great times we had. specially during the summers.

I am a true believer that the Port of Los Angeles is, first of all, a working port. The commerce that enters and exits our port is so important to the overall wealth and economy of our nation. And this, I believe should be the cornerstone of any waterfront improvement. How can someone take this great attraction of a working harbor with all its wonderful sights and sounds and turn it into a world class destination? I believe the

answer is simple (forgive me for stealing a quote from a good movie), "If you build it, they will come".

I understand that there has been a lot of discussion regarding what plan is the best plan. What is too much, what is not enough, don't build it here, build it there, keep traffic out of my neighborhood. I have heard it all, as well as you. The bottom line is this. San Pedro is changing, changing, in my opinion for the better. New condos and new lofts are revitalizing downtown San Pedro. We need the restaurants, shops, and attractions to continue the growth and economic development of our community.

My family, friends, and neighbors were in favor of the original plan for the Bridge to Breakwater. We want to see the additional cruise terminal constructed. We want to see the promenade completed from the bridge to breakwater. We want to see the fisherman's wharf built in conjunction with a new Ports-o-call Village and maybe an Exposition Hall. Now with that said, we also know there will be changes to the original plans. But please do not eliminate the true intent of the plan, and that was to revitalize the waterfront, bring businesses and opportunity to the area, enhance it so walkers, bike riders, and roller skaters will come to our harbor for the views, sights and sounds. Where the tourist will bring the opportunity for good jobs, wages, and economic growth to our area.

Let address specific areas my family, friends, and neighbors want to see developed.

1. **PROMENADE:**

This should be the number one goal to be completed in its full original design. The full 9.9 miles as described on the July 2004 concept. Pedestrian paths, on/off street bike and roller skaters paths will bring hundreds of people everyday to our waterfront. Most will be our own community taking advantage of our port, our sights and sounds, our views. It will enhance the feeling of ownership and development of healthier lives. The completion of the entire Promenade will also help with those that argue there is not enough open and green space. See attached drawing.

2. **OUTER CRUISE TERMINAL:**

With the cruise industry building bigger ships and more cruise lines wanting to call onto the Los Angeles Harbor, the Port of Los Angeles needs to be able to accommodate these larger and more ships. Most ships that visit our port now can not use the turning basin north of the Vincent Thomas bridge due to their height. This means they need to be brought in backwards or use the narrow main channel to maneuver to the current berths.

The hazard is enhanced when Evergreen Terminal has their container ships off loading at their berths. The main channel becomes so narrow, it creates a serious hazard for navigation and port security. The current cruise terminal at berths 91-93 can continue to berth the current size and numbers of ships. But with the elimination of berth 87, a new cruise terminal for overflow and oversize ships will be required. I agree that the new terminal should not replace the current one. But a new terminal should be built for the overflow and oversize ships.

A new cruise terminal will allow more and bigger ships to visit the port. This would mean more passengers to our area. The port would need to build the infrastructure to support these passengers. I suggest a revitalized Ports-o-Call and a hotel. The hotel would encourage passengers to stay longer in San Pedro either before their cruises or afterwards. A hotel could also be their base for other Southern Californian attractions (Disneyland, Knott's Berry Farm, Hollywood, Cabrillo Beach or other South Bay areas). A revitalized Ports-o-Call and hotel will bring jobs, opportunity, economic growth to the area.

3. **PORTS-O-CALL VILLAGE:**

What can I say about this concept. A new Ports-o-Call village will bring visitors and tourist. Visitors and tourist will bring jobs, opportunity and economic growth to the area.

4. **TRAFFIC ISSUES:**

The traffic concerns can not be disregarded. With every new project there will be an increase in traffic and someone will always complain about it. But, an increase in traffic should not be the reason a project should not or can not be completed. I'm sure that traffic engineers can think of ways to include low emissions shuttles and trolleys, the Red Car, widening the streets, utilizing one way streets, centralized parking structures, etc., to minimize the effects of traffic on the community.

CONCLUSION AND RECOMMENDATIONS:

As you see, my family, friends and neighbors have a common theme, jobs, opportunities, and area economic growth. Let me explain why. Between 1988-1994, I worked the Harbor area Homicide Unit. In 1994, I became the supervisor of the Harbor Area Gang Unit and held that position until shortly before my retirement in 2004. As a Homicide detective, I handled many cases in the Harbor area that involved gangs. When I became the supervisor for the gang unit, that was all I did was deal with gang members. As the gang unit supervisor, I became involved with, and a member of several social agencies

San Pedro Waterfront
February 1, 2007
Page 4

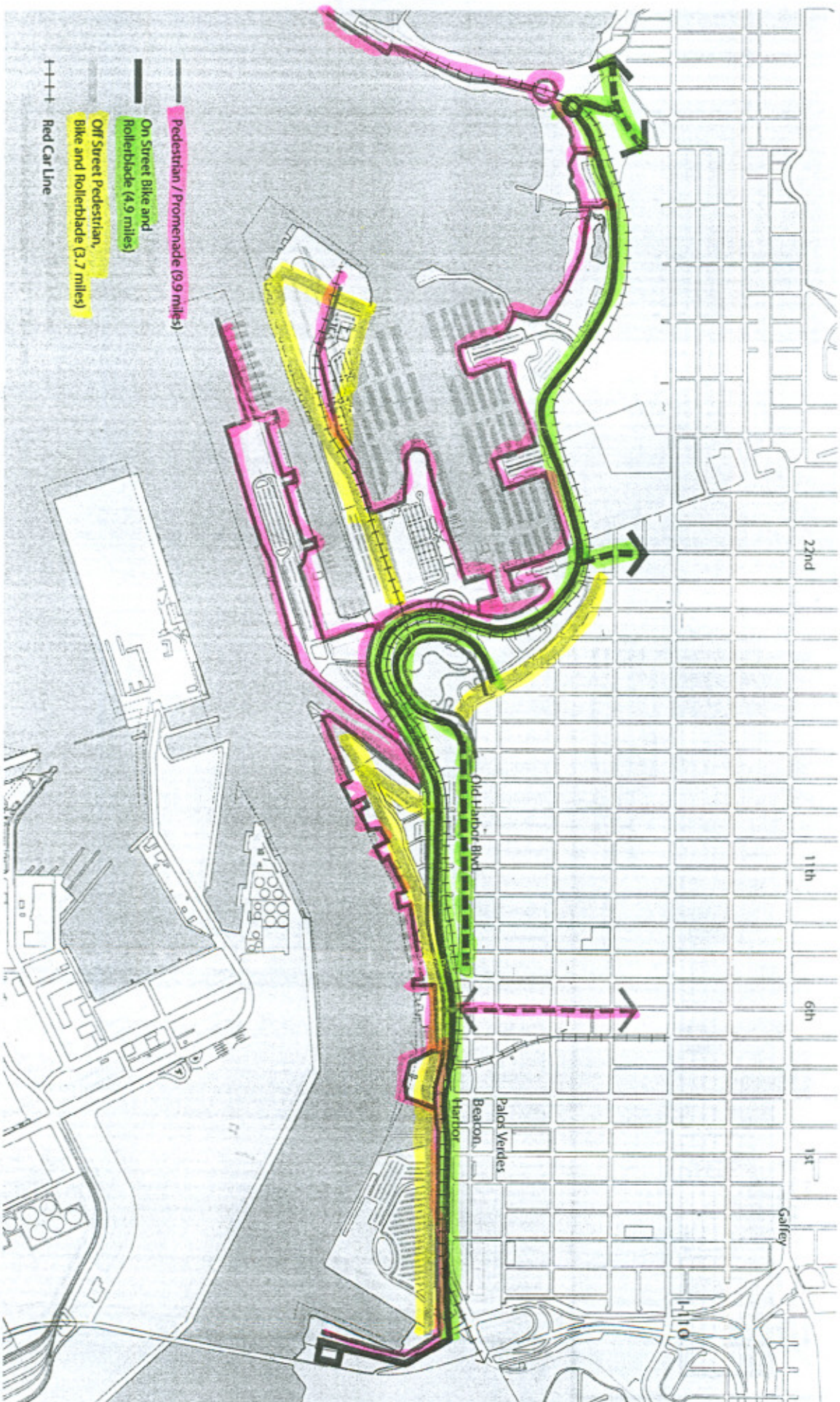
outreach programs, area school programs, City and County anti-gang programs to reduce gang membership and violence. Over my 30 years in law enforcement, I have spoken with and interviewed thousands of gang members and their families. The most common response to them being in a gang, no jobs, no opportunity to get out of the gang, and no alternative to gangs. A revitalized waterfront will bring those jobs, will bring those opportunities, and will bring those alternatives that the community young people need. A revitalized waterfront will make our community a safer place to live, work, visit, and play.

Thank you for your considerations of these thoughts and recommendations. I look forward to the San Pedro Waterfront being the envy of all of Southern California and where all other communities come to look for ideas when they consider revitalization and economic growth.

Yours truly,

Chuck Hawley

Pedestrian and Recreation Route Systems



Open House



golf club

July 2004

FROM BRIDGE TO BREAKWATER
Waterfront Plaza and Promenade

From: Chris Yang [mailto:chris_yang22@yahoo.com]
Sent: Saturday, December 23, 2006 10:31 AM
To: ceqacomments@portla.org; Macneil, Spencer D SPL
Subject: If you build it, they will come...

Here are my suggestions:

1. Kill the Red Car - Nobody rides it, and it doesn't go anywhere. The one time I did go down there, three employees were working on a train (one was being trained). One person suggested I should work for the company because it pays really well.
2. Reconsider a light-rail extension or new light-rail line - Culver City is getting a brand new light-rail line by 2010. If you are going to spend over \$500 million on improving San Pedro's waterfront, it would be appropriate to secure the success of that investment by ensuring people from other parts of L.A. will actually go there. A recent presentation given by a Port employee compared your plans to the Embarcadero in San Francisco. Except San Francisco has a reliable mass transit system known as BART. If you're going to spend all that money, you need to give people some way to get to your new waterfront. Someone flying into LAX should have the option to go to (a) downtown or (b) San Pedro using the MTA's new light-rail system. Don't sell yourselves short. A "world-class" Port should have a "world-class" mass-transit system.

Chris Yang
Rancho Palos Verdes, CA

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USS LOS ANGELES CA-135 ASSOCIATION

www.uss-la-ca135.org (818-366-5428)

February 22, 2007

U. S. Army Corp of Engineers, LA District
c/o Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
915 Wilshire Blvd.
Los Angeles, CA. 90017-3401

RECEIVED

FEB 27 2007

REGULATORY BRANCH
LOS ANGELES OFFICE

Subject: San Pedro Waterfront Project

Dear Sirs,

This letter is being sent by the USS Los Angeles (CA-135) Memorial Committee, on behalf of the USS Los Angeles (CA-135) Association, to officially express our concerns regarding the negative impact that will result if the San Pedro Waterfront Project (SPWP) is implemented in its current form. Although our principle objective is to protect and perpetuate the Memorials and Artifacts that originally belonged to the ship, USS Los Angeles (CA-135), we must also include in our concerns all overlapping areas that are required to house, protect and make available these Memorials and Artifacts to the many visitors that frequent the area each day.

We are grateful that, according to current SPWP, the largest USS Los Angeles (CA-135) Memorial (main mast and deck gear) will remain in place at their current Gibson Park location and be preserved. This letter is being sent, however, in order to reiterate that no future changes should be made that would adversely affect that Memorial or the public access thereto. It is important to note that these Memorial(s) were designated as "City of Los Angeles Declared Historical Monument Number 188" on May 3, 1978. They are revered and cherished items from the United States Heavy Cruiser USS Los Angeles (CA-135), the namesake of the City of Los Angeles.

Collective areas of major concern:

The following components of the SPWP, if implemented will be detrimental to the functioning, interdependence and synergism of our Memorials located inside and outside of the LAMM.

1. Downtown Harbor Cut and 7th Street Cut. We are very concerned about the ambitious plans to make deep cuts on both sides of the historical LAMM.
2. The proposed Town Square.
3. The elimination of parking adjacent to the Los Angeles Maritime Museum (LAMM) and the USS Los Angeles (CA-135) Memorials located in Gibson Park.

The project area for the Downtown Harbor Cut and 7th Street Cut flanks the LAMM Building, formerly the Old Ferry Building, to the north and south. We are concerned that the structural integrity of the LAMM Building, built in the early 1940s on unstable fills and pilings, could be seriously jeopardized by the cuts. Furthermore, precious open space surrounding the LAMM would also be eliminated by these cuts. Moreover, the 7th Street cut would be done at the expense of the Bow Peak Memorial (USS Los Angeles CA-135) which is considered by us to be a component of the aforementioned main memorial located in Gibson Park. We understood that this was to be "preserved." See paragraph two.



The proposed Town Square has the possibility of providing an area for visitors to enjoy while visiting the LAMM and Memorial Area., but unfortunately this will not be possible due to the fact that most open space will be eliminated by the cuts on both sides of the LAMM. We also are concerned about the need to relocate the USS Los Angeles (CA-135) Ship's Bell.

The parking adjacent to the LAMM is extremely important to the proper function of the entire area. Visitors to the existing Memorial Areas and the LAMM, many of whom are senior citizens, handicapped and small children, depend upon this precious space to park and access the historical components located in this vicinity. If this parking is eliminated, it will have a very negative operational impact on this historic area.

We respectfully present these concerns to you because we are very concerned about any proposals that would alter the existing unified historical theme that we currently enjoy. This concept should be maintained out of respect for the namesake ship financed by WWII War Bond Drives sold within the Los Angeles City and County.

The USS Los Angeles (CA-135) Monuments and Artifacts proudly displayed in San Pedro are truly of important "Historical Naval Significance" for all to see and enjoy.

We are available for any additional consultation on this matter and will continue to guide these proceedings in order to achieve a cohesive end result for all stakeholders.

Sincerely,

James A. Whitt, Past President USS Los Angeles (CA-135) Association
USS Los Angeles (CA-135) Memorial Committee
P/O Box 8293
Mission Hills, CA. 91346 818-366-5428 ca135jim@whittmar.com www.uss-la-ca135.org
Cc: Norm Booth , Tom Penderghast



USS LOS ANGELES CA-135 ASSOCIATION
www.uss-la-ca135.org (818-366-5428)

January 16, 2007

Dr. Spencer MacNeil, Corps Project Manager
U. S. Army Corp of Engineers, LA District Regulatory Branch
c/o Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
915 Wilshire Blvd.
Los Angeles, CA. 90017-3401

Subject: Notice Of Preparation / Notice of Intent
San Pedro Waterfront Project
Public Scoping Meeting January 23, 2007 6:00 pm – 8:30 pm
Designated speaker: James A. Whitt, USS Los Angeles (CA-135) Association

Dear Sirs,

We have reviewed the information contained on a CD prepared by Jones and Stokes and plan on attending the Public Scoping Meeting for the San Pedro Waterfront Project. I will be the designated speaker from the USS Los Angeles (CA-135) Association. Also attending will be two additional Board Members.

According to the information contained on the CD, the USS Los Angeles (CA-135) Memorials will remain in place at their current Gibson Park location and be preserved. This letter is being sent by our Organization in order to reiterate that no future changes should be made that would affect the Memorials or the public access thereto. It is important to note that these Memorials were designated as "City of Los Angeles Declared Historical Monument Number 188" on May 3, 1978. There are revered and cherished items from the United States Heavy Cruiser USS Los Angeles (CA-135), the namesake of the City of Los Angeles.

We are very concerned, however, about the ambitious plans to make deep cuts on both sides of the historical LAMM. At this time, however, we will reserve our comments until after the meeting.

In addition, we have concerns for the other (USS Los Angeles) artifacts located in front of and adjacent to the Los Angeles Maritime Museum. This includes, but is not limited to, the Bow Peak and Ships Bell. According to your report, this area is designated as the "Town Square" and also borders the proposed 7th Street Pier. We would be very concerned about any proposals that would alter the existing unified historical theme that we currently enjoy. These artifacts are considered an extension of the Memorials located in Gibson Park. This concept should be maintained out of respect for the namesake ship financed by WWII War Bond Drives sold within the Los Angeles City and County.

We very much appreciate the CD information and hope you will be guided by our concerns regarding the Memorials. Please keep us informed and notify our Organization if should there be any change to your plans or if our current understanding is incorrect.

What we proudly display in San Pedro is truly an important "Historical Monument" for all to see and enjoy.

Sincerely,

James A. Whitt, Past Presiden USS Los Angeles (CA-135) Association
USS Los Angeles (CA-135) Memorial Committee
P/O Box 8293
Mission Hills, CA. 91346 818-366-5428 jwhitt2645@aol.com
Cc: Norm Booth , Tom Penderghast