

November 20, 2008

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



San Pedro Waterfront Project

Dear Dr. Appy,

I have seen a presentation of the San Pedro waterfront development project and I like the plan very much. I am in support of the Port's Proposed Project. I have lived in San Pedro for over 65 years and have seen our waterfront become dilapidated. What happened to Port O' Call? It is a total disgrace. Our family would often go down there to eat and shop but not any more. The buildings need to be torn down, including the restaurant and completely rebuilt. Why can't we have anything nice?

My husband and I would go on many cruises and always wondered why San Pedro had such a lousy terminal. I support the outer harbor cruise ship terminal so we can get the nice big ships into San Pedro. I would love to see a Disney ship docked at the outer harbor. I think that it would just be stunning.

When I was younger I used to work in the cannery. The Port used to have many jobs for our local residents. You could work in the cannery, the shipyard, teenagers would work at Ports O' Call. All of these jobs are gone! My family made a living off of this Port and I for one would like to see the jobs come back here again. Please build the new cruise ship terminal, rebuild Ports O' Call and make us a prosperous place to live again.

We have so much to offer here. I have been to the new fountain many times. It's a shame that we don't have any retail business to go along with the new fountain. I am getting old and would like to see these things happen in my lifetime. Please make it happen the sooner the better – we have waited far too long!

Sincerely,

  
Lena Bezmalinovich

**Gayle A. Williamson  
1007 S. Malgren Avenue  
San Pedro, CA 90732**



December 6, 2008

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

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

Dear Drs. MacNeil and Appy,

I have a few concerns regarding the EIS/EIR for San Pedro Waterfront Project.

My first concern is regarding the buildings that will be built below the Plaza Park bluff. As I wrote to Drs. Burnam and Appy in my comments regarding the Bridge to Breakwater project dated October 27, 2005, these buildings have the potential of obstructing the view to the Main Channel from Beacon Street and Plaza Park, cutting the community's visual access to the waterfront and counteracting the express purpose of the entire project. The height of these buildings must be kept low enough to keep the integrity of the current views from Beacon Street and Plaza Park.

My second concern is the use of the Caltrans Park and Ride lot on Beacon Street. The Port and CRA/LA have prepared a proposed memorandum of understanding to pursue redevelopment of the CALTRANS Park and Ride site at 537 S. Beacon Street. There are also individuals who are pursuing the development of this parcel for an office building. This lot is an important part of the City's Fast Lanes project, which will be completed by December 2010, especially for those of us who use mass transit. For more information on the FastLanes project, see [http://www.metro.net/projects\\_studies/fastlanes/index.htm](http://www.metro.net/projects_studies/fastlanes/index.htm). I urge the Harbor Department to coordinate any development of this property with the FastLanes project.

Lastly I was disappointed that the amphitheater proposed as part of the Bridge to Breakwater project has been eliminated. A performing space that would attract world-class entertainment would be a welcome addition to the community and I believe would be much better suited to this area than a conference center as currently proposed.

Sincerely,

*Gayle A. Williamson*  
Gayle A. Williamson

**From:** [Andrea Bezmalinovich](#)  
**To:** [Ceqacomments;](#)  
**Subject:** San Pedro Waterfront Project  
**Date:** Sunday, December 07, 2008 4:05:46 PM

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To Whom It May Concern:

As a concerned third generation resident of San Pedro, I completely support the Port's proposed waterfront project. It is imperative to the growth of our town and community that we capitalize on the resources right at our doorsteps. This includes cruise ship terminals at the outer harbor in order to receive state-of-the-art cruise ships in Los Angeles and having a master developer redevelop Ports O'Call as outlined in the proposal. Both of these issues will put San Pedro back on the map as a place for locals and tourists to turn our local economy around.

Thank you,  
Andrea Bezmalinovich  
1629 W. O'Farrell St.  
San Pedro, CA 90732

**From:** [jerry blaskovich](#)  
**To:** [Cegacomments;](#)  
**Date:** Sunday, December 07, 2008 12:35:28 AM

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***Jerry Blaskovich, M.D.***  
***Diplomate American Board of Dermatolgy***  
***6220 Via Canada***  
***Rancho Palos California 90275***  
***(310) 548-4336***

5 December 2008

Reference: San Pedro Waterfront Project  
Attention: Dr. Ralph Appy

Dear Dr. Appy,

I have resided in San Pedro since 1947 and during most of my adult life I've been active in community affairs. Aside from serving the community as a physician for over thirty years, I also served on the Board of Directors of the Boys Club of San Pedro for a like period. Additionally, I was one of the founders and first President of the Croatian Catholic Family Guild of Mary Star of the Sea Parish in San Pedro.

Based upon my background and input I received from numerous friends and colleagues I believe my opinion can be characterized as a microcosm for the majority of the community. There are the myriad of problems facing San Pedro, but after studying the proposal of the Waterfront Project in depth, I concluded the project is precisely what San Pedro and its citizens need. Not only would the project enhance San Pedro's

image, it most importantly, would provide a marked stimulus for the local economy and increase tax revenues for the city. Once the operation is underway it would particularly be a big plus in the present economic climate. Therefore I wish to lend my wholehearted support to the proposed San Pedro Waterfront Project.

Presently the harbor provides the City of Los Angeles with its major source of revenue, but as you may know, this source will be short lived once the Panama Canal is widened and the container terminal now being built south of Ensenada, Mexico is completed. The port will be faced with major competition. San Pedro needs to look to the future now. And part of that future will be the cruise ship industry. There is no reason why San Pedro could have an infrastructure, such as Vancouver, B.C.; Sydney, Australia; Seattle to support the influx of tourists.

A first step would be to redevelop the 'Ports of Call' area. Regardless of your decision on the project, at least rehabilitate the facility. I am certain you know the history of how mismanagement caused the near slum like condition. This condition can only worsen if drastic measures are not taken soon.

If you wish any further input I am at your disposal. Thank you for your consideration.

Sincerely,

Jerry Blaskovich, M.D.

**From:** [Steve Blount](#)  
**To:** [Ceqacommments;](#)  
**Subject:** San Pedro Waterfront Prog. Draft EIS/EIR  
**Date:** Sunday, December 07, 2008 9:51:44 PM  
**Attachments:** [Oct 27th SP Waterfront.doc](#)

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Dear Dr's Appy & MacNeil:

Thank you for making the waterfront project a seven to nine year construction project rather than a thirty year construction project after spending thirty years studying elements of the project and alternatives.

In February of 2007 I submitted twenty-nine pages of comments to the waterfront EIS/EIR offering of 2007. Attached is one page reiterating what I presented orally October 27h of this year. That is to say I am very pleased with the current offering, with the one suggestion that I spoke about, which I think it would please a lot of people and be the better part of wisdom if embraced and acted upon.

I trust adequate provision has been planned for to insure the structural integrity of the Los Angeles Maritime Museum during the construction of the watercuts along side it.

"You Can Count on Blount"  
Steve Blount  
Candidate in the 67th Assembly District  
"Making History & Changing the World Together"

Days: 562-803-8675 ext. 18  
Evenings & Weekends: 714-995-2128

9371 Alderbury Street  
Cypress, CA 90630-2806

9371 Alderbury Street  
Cypress, CA 90630-2806  
December 7, 2008

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

Dr. Spencer D. MacNeil, U.S. Army Corp of Engineers, L.A. District  
2151 Alessnadro Drive, Suite 110  
Ventura, CA 93001

Dr's. Appy & MacNeil:

It is with very low regard that I hold Peterson Reporting Video & Litigation Services and Ms. Ja'nal M. Carter, CSR No. 12813. The most positive thing I can say about how she recorded my verbal comments is that she was practicing on the stakeholders of the Port. I do not want to think about evidence in a court of law that has been suppressed, and depositions that have been thrown out because of her inaccuracies in the transcription of verbal testimony.

I do not speak from notes or a script instead I speak from having rehearsed many times in my head what I am to say. Perhaps hundreds of time in my many campaigns, the latest for the 67<sup>th</sup> Assembly District this year, I speak in a similar fashion to my comments October 27<sup>th</sup>. I introduce myself, establish my credentials, connect with the audience, and drive home a point concerning an issue important to the audience, often closing with an illustration. I carefully arrange words in phrases, phrases in sentences, sentences in paragraphs, and paragraphs in discourses to have maximum impact and effectiveness.

In the past I have suffered what all public figures have suffered in that what we said was reported, with quotation marks, what the reporter or correspondent inferred was said or thought was meant.

Perhaps I am unfair and wrong to expect perfection in transcribing what I said or anyone else said that night or is ever said in a court of law. My greatest concern is that down the road an opponent of mine for political office will use the transcript to smear my ability to put thoughts together and articulate them. My opponent in the general election this year for the 67<sup>th</sup> Assembly District in past elections has had transcripts of public meetings used against him, not for their content, but for how he expressed himself.

Yours for a better California, Port of L.A., and San Pedro,

“You Can Count on Blount”

Steve Blount

“Making History & Changing the World Together”

Days: 562-803-8675, ext. 18

Evenings & Weekends: 714-995-2128

# October 27, 2008 Pubic Comments

## Correction to Actual

Thank you for pronouncing my name correctly. I am from Rhode Island; not North Carolina.

I'm a candidate in the adjacent Assembly District which encompasses Seal Beach and Huntington Beach, that have some of the same community concerns, environmental and energy issues as doe San Pedro.

I'm a former member of the San Pedro Peninsula Chamber of Commerce and a current member of the Harbor Association of Industry and Commerce. I worked for Union Minerals and Alloys at berth 52, and for Mobil Oil at Berth 46.

I'd like to address the issue of the safety, navigational hazard of cruise ships being berthed at 46. I would like to have the two berths shifted around the corner to 48 and 52 -- 50. That way it would eliminate a lot of the navigational hazard, the maneuvering a mega cruise ship would have in that area and lessen the concern of the marina residents, boat owners, and patrons in doing it.

I want to give you an illustration of how hazardous this can be. In the heat of another campaign in 2004, I completely forgot my wedding anniversary. So as to compensate for that, my wife required me to take her on a seven-day cruise. We left L.A. Harbor on the Vision of the Seas in late May 2005. When we got to Warehouse 1, we entered pea soup fog. From then on it was a battle with a sailboat. It was reported that this cruise ship clearly heard the following conversation aboard the ship – now, never mind whether the apparatus, the device, the instrument mentioned in the conversation would have made any difference, but the fact is it was pea soup fog. This conversation was clearly heard by the crew, and I'll end it with this point well made.

The following conversation between a man and a woman:

“Where is the GPS? You were in charge of the equipment.”

“Why me? It's your brother's boat.”



**From:** [carolinejohns@cox.net](mailto:carolinejohns@cox.net)  
**To:** [Ceqacomments;](#)  
**cc:** [carolinejohns@cox.net;](mailto:carolinejohns@cox.net)  
**Subject:** san Pedro Waterfront Project Draft EIS/EIR  
**Date:** Sunday, December 07, 2008 7:18:21 PM  
**Attachments:** [san pedro waterfront project drave eis eir.doc](#)  
[port.jpg](#)  
[beach.jpg](#)

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attached letter and two photos.

December 7, 2008

Dear Port Officials,

Two is too many!! See attached photo. The Port of Los Angeles stuck the residents of San Pedro with pier 400, and now you want to build more of the same, how absurd.

I live less than one half of a mile from the pier at the end of the channel. This is the location where the port's proposal to add a second terminal would be built. See attached photo. This photo is the view from my home.

Forget the expensive environmental impact reports that are not followed any how. Instead you are invited to come and spend the night at my home so you experience first hand the pollution from all levels of pier 400. You think it is not effecting the city? Come by at night when the terminal are in mass operation. You can hear the beeps from the fork lifts, feel the hum from the trucks, feel the vibration from the electricy burning up, and see the horrible yellow lights at night clogging up the skyline. And this is from Terminal Island. Imagine how it would sound at Cabrillo Beach right next door?

Every inch of cement that is filled into the harbor creates more heat. Pier 400 and China Shipping are very negative creations by the Port of L.A. Pier 400 has even affected the surf outside the harbor and the once beautiful hurricane gulch. I bet that was not in the environmental impact report! It is now longer hurricane gulch because all the wind has been sucked out of the area by cement with the building of the terminals. There are no trees on the pier 400, no nature was planned at the massive expansion. The pollution of the pier 400 is so vile, how could you ever consider doing this again?

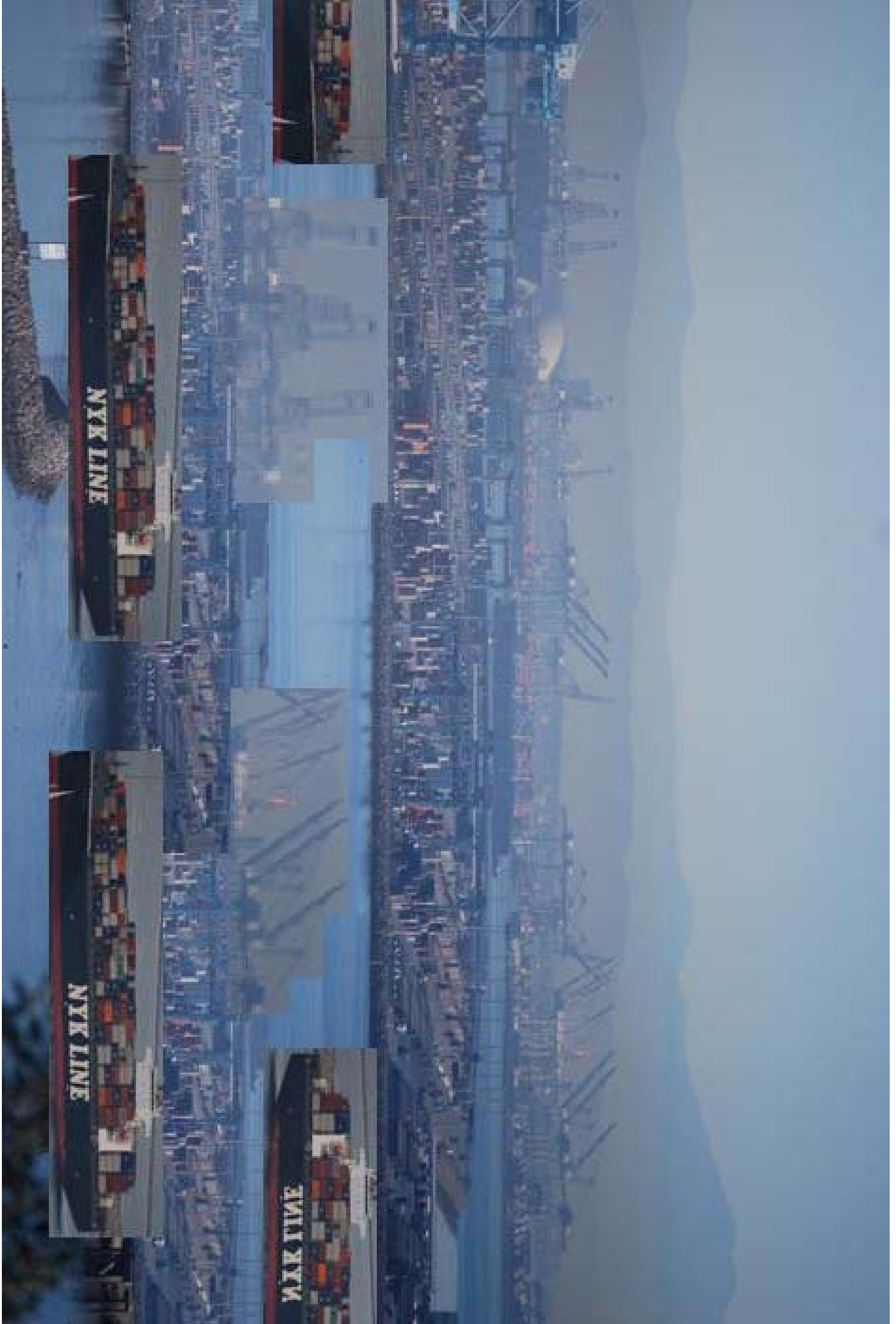
Take a look at other well planned major harbors built all over the world. You can see that residential areas are not burdened with industrial waste lands of terminals for shipping. Other world city planners work around communities and nature preservers. Perhaps you could learn from these types of port planners. This was suggested in one of the surveys sent to me in 2004 by your department. I gave you Sydney Harbor in Australia as one example.

I hope that you will take away the plans to destroy this last little spot of character and charm that is left in the port of L.A. There are just a few birds and eco system left at Cabrillo Beach. Please leave the pier and the area a park for the protection of the residents and nature.

Think about the health of the community for a change, and skip the profits. You the employees of the Port have an opportunity to do something good for us all, don't let the residents and the planet down one more time. Say no to more industrial development.

Sincerely,

Caroline A. Johns  
Resident of San Pedro





**From:** [Peter Warren](#)  
**To:** [Ceqacomments;](#)  
**Subject:** San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
**Date:** Sunday, December 07, 2008 10:01:57 PM  
**Attachments:** [pmw-mej waterfront plan.doc](#)  
[sustainable.jpg newoption1\\_sm-1.jpg](#)

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attached find the comments of  
Melanie Ellen Jones and Peter M. Warren  
619 West 38 Street  
San Pedro CA 90731

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

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

Subject: Comments Submittal for the Draft Supplemental EIR/EIS for the San Pedro Waterfront Project

Dear Dr. Appy and Dr. MacNeil,

We appreciate the opportunity to submit comments regarding the Subject Project Environmental impacts and hereby state our request that the Proposed Project be revised to implement the elements and changes defined in the Sustainable Waterfront Plan (SWP) and as described below.

We endorse the Sustainable Waterfront Plan and we further address the comments in this letter to the Board of Harbor Commissioners (BHC). We ask that they pay particular attention to the sections below on Process Failure and the description of the Sustainable Waterfront Plan under General Recommendations and Specific Comments. We draw their attention to these areas because Port Executive Director Geraldine Knatz has stated publicly and to the TraPac appellants that she fully expects the BHC to use the DEIR process, especially the comment letters and hearing comments, to become fully involved in evaluating the project, its possible alternatives and permutations, and to craft from these their own proposed project. This BHC project, and any possible alternatives, would then be recirculated to the public to complete the DEIR process.

We live within view of the area in question and have lived here and raised our two daughters to adulthood. As a family, we have frequented Cabrillo Beach. We as a family and as individuals are particularly disturbed with the cavalier attitude toward preservation of the beach and the multiple and varied recreational and educational opportunities of the Outer Harbor. The plan to berth cruise ships at Kaiser Point is shortsighted both from a resource and economic point of view. The Port should be reserving the area south of 22<sup>nd</sup> Street for non-industrial uses, as described below. This is a precious and irreplaceable resource. In 50 years, people of Los Angeles and the state of California will look back at this project and this moment in time. They will either revere a BHC that understood the need to reserve this area forever for public uses or they will look back with low regard on a Board that squandered this resource by allotting it to the cruise ship industry.

#### General Comments

The proposed project is built on a mistaken concept that is opposed by most organizations and people in San Pedro. If it is built, the people in our neighborhood will breathe dirtier air, suffer more noise pollution, drive on more congested streets, operate boats in near collision with cruise ships, swim in less clean water, and see more negative impacts on their recreational space,

health, night skies and to their well-being than any other people in the City of Los Angeles or the State of California.

When earlier iterations of this project were publicized in previous years, we reviewed them and said we could not support the project without certain revisions, and chief among these was that the project cause no increase in air pollution on or offsite, and that NO cruise ship facilities be built nor ships permanently berthed in the Outer Harbor. Clearly, that stipulation has not been met.

We conclude that we must oppose the Port proceeding with the Project under an action that states the air quality, water, recreation, biological resources, aesthetics, view, light, ground transportation, geology and other impacts are “considered significant, adverse, and unavoidable” after the proposed mitigation measures have been applied, but accepts them on the basis of “overriding concerns”. We remind the Port and the Corps of Engineers that the affected area remains a Federal non-attainment area for air quality and that the proposed Project as currently defined could only be implemented through consideration of “overriding importance” (reference Socioeconomic Impact) or through “Overriding Considerations (if necessary)” (reference Executive Summary and Introduction).

We recommend that the Port require the mitigation efforts for the Project as defined in the Clean Air Action Plan. If projected emissions still create residual significant air quality impacts after full application of all feasible mitigation measures, further mitigation measures must be required for existing sources in closest proximity to the Project. The mitigations applicable to sources other than the Project provide the opportunity to reduce the residual emissions to below significant levels on a port-wide basis. We believe that the Port and the Corps of Engineers has the capability and the responsibility to require the application of currently available mitigations such that the impacts to air quality can be reduced to a level that will not require application of Overriding Considerations.

Furthermore, we note that Executive Director Geraldine Knatz and other Port staff have stated that current and larger cruise ships can navigate the Main Channel. We observe that they do so regularly without the aid of tugboats. The desire to avoid backing down the channel is an issue of convenience rather than navigational safety. A larger and newer generation cruise ship will arrive at the current terminal in February and will back down the channel without the aid of tugs, several Port officials have confirmed. Surely, if there were navigational issues, tugs would be deployed.

Finally, we question the economic assumptions and erroneous navigational explanations that are being used to underpin the cruise ship expansion and need for Outer Harbor cruise berths. These economic assumptions are built on trend lines analyzed and in existence two years ago. The Port acknowledges that its industry analysis is based on a consultant report done for it in 2006. The data pre-dates that analysis. It is highly unlikely that those economic assumptions, and trend lines showing booming cruise ship business, are still valid.

## **Process Failure**

We regret that we are required to say that there were major and significant problems with the DEIR process, including failure to evaluate a known and widely supported alternative proposal; predetermination in favor of the proposed project, and piecemealing of the waterfront project. We believe these problems violate applicable environmental laws and regulations.



Early this spring, the LA Working group— a coalition of state, regional and local environmental advocates, community members, business people and elected members of neighborhood councils – informed the Port that the coalition had drafted a viable plan for waterfront development, the Sustainable Waterfront Plan (SWP). The coalition asked that the SWP be included in the DEIR and fully analyzed as an alternative. The Port Community Advisory Committee (PCAC) made a similar recommendation in the summer.

The SWP was six months in the drafting and it drew on years of community input and expertise. It was an elaboration of a plan approved in 2005-06 by the previous Harbor Commissioners. The SWP was created because it became apparent to many advocates that the Port staff would press forward with its own ideas for the San Pedro waterfront, ignoring the consensus arrived at after years of work by previous administrations, commissioners, urban experts and various community interest groups. The Port plan, these people understood, would be unresponsive to community concerns. It would permanently berth cruise ships in the Outer Harbor and neglect downtown in favor of an unsustainably overdeveloped Ports of Call village. It would lack shared parking and significant transit and pedestrian links between the waterfront and San Pedro. (Details of this critique are contained under specific comments, below.)

The existence of the SWP was well known to top Port officials as early as June of 2008. In fact, details of the SWP were hand-delivered and explained in separate meetings in June and July between coalition members, Board president David Freeman, and Port Executive Director Geraldine Knatz.

Notwithstanding these efforts, the SWP was not analyzed or even discussed in the DEIR.

However, during a September pre-release presentation to the Board of Harbor Commissioners (BHC) on the Waterfront Plan, Executive Director Knatz made several very clear statements with regard to the even-handed and open manner in which the DEIR process would be conducted. She presented the proposed plan and the alternatives. She also made mention of the SWP and some of its ideas. She told the commissioners the Port staff had done its best work and that now the DEIR process would proceed, with the public making its wishes known after evaluating the various alternatives. She asked the BHC to consider public input in addition to the alternatives enumerated in the DEIR and to craft its own solution. She suggested that the BHC could and should come up with its own best ideas from among the various alternatives. She explained that not all possible permutations could be included in the DEIR, but she made clear that she wanted an open process and that recirculation of the DEIR was a likely prospect once the public and BHC had refined the alternatives.

Unfortunately, the SWP had been handicapped from the start. It was left out of the DEIR and Port management refused a request to provide it an equal footing or funds to publicize the SWP. Accordingly, it has not received the widespread and multi-media publicity provided the proposed plan or the Port-created alternatives. Those have been published on the Port website, sent out on tens of thousands of CDs, presented around San Pedro in Powerpoints and included on mailings to tens of thousands. In addition, Port staff has made dozens of presentations in San Pedro, all without inclusion of the SWP.

This has been done despite requests from both the TraPac appellants and PCAC to provide equal publicity for the Port-created alternatives and the SWP. In fact, PCAC approved a motion in September asking that the SWP be published on the Port website and disseminated through Port email lists. Similar motions were approved by several Harbor area neighborhood councils. This

was not done. Port staff did not even forward these requests to the BHC. The only step toward “equality” was to let SWP proponents make a presentation at the public hearing in October.

As a result, public comments on the issue are skewed to support either the proposed plan or one of the Port-created alternatives, while ignoring SWP about which stakeholders have very limited knowledge. Supporters of the SWP have been required to do their own publicity and spend their own funds. As set forth below, we understand that SWP would have gained much wider endorsement from among the public and other public bodies if it had been one of the included alternatives.

We believe it is a violation of CEQA and NEPA for the Port to have failed to evaluate and distribute as part of the DEIR this valid and widely supported alternative.

Notwithstanding these facts, the CSPNC has endorsed the SWP; and its basic structure and details have been backed by other organizations. For instance, both the San Pedro Chamber of Commerce and the Central San Pedro Chamber have endorsed “an enhanced version” of Alternative Four in the DEIR, which provides for NO cruise terminal or permanent cruise ship berthing in the Outer Harbor. The enhancements, which include links to downtown and shared parking, make their proposals almost identical to SWP. Both organizations made clear in their discussions that the SWP was not considered SOLELY because it was not included in the DEIR. These organizations feared that to endorse the SWP would mean endorsing something that was not on the table and therefore the BHC would ignore their input, or if heeded, the result would be to delay the project. We feel that the BHC must take this issue into account in trying to assess various alternatives and whether there would have been more and broader support for SWP. Furthermore, BHC should acknowledge that Executive Director Knatz has repeatedly told members of the public that she fully expects a recirculation because the DEIR was designed to draw out public opinion and narrow the alternatives.

Moving to another issue, we believe the exclusionary nature of the DEIR process as described above was skewed toward the proposed project and therefore resulted in a CEQA- and NEPA-prohibited act of predetermination on the part of the Port. Despite Executive Director Knatz’s clear statement that Port staff had concluded their work and it now was the community’s turn to speak, Port staff have tried to tilt the playing field during the DEIR review period. There have been numerous elaborate presentations by Port staff on the proposed alternative with little or nothing discussed about alternatives, and NO mention of the SWP. Worse still, Port staff have taken an active role in lobbying and recruiting support for the proposed plan during the DEIR period, reportedly lobbying at private meetings in restaurants, at lunches at the Port building and also presenting Port knickknacks and tokens to potential supporters.

## **General Recommendations on the Sustainable Waterfront Plan (SWP)**

1. The cruise ship industry should be concentrated in the North Harbor so that it will benefit San Pedro businesses and local tourism. Temporary and occasional berthing of visiting ships is permissible in the Outer Harbor but no terminal or permanent passenger or baggage facilities can be part of the plan.
2. Linkages between Ports of Call and downtown should be maximized, with transit and pedestrian pathways.

3. Harbor Boulevard must remain two-way between Sampson Way and 22nd Street, as in current configuration. New roads cannot be wider than four lanes and must include bicycle paths.
4. Elevated parking structures greater than two stories above ground must be placed in locations where waterfront views/vistas are preserved. Parking on the waterfront should be minimized. Offsite parking for cruise visitors should be developed on Gibson Blvd. and Terminal Island.
5. The Ports of Call complex should be redesigned and improved to continue in a total footprint of 150,000 square feet of commercial space, and maintain key existing businesses.
6. The Salinas de San Pedro should be expanded up to 10 acres and the boat launch ramp moved to Kaiser Point with adequate parking for boat trailers. The former Boy Scout Camp will not be razed.
7. The area south of 22nd Street should be reserved for recreational, research, educational, habitat preservation, people-friendly and compatible business uses.
8. The waterfront project should not unsustainably overdevelop Ports of Call or focus the waterfront on the cruise ship industry in a way that impinges on creating a recreation-, science-, and habitat-based attraction for all of Southern California south of 22nd Street.
9. The resulting Final Project Description should be designed such that declaration of “overriding considerations” to accept “significant and unavoidable environmental impacts” is not necessary.
10. The resulting Final Project Description must be consistent with widely sanctioned design concepts for urban waterfront projects as set forth in the Sustainable Waterfront Plan.

### **Specific Comments on the Sustainable Waterfront Plan**

1. All berths to be located at the inner harbor.
  - a. Set aside Cabrillo Beach/Outer Harbor area for recreational/educational uses that preclude cruise service.
  - b. Maintain all berths as shared berths, with no terminals dedicated to one vender.
  - c. Create some agreement that a limited temporary berth at existing Kaiser Point location may continue with restrictions.
  - d. No new terminal or parking at Berth 46.
2. Provide linkages to downtown and community.
  - a. Create pedestrian-oriented design, from bridge to breakwater and to downtown.
  - b. Incorporate/enhance regional transportation, such as express and Amtrak buses to L.A., Long Beach, Wilmington and other regional destinations, in order to reduce car trips to waterfront, beaches and off-site parking areas.
  - c. Run the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to Dock One, to Kaiser Point, to the north harbor cruise ship terminal and through downtown.

- d. Build land bridges between downtown and Ports of Call, including roof gardens and pedestrian walkways on the parking structures and east-west connecting walkways.
  - e. Create pedestrian links to downtown, both physical and economic, to provide access to the water and Ports of Call.
  - f. Maintain the scenic 2-way designation of Harbor Boulevard, preserving views and view corridors. Maintain four-lane access.
3. Provide links to and protection of existing open space.
    - a. Enhance link to Bandini Canyon, Leland Park and Peck Park.
    - b. Incorporate links to Harbor View Trail.
    - c. Incorporate/complete California Coastal Trail through San Pedro Waterfront, including pedestrians, jogging, skating and bicyclists' lanes.
    - d. Enhance Coastal Trail links to Royal Palm Beach, White Point Nature Conservancy, Angels Gate and Point Fermin Park.
    - e. Create a promenade from the Bridge to the Breakwater along the waterfront.
    - f. Create a second pedestrian walkway on the landside of Ports of Call.
    - g. Create an Outer Harbor Park along the east edge of Kaiser Point.
  4. Expand by 10 acres the tidal pool and salt marsh habitat at Salinas de San Pedro.
  5. Plan/Develop Ports Of Call.
    - a. Develop/enhance 150,000 square feet of commercial space, a conference center, open space and a promenade in Ports of Call.
    - b. Commit to extensive "commons" area between shops.
  6. Create a diversity of parking options without obstructing the waterfront.
    - a. Encourage pedestrian activity downtown, discourage traffic/pollution.
    - b. Create shared parking facilities for downtown and the waterfront.
    - c. Minimize parking and roadways in tidelands, waterfront and beach areas.
    - d. Create off-site parking, not just in downtown, but possibly between San Pedro and Wilmington for full day and longer use.
    - e. Move parking, especially long-term parking, away from the waterfront by undergrounding day-trip visitor parking along Harbor Boulevard, and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island.
    - f. Create no parking structures on the waterfront that block view corridors.
  7. Create a plan that reflects the Port's sustainability goals.
    - a. Require AMPing of all cruise ships.

- b. Plan the entire waterfront as an integrated whole, including Westways, Warehouse One, Fruit Terminal and Boy Scout Camp. The current project promotes piecemealing, which is a violation of CEQA/NEPA.
- c. Maintain Cabrillo Bay/Outer Harbor for recreational use. Relocate boat launch to Kaiser Point. Convert Boy Scout Camp to public use.
- d. Incorporate sustainable infrastructure and development such as green streets, bicycle streets, urban runoff treatment, constructed wetlands and LEED buildings.
- e. Create a waterfront business plan to describe the economic development goals, determine the mix of commercial, retail and educational/cultural uses development and enhance downtown businesses.
- f. Create a steering committee comprised of a variety of business, neighborhood and environmental stakeholders to meet with the Port and their designated planning consultant.
- g. Increase park space for the residents in the adjacent community who are currently so greatly underserved, rather than the decrease which would result from the Proposed Project.

## **Specific comments on the DEIR**

1. Create a plan that requires less mitigation and that does not rely on impacts that cannot be mitigated and must be approved through overriding considerations. The following environmental impacts related to the Proposed Project with construction and operation of Cruise Terminal at South Harbor are significant and cannot be mitigated:
  - a. Aesthetics – The Project elements would eliminate water views and cover green space to such a great extent that the aesthetic appeal of the waterfront area would be severely reduced.
  - b. Public Services – The Project includes a great number of retail establishments that would require greatly increased public services and would degrade resources available to existing residents, organizations, and businesses.
  - c. Utilities/Service Systems– The Project elements’ many retail structures would require greatly increased utilities/service systems and would degrade service to existing facilities.
  - d. Cultural Resources – The Project elements are distinct from the surrounding recreational uses and would eliminate the current community’s long-standing capabilities for marine recreation.
  - e. Recreation – The Project would eliminate precious waterfront space principally in the area where park and recreational space is most needed and where current park space greatly under-serves the surrounding community.
  - f. Land Use/Planning – The Project includes elements contrary to existing uses and which would dilute plans for improvements/continued commercial use of the business district on 6th and 7th Streets and along Pacific Avenue.
  - g. Transportation/Traffic – The Project would include elements requiring greatly increased traffic flow/capacity in the coastal area thereby resulting in very severely increased impact on surrounding communities.

- h. Air Quality – As the affected area currently suffers as a Federal non-attainment area for air quality, the following impacts are stated:
  - i. The Project would result in significant and unavoidable impacts which cannot be mitigated, would increase air pollution in an area known to exceed federal standards of cancer risk by several magnitudes, and would increase the inhumane expose of thousands of residents to toxic air emissions known to cause cancer, multiple heart and respiratory illnesses, and death.
  - ii. The Project would increase greenhouse gas emissions by several orders of magnitude beyond that for Alternative 4, which excludes the outer Harbor Cruise Terminal.
  - iii. The EIR/EIS clearly demonstrates that significant impacts can largely be reduced, saving countless lives, through revision to exclude the Cruise Terminal at South Harbor.
- 2. The following mitigation measures applicable to Air Quality require revision as stated:
  - a. The MM-AQ-9 should require 100% Alternative Maritime Power (AMP) for Cruise Vessels immediately on start of Project operations. Reference current phase-in stated as, “30% in 2009 and 80% in 2013;” and, “97% in 2013 and thereafter” at Outer Harbor.
  - b. The MM AQ-3 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference current requirement stated as, “January 1, 2009 to December 31, 2011, shall comply with EPA 2004.”
  - c. The MM AQ-15 should require 100% compliance to USEPA 2007 emission standards for on-road trucks during construction phase. Reference MM AQ-15 currently stated as, “20% in 2009, 40% in 2012, and 80% in 2015 and thereafter.”
  - d. All Project measures applicable to Low Sulfur Fuel (LSF) in Cruise Vessels require revision to ensure use of 0.2 percent maximum sulfur content fuel immediately on start of Project operations. Refer to MM AQ-10, “Inner Harbor – 30% in 2009 and 90% in 2013 and thereafter;” and, “Outer Harbor – 90% in 2013.”
  - e. All uses planned for LNG-Powered Shuttle Busses require change to implement electric-powered busses. Reference MM QA-14, LNG-Powered Shuttle Busses.
  - f. The MM AQ-18 requires the following revisions:
    - i. Require full EPA Tier 2 compliance at start of Project operations until implementation of Tier 3. Currently stated phase-in of Tier 2 is 30% in 2010 and 100% in 2014.
    - ii. Require full EPA Tier 3 compliance in year 2015. Currently stated phase-in of Tier 3 is 20% in 2015, 50% in 2018, and 100% in 2020.
  - g. The MM AQ-21 must require EPA Tier 2 compliance at 100% in 2010 rather than as currently stated, 30% in 2010 and 100% in 2014.
  - h. The MM AQ-22 should state the basis of periodic review such as once yearly and no less frequently than every five years. Currently stated measure includes no timing requirement for review.
  - i. The MM QA-23 should be revised to include no less than two additional review cycles between the years of 2022 and 2037.

3. The following impacts applicable to Air Quality require revision as stated:
  - a. Significant understatement in AQ-9 regarding cumulative impacts that would result from the Proposed Project requires correction and clarification. The statement under the section, Impact AQ-9, page 3.2-124, “In actuality, an appreciable impact on global climate change would occur only when the proposed project GHG emissions combine with GHG emissions from other man-made activities on a global scale” demonstrates a fundamental misapplication in consideration of cumulative impacts. Reasonable minds would agree that pollution from Port operations exists within the environment of regional pollution and that the communities closest to the Port and to goods transport are affected most significantly. The Port has the responsibility to reduce impacts on project-specific basis without relief for application of the concept that pollution results on a global scale and as such, project-specific pollution is more acceptable.
  - b. Likely significant under estimation for on road vehicle emissions in AQ-3 results from the Port’s mistaken calculation of pollution resulting from transport of people to and from the Outer Harbor Cruise terminal as follows:
    - i. The corrected total number of shuttle buses required in optimal circumstances (maximum participation in shuttle bus option) is a quantity of 640 loaded shuttle trips per day to unload and separately load a ship on the days of arrivals/departures; a total of 16,000 passengers coming and going, for a total of 1280 trips in each direction. Note the following numeric elements: two ships; 4,000 people per ship; one arrival and one departure per ship; 8,000 passengers arriving and 8,000 departing, with 25 persons per shuttle bus. . (That is  $16,000/25=640$ .)
    - ii. A significant quantity of Cruise Ship passengers will chose private transport to the Outer Harbor, resulting in significant increase in on-road vehicle emissions, not included in the Port’s calculation.
    - iii. Where the DEIR reports fewer bus trips, there will be 10 to 15 additional vehicles for these same passengers for every bus not employed, with an attendant increase in pollution. This results from passengers being dropped off individually or in pairs by shuttle, cab or personal vehicle.
4. With regard to Cultural Resources and Aesthetics:
  - a. The Port area has several sites of California historical significance and are considered significant for CEQA compliance, and the entire area is considered ‘archaeologically sensitive’ but only one archaeological site - Mexican Hollywood or El Barrio - which is located under berths 90 and 91, is within the proposed project boundaries and remains intact (though buried). There are several buildings or sites considered by CEQA as significant because of their status or eligibility for NHRP, including the Municipal Wholesale Fish Market, San Pedro Boat Works (Berth 44), Westway/Pan American Oil Company Pump House (Berth 70), Duffy's Ferry Landing (5th Street, Berths 84&85).
  - b. According to the DEIR analysis there are no significant impacts for any of the proposed project alternatives on any of the identified sites – but this remains an important issue: when construction begins, any site or building may be impacted.
  - c. The DEIR fails to identify as significant the aesthetic impacts of the cruise ship berthing on the Outer Harbor on views from Cabrillo Beach.

5. With regard to Transportation and Circulation (Ground) Impacts, and Recreation Impacts:
  - a. The two CEQA issues identified as being “unable to be mitigated” are the load impacts to key Harbor Blvd. intersections (incl. Interstate 110 ramps) and residential West 17th Street segment between Center and Palos Verdes Blvd. These impacts are directly related to expected increase in surface traffic because of the Outer Harbor Berths. The DEIR identifies “a significant operational impact” with regard to these streets.
  - b. The proposed project scope does not include any plan for providing mass transit improvements and assumes only visitor traffic by automobile.
  - c. The DEIR inadequately describes the traffic load from the bussing of passengers from the long-term parking lots to the terminal in the Outer Harbor. Traffic to and from the terminals will create a virtual wall of busses, as well as a constant blur of cars and support vehicles. There will be as many as 1280 bus trips daily through San Pedro to serve a terminal at Kaiser Point. This will sharply impede the public access to Ports of Call and the waterfront, and intimidate the public through the volume of traffic that is more like a freeway than a commercial street.

As there is a disagreement about the size of the busses to be deployed (the Port suggests motor coaches, others suggest smaller vehicles), for this example we will use the Port-suggested 50-passenger busses, rather than what we believe are more likely, 25-passenger busses as described in the Air Quality discussion. We will assume that about 40 people and their luggage are loaded on each larger bus.

Assuming loading and unloading takes place primarily over 2 hours, there will be more than three busses per minute passing a single point on Sampson Way (one every 18 seconds). If we use the fully loaded 25-passenger vehicle from the Air Quality section, there would be over five busses a minute (one every 11 seconds).

These results are based on the following calculations: A terminal at Kaiser Point will require 200 bus trips of 40 passengers per trip to carry passengers from two 4000-passenger ships to their cars parked at the north end of town. That is 200 trips with loaded busses traveling in one direction, or 400 one-way bus trips. These 400 trips would be repeated twice daily, once in the morning for arriving passengers and once in the afternoon for departing ones, for a total of 800 trips daily. Where the DEIR reports fewer bus trips, there will be 20 to 30 additional vehicles for these same passengers for every bus not employed. This results from passengers being dropped off individually or in pairs by shuttle, cab or personal vehicle.

- d. The proposed project will sharply interfere with recreational boating and access to and from the West Channel. Numerous boat owners and at least one yacht club have objected to the berthing at Kaiser Point because the required 100-meter security zone around each cruise ship will make navigation in and out of the West Channel very difficult.

In addition, transit times of cruise ships during weekends will occur when recreational boat traffic from the West Channel is at its highest, on afternoons leading to and during weekend afternoons. This will require closing the area to recreational boating during those times. Unlike the Main Channel berthing near downtown, the navigational path to the proposed berths at Kaiser Point would conflict directly with the navigational path used by almost all recreational boaters in the harbor. The problem is further exacerbated because



the Port is executing a major expansion of the marinas in that use the West Channel. This expansion will further heighten the navigation complexities and traffic jam

This problem will occur even with the proposed mitigation of floating security barriers to narrow the security zone around cruise ships. Furthermore, the US Coast Guard has not approved the floating barrier, and has stated that it will not fully review it until the project is in place. Therefore it is impossible for the Port to state with any certainty that the mitigation will be possible. Even if the mitigation is deemed acceptable by the Coast Guard, the mitigation will not eliminate the need to shut the area to small craft during cruise ship transit.

- e. Security zones at any Kaiser Point terminal will sharply limit access to the waterfront there. Currently, non-passengers are barred from the cruise terminal area and parking lots when the ships are not at berth. Similar restrictions, including added restrictions on non-passengers when the ships are at berth, are anticipated to ensure cruise port security.

Sincerely,

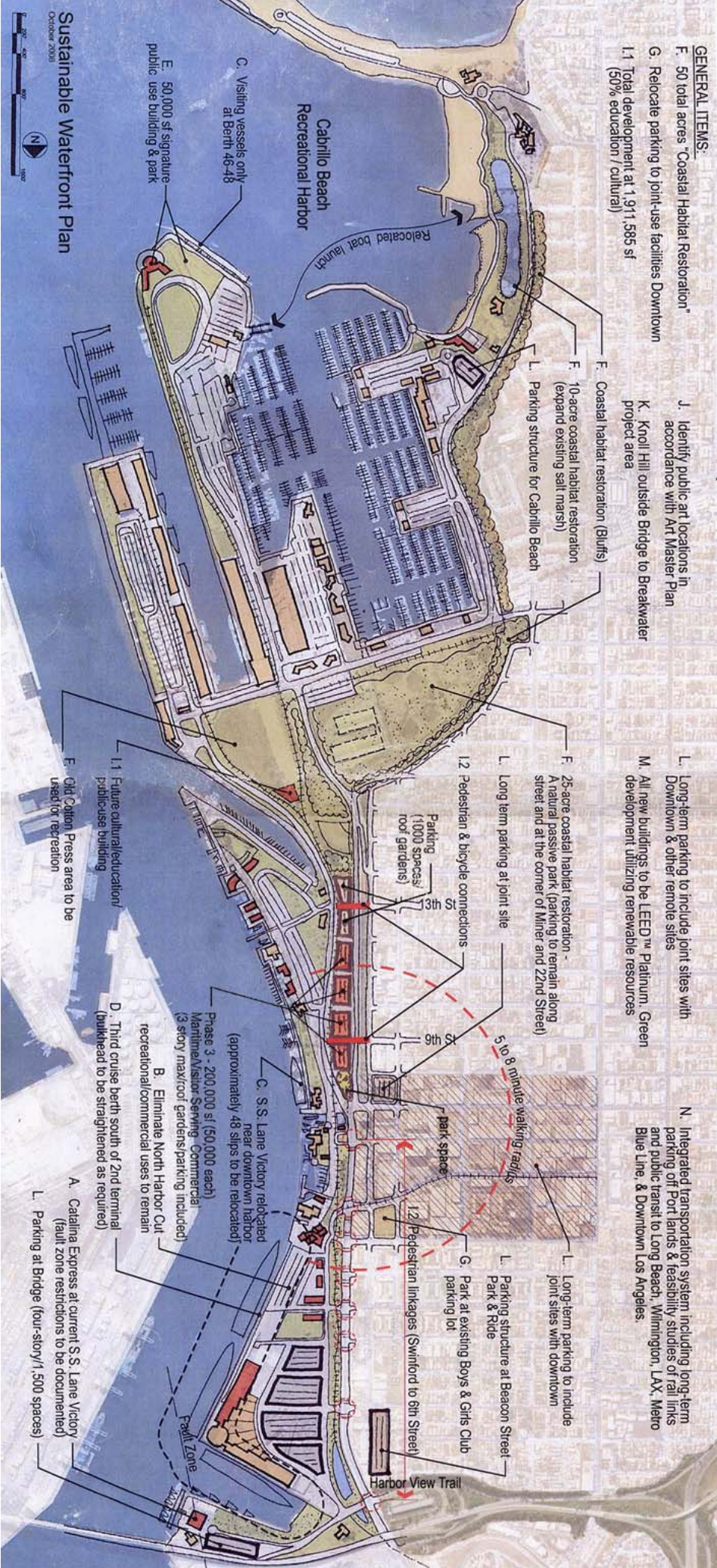
Melanie Ellen Jones

And

Peter M. Warren

619 West 38 Street

San Pedro, CA 90731



**GENERAL ITEMS:**

- F. 50 total acres "Coastal Habitat Restoration"
- G. Relocate parking to joint-use facilities Downtown
- L1. Total development at 1,911,585 sf (50% education / cultural)
- J. Identify public art locations in accordance with Art Master Plan
- K. Knoll Hill outside Bridge to Breakwater project area
- L. Long-term parking to include joint sites with Downtown & other remote sites
- M. All new buildings to be LEED™ Platinum, Green development utilizing renewable resources
- N. Integrated transportation system including long-term parking off Port Lands & feasibility studies of rail links and public transit to Long Beach, Wilmington, LAX, Metro Blue Line, & Downtown Los Angeles.

**Sustainable Waterfront Plan**  
October 2008



**From:** [Joshua Stecker](#)  
**To:** [Ceqacomments;](#)  
**Subject:** San Pedro Waterfront Project  
**Date:** Sunday, December 07, 2008 1:48:26 PM

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To Whom it May Concern:

I Fully Support the Port's "Proposed Project" for the San Pedro Waterfront.

I support the cruise ship terminals at the outer harbor to receive "state of the art" cruise ships in Los Angeles as outlined in the Proposed Project.

San Pedro and the LA Waterfront desperately need to develop the Outer Cruise Ship Terminal so the newer, modern cruise ships can bolster our local economy.

I support having a master developer redevelop the entire Ports O' Call Area as outlined in the Proposed Project. It's long overdue.

Thanks for your consideration.

Joshua Stecker  
Editor, San Pedro Magazine  
1472 W. Santa Cruz St.  
San Pedro, CA 90732  
310-923-4084



**From:** [Jack Alden](#)  
**To:** [Ceqacomments;](#)  
**cc:** [jack\\_alden@ahm.honda.com](mailto:jack_alden@ahm.honda.com); "Jack Alden";  
**Subject:** RE: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
**Date:** Monday, December 08, 2008 9:08:47 PM

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Further to the below, with regard to the visual impact, the EIR assumes that the visual impact of a 1000+ foot, static 20 story cruise ship at the proposed outer berths is the same as either (a) a cruise ship or cargo ship moving down the center channel or (b) a static bulk cargo ship docked at berths 45-47. They are not. A static immense cruise ship, which cumulatively will be docked for over 50% of the daylight hour in any given week, is the same as having a 5 twenty story buildings constructed in front of your house, obscuring your view of everything but that building. Among the views that would be lost would be views of the Center Channel, San Gregornio and San Jacinto mountains, which during the winter can be covered in snow and are quite a beautiful contrast to the harbor scene, as well as views of Reservation Point, downtown Long Beach, the Maresk cranes on Pier 400 and the cargo activities on Pier 400.

By comparison, a static bulk cargo ship generally is no higher than the wharf at which it is docked, with the exception of a relatively narrow superstructure that is, at best, 7 stories high. A moving ship, of course, changes its relationship to the environment at all times, and thus is quite interesting. Neither type of vessel, both of which are part of Point Fermin residents' current views, effectively obscure any view point for any significant time. The report's dismissal of this difference (when discussing view points C and D) as being "insignificant" utterly fails to understand what makes a harbor view interesting and beautiful.

Jack Alden  
3714 Bluff Place  
San Pedro, CA 90731  
[Jack\\_alden@ahm.honda.com](mailto:Jack_alden@ahm.honda.com)  
[jwajack@sbcglobal.net](mailto:jwajack@sbcglobal.net)  
(310) 521-9078

-----Original Message-----

From: [jack\\_alden@ahm.honda.com](mailto:jack_alden@ahm.honda.com) [[mailto:jack\\_alden@ahm.honda.com](mailto:jack_alden@ahm.honda.com)]  
Sent: 08 December, 2008 19:04  
To: [ceqacomments@portla.org](mailto:ceqacomments@portla.org)  
Cc: [jwajack@sbcglobal.net](mailto:jwajack@sbcglobal.net)  
Subject: San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)

Noise: Outer harbor cruise ship stevedoring, as well as early a.m. arrivals, will increase noise impact on Point Fermin residents. Sound travels quite well across the open water of the west basin; Pt. Fermin residents can hear, quite clearly, activities at Pier 400 and at the current bulk terminal where the outer cruise ship terminal is proposed. Nighttime noise will affect sleep and enjoyment of ocean sounds.

Visual: Massive cruise ships docked at proposed outer terminal will obscure view of center channel, as well as Long Beach and other distant views, for people at Cabrillo Beach and residents of Point Fermin neighborhood. At night, Point Fermin residents will have increased light impact from 20 story cruise ships, much closer in to residents than current port operations.

Recreation: Analysis of outer terminal cruise ship impact on recreational opportunities in west basin fails to consider impact of 20 story cruise ships on wind for sailing activities -- wind lifts from ocean/harbor surface well before hitting an object like a tall ship, creating a massive wind shadow. Cruise ships will negatively impact wind speed in west basin, an area that is known for and highly regarded for its wind speeds. Analysis also assumes that current security regulations (with 100 yard stay-away requirement) will remain unchanged. This is unlikely, as it is inevitable that some terrorists will attack a berthed vessel/cruise ship and the stay-away distance will be increased. If the distance is increased to 200 yards or more, the presence of a cruise ship at the proposed outer harbor terminal will bottle up all recreational boaters in the Cabrillo Marina area -- making the slips there less attractive, creating economic harm for the owners and stranding investments, literally and figuratively -- and also quite limit the ability for sail boats, sailboats, and windsurfers to sail in the west basin. In addition, on-land restrictions could make the Outer Harbor park unusable, wasting all the monies that are invested in it.

Alternatives -- placing an outer cruise ship terminal directly (at existing fishing cut) or nearly adjacent (where current gas facilities are) to Ports O'Call will avoid all of the above effects, will decrease traffic impacts of cruise ship patrons, and will create a synergy of captive customers for Ports O'Call.

Jack Alden  
3714 Bluff Place  
San Pedro, CA 90731  
jack\_alden@ahm.honda.com (comments here are personal) jwajack@sbcglobal.net

**From:** [David Nichol](#)  
**To:** [Ceqacomment;](#)  
**cc:** [Connie Martin;](#)  
**Subject:** Fw: San Pedro Waterfront Project  
**Date:** Monday, December 08, 2008 8:50:59 PM

---

Connie was unable to get her ISP to send this to the Port of LA, so I am forwarding it to you.

Dave

--- On **Mon, 12/8/08, Don Martin <*don.martin5@ca.rr.com*>**  
wrote:

From: Don Martin <don.martin5@ca.rr.com>  
Subject: San Pedro Waterfront Project  
To: "Dave Nichol" <d.nichol@sbcglobal.net>  
Cc: "Dave Nichol" <d.nichol@sbcglobal.net>  
Date: Monday, December 8, 2008, 7:53 PM

Connie Martin  
318 N Goodhope Ave  
San Pedro, CA 90732

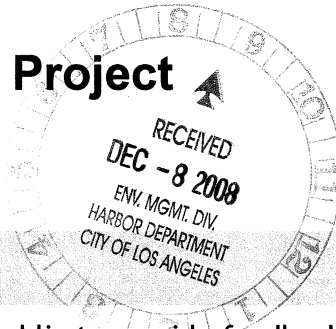
I support the Cruise Ship Terminals at the Outer Harbor with the proposed security barrier imposed. I support the outer harbor as long as the parking is located at the pier 93 parking space. I am concerned that the recreational boating area has the potential to continue their Junior programs and the racing programs in the spaces allotted to the Cruise terminals in the outer harbor. I want to be assured that a traffic pattern from Outer Harbor to the freeway will be given the best studies regarding traffic congestion and environmental concerns. I approve all of the proposed water cuts, town squares, deindustrialized ares , red care realignments, and expansion and realignment of Sampson Way and the 7th St./Sampson Way intersection Improvements. I would like to see a redevelopment of the Ports O'Call Area as outlined in the project.

Connie Martin  
[don/martin5@ca.rr.com](mailto:don/martin5@ca.rr.com)



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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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

Name MA ANTONIETTE DIPLOMA Telephone/Fax 3105484446-48

Organization/Company ADRIATIC TRAVEL

Address 777 W. 9th St.

City/State/Zip Code SAN PEDRO, CA 90731

E-Mail toni@adriatictours.com

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

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

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

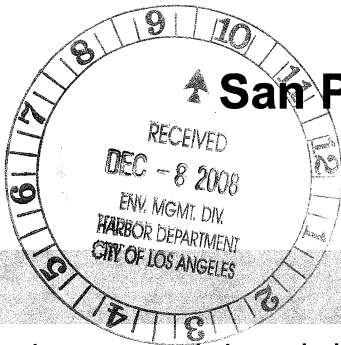
**COMMENTS:** (Please use the reverse side if necessary.)

*I fully support the project.*





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# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name MRS. FRIDA J. VADGAMA Telephone/Fax 562-505-8723

Organization/Company \_\_\_\_\_

Address 12724 PALM STREET

City/State/Zip Code CERRITOS, CA, 90703

E-Mail fridavadgama@hotmail.com

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

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

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

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

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

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





December 8, 2008

Dr. Spencer D. MacNeil

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

RE: Draft Environmental Impact Statement/Report (Draft EIS/EIR) San Pedro Waterfront  
Project

Dear Dr. MacNeil:

Upon review of the Draft EIS/EIR for the San Pedro Waterfront Project, along with other documents in possession of the Port of Los Angeles (the Port), I hereby present my objections and comments on this report.

Gambol Industries currently manages under contract with the Port the Southwest Marine property, which includes the parcel on which the proposed fueling station would be built (Berth 240Z). We find the proposed Project would have a significantly negative impact on existing and planned operations at the Southwest property

Beyond said impacts, we find the Project's draft EIS/EIR is fundamentally flawed in numerous respects, and that the document should be set aside until other, more environmentally-friendly and economically prudent alternatives can be discussed and analyzed.

CEQA Guidelines Section 15088.5 states that a lead agency is required to re-circulate an EIR if the following conditions apply:

- \*A new significant environmental impact would result from the Project or from a new proposed mitigation measure;
- \*A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- \* A feasible Project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the Project, but the Project's proponents decline to adopt it;
- \*The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

We respectfully request that the Draft EIS/EIR be set aside because it is fundamentally flawed in several respects, most notably the fact that the Port's own analysis found that the No Project Alternative was found to be the environmentally superior alternative:

#### Section 6.5 - Environmentally Preferred and Superior Alternatives

Under the CEQA analysis, Alternative 6, the No-Project Alternative, is the environmentally superior alternative because this alternative would not require discretionary approvals triggering CEQA compliance and would, therefore, for purposes of this EIS/EIR, have no impact under CEQA. Pursuant to the CEQA Guidelines, if the No-Project Alternative is deemed to be environmentally superior, then the lead agency must identify an alternative other than the No-Project Alternative as environmentally superior. Alternative 5 ranked first in terms of the least overall environmental impact when compared to the CEQA baseline (Table 66). This alternative would result in the least impact on biological resources, groundwater and soils, recreation, marine transportation, and water quality when compared to all other alternatives. Alternative 5 would share the least impact for all other environmental resource areas except air quality (Alternatives 1 and 3 would result in the least impact), hazards and hazardous materials (Alternative 4 would result in the least impact) land use (proposed Project and Alternatives 1 through 4 would result in the least impact), and utilities and public services (Alternative 3 would result in the least impact).

We find it extremely curious that the Port sees fit to move forward with a Project that its own report clearly found not to be the environmentally superior alternative. We also find it curious that the proposed location of the fueling station seems to have been arbitrarily chosen without demonstrable evidence of how it came to be chosen, nor any evidence of consideration for alternate sites.

Furthermore, a more detailed explanation should be required as to the Port's plans for addressing existing and potential contamination issues, and that alternate site must be explored before all options are considered exhausted.

We further believe that an infinitely more prudent plan of environmentally-friendly development can be utilized at the property, including potential renovation of the site for 180+-foot barge and ship repair and construction. Such a facility does not exist in Southern California, contributing to the loss of hundreds of millions of dollars annually in potential business as well as hundreds of permanent jobs.

More specifically, however, the proposed location of the fueling station, in what amounts to the middle of the property, will effectively cut the face pier at Berth 240Z in half, and render a large amount of current barge and ship berthing unusable and unavailable, and would substantially impact current and future use of 240Z as a functioning OGV shipyard facility.

There also appears to be no consideration of the property in relation to the entire Southwest Marine property. We believe the Port should explain in detail its underlying reasoning for either ignoring or trying to outright block any plans for potential renovation of the Berth 240Z and Southwest Marine properties.

While the Port is foisting no fewer than three draft EIRs or EIS (Southwest Marine Demolition, Channel Deepening and San Pedro Waterfront) and a draft amendment to the Port's own Master Plan calling for the utilization of Berths 243-245 as contaminated soil landfills and the destruction of buildings throughout the property due their perceived "environmental hazards", we find it unconscionable that the Port would in turn proposed an ill-conceived fueling station that could present even greater environmental hazards than may currently exist.

The list of flaws in the draft EIR/EIS are far too many to list here. Needless to say, we wish to reiterate in the strongest possible terms our objections to this document and its utter lack of scope, the outward appearance of the Port's utter dismissal of consideration of alternative uses, and its seemingly random choice to locate the proposed fueling station at Berth 240Z, effectively rendering a potential new 180+-foot OGV maintenance yard useless.

If you have any question or comments, or if I can be of any further assistance, please contact me anytime.

Sincerely,

John Bridwell  
Vice President

CC: Dr. Ralph G. Appy, Director of Environmental Management, Port of Los Angeles

Los Angeles Harbor Board of Commissioners

S. David Freeman, President

Jerilyn López Mendoza, Vice President

Kaylynn L. Kim, Commissioner

Douglas P. Krause, Commissioner

Joseph R. Radisich, Commissioner

Geraldine Knatz, Executive Director

David L. Mathewson, Director of Planning & Environmental Affairs

Philip A. Tondreau, Director of Real Estate



US Army Corps  
of Engineers



# San Pedro Waterfront Project DEIR/DEIS



## Comments

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

Name JAMES GATSON Telephone/Fax 310-323-7983

Organization/Company \_\_\_\_\_

Address 16605 ERMANTH AVE

City/State/Zip Code TORRANCE CA 90504

E-Mail \_\_\_\_\_

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

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

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

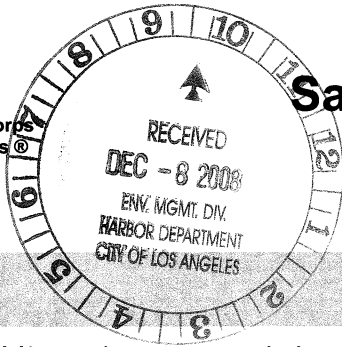
**COMMENTS:** (Please use the reverse side if necessary.)

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

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



US Army Corps  
of Engineers®



# San Pedro Waterfront Project DEIR/DEIS



## Comments

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

Name Dr. Jay Vadgama Telephone/Fax (562) 505-8584

Organization/Company \_\_\_\_\_

Address 12724 Palm Street

City/State/Zip Code Cerritos, CA 90703

E-Mail Jvadgama@ucla.edu

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

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

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

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**From:** [Jeff Maillian](#)  
**To:** [Ceqacomments:](#)  
**Subject:** San Pedro Waterfront Project  
**Date:** Monday, December 08, 2008 2:02:28 PM  
**Attachments:** [San Pedro Waterfront Project Comments 8Dec08.pdf](#)

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Attached are my comments to the DEIR on the San Pedro Waterfront Project.

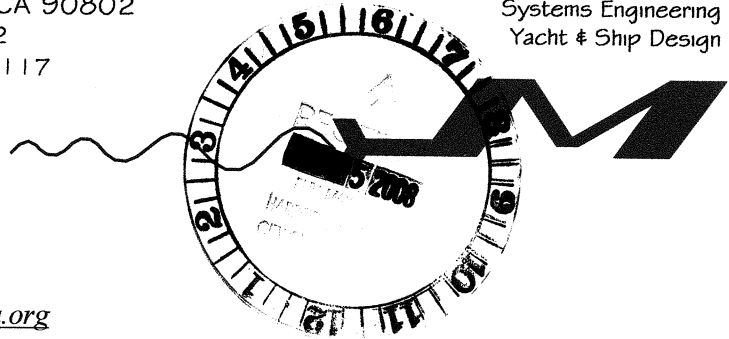
Jeff Maillian  
1900 E. Ocean Blvd., 1501  
Long Beach, CA 90802

(562) 537-8117 Cell

# Maillian Associates Design

1900 E. Ocean Blvd., 1501 • Long Beach, CA 90802  
Phone (562) 427-3513 • Fax (562) 683-2652  
email: maillian@ix.netcom.com • Cell (562) 537-8117

Naval Architecture  
Systems Engineering  
Yacht & Ship Design



8 December 2008

Submitted via email to: [ceqacomment@portla.org](mailto:ceqacomment@portla.org)

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

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

Re: San Pedro Waterfront Project, Draft EIR Comments

Dear Sirs:

This letter is in comment to the Draft EIR for the proposed San Pedro Waterfront Project.

I am a naval architect with considerable experience in vessel, shipyard and marine project design. I have been actively involved with projects on land and water in the Ports of Long Beach and Los Angeles for thirty-plus years, ranging from passenger vessels to yachts, and including shipyard infrastructure, cargo facility planning, and substantial involvement with the San Pedro fishing fleets.

My principal areas of concern in the San Pedro Waterfront Project are:

- 1) **New "Fueling Station" to be located at Berth 240Z (present location of the historic Southwest Marine site).**
  - a) The proposed location of the fueling station wharf improvements and floating docks effectively divides the present face pier at Berth 240Z into two smaller pier sections. I believe this is intended to destroy the future utility of the Southwest Marine site as a revitalized ship and barge repair and construction facility. Better siting needs to be considered.
  - b) The relocation of the fueling station to Berth 240Z appears to be arbitrary. There is no evidence I can find within the DEIR of serious considerations leading to this site location, or of alternative sites available within the Port.
  - c) I do not see where the "offshore supply lay down area" captioned in Figure ES-13 is addressed anywhere within the DEIR. Who are the intended users of this area? What are the traffic and pollution impacts of this area?
  - d) The proposed conceptual location of the tank farm at the fueling station also appears to be arbitrary, and I see no place within the DEIR where consideration is given to existing in-ground pollution at the former shipyard site, or to utilization of the adjacent backlands surrounding the tank farm.



**2) No consideration is given to the Southwest Marine site as a whole and this appears to represent a continuation of the Port's attitude towards development of much-needed shipyard and maritime support facilities.**

- a) Specifically, There are at least three Draft or Final EIRs addressing areas of the Southwest Marine shipyard site, and each appears to be designed to obfuscate and confuse, to wit:
- i) First is the extant San Pedro Waterfront Project, which skirts the issue of the larger potential uses of the Southwest Marine site in it's entirety; it only refers to the site as "vacant". The continued and on-going utility of the site and the adjacent berths and piers by the motion picture production industry, and as ship's service lay berths, is completely ignored. Also, the frequent utilization of the site, as a whole, for emergency training by various security agencies is also 'overlooked.'
  - ii) The Channel Deepening Project EIR relegates "Berths 243 and 245" to supposed best-use status as landfill sites in support of the Deepening Project. By using these arcane berth designations, this potential destruction of two irreplaceable Port assets has been effectively concealed from interested parties. In fact, these two slips are part and parcel of the Southwest Marine site at Berth 240Z, and are consistently referred to elsewhere by the Port as included in Berth 240Z.
  - iii) The Southwest Marine Buildings Demolition Project addresses the removal and destruction of the existing shipyard cranes located at the Southwest Marine slips as a part of the Demolition Project. The entire concept and EIR review of Southwest Marine assumes that the site cannot be rehabilitated as a shipyard, when it appears patently obvious that the opposite is true. The slips represent an ideal, and existing, location for one or more new floating drydocks or graving docks, much needed to support the "floating infrastructure" of the Ports. The existing buildings can be addressed as both irreplaceable historical assets, and as ideal candidates for structural reinforcement and re-use for shipyard and other uses.

I use the term "floating infrastructure" to cover the substantial numbers of tugs, heavy-lift and specialized cargo ships, short-sea and ocean-going barges, and bunkering barges that call at, or are home-ported in, the Ports of Long Beach and Los Angeles

- iv) Within the SWM Buildings Demolition Project documents, much reliance is made on certain clauses found within Permit 594, the Southwest Marine lease, while ignoring other clauses and options. I specifically address the lack of attention to the Permit requirement for removal and mitigation of pollution that may or may not be found at and under the site, and making it appear that the rehabilitation and re-use, rather than removal, of the existing structures simply cannot be accomplished. The Port admits within its own documents that the structural review of the buildings and other structures is cursory at best, and that the toxics sampling carried out to date is spotty and incomplete.
- v) To expand on the point above – there exists substantial precedent within the Port's history for renegotiation of removal clauses in lease and permits, so as to best make use of existing structures. It is far better from an environmental and cost standpoint that the Port make every effort to save the existing structures, and to avoid the later need to dredge replacement slips elsewhere for drydock and pier-side service needs. The building removal/site restoration and pollution removal/mitigation clauses are being cherry-picked to support the Port's preconceived position. It appears that nothing beyond a cursory and incomplete assessment has been made of the SWM Berth 240Z site for ship repair, dockside de-gassing, or for continued use as a full-service shipyard.
- vi) To propose that a new fueling station and tank be constructed within the probable boundaries of the worst assumed pollution beneath the Southwest Marine site (as stated by the Port) appears irresponsible at best, and deliberate redirection or concealment of substantive pollution issues at worst.

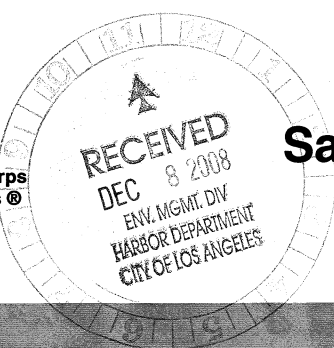
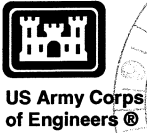
- b) The Port appears to be internally conflicted regarding the need for vessel service berths and shipyard facilities. Recently, in excess of \$500,000 was expended to relocate a segment of Seaside Drive, specifically to accommodate the lengthening of barge ways at Al Larson Boat Shop. During the project review, the Port stated that there is only one significant boatyard or shipyard within the Ports of Long Beach and Los Angeles, that being Larson, and thus justifying the expenditure.
- i) This implies that the need for shipyard facilities is acknowledged, yet the Port at the same time is working diligently to destroy a larger shipyard site, nearly adjacent to Larson.
  - ii) The Port is well aware that there is at least one other shipyard of similar size and capabilities as Al Larson Boat Shop, that being Gambol Industries, Inc. in Long Beach.
  - iii) I ask that an explanation of the Port's rationale to intentionally ignore the potential for use of the Southwest Marine site, in its entirety, be provided, and that explanation of the Ports glossing over the existing and acknowledged potential contamination issues on the site, and that alternative sites be investigated for location of the new proposed fueling station.

Sincerely;

Maillian Associates Design, N.A.

A handwritten signature in black ink, appearing to read 'J. Maillian', enclosed within a large, hand-drawn oval. A horizontal line extends from the right side of the signature.

Jeffrey J. Maillian, Principal



# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name Richard MANNILA Telephone/Fax (310) 548-4400  
Organization/Company 22nd STREET LANDING SEAFOOD GRILL  
Address 141 A WEST 22nd ST.  
City/State/Zip Code SAN PEDRO, CA. 90731  
E-Mail \_\_\_\_\_

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

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

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

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

DURING 1987, FRANK HALL (22nd ST. LANDING Sport Fishing) AND RICHARD MANNICA SIGNED A 30 YEAR LEASE WITH THE PORT OF L.A. AND COMMENCED CONSTRUCTION ON THE FIRST BUILDING FOR THE SECOND PHASE OF CABRILLO MARINA. WE FINISHED THE BUILDING AND RESTAURANT IN JUNE 1990. TWO MONTHS BEFORE OUR BUILDING COMPLETION, THE 2nd PHASE OF CABRILLO MARINA WAS PLACED ON "TEMPORARY HOLD." HOW LONG SHOULD TEMPORARY BE CONSIDERED TEMPORARY?



My name is Jeff Mitre and I was born and raised in San Pedro. I am an avid surfer and an environmentalist. I am a Longshoreman with the ILWU and before that I worked on the water at Catalina Express for many years.

I work only break-bulk docks, one of which is on the list to be taken over for the expansion of the Cruise Ship Terminals. The dock I speak of is Outer-Harbor 49. One of the many concerns I have is the toxic materials that were once store at this dock, not only on the surface but also in underground transportation tunnels. I know that in the process of beautifying and updating the waterfront, they propose to have a park built in this area. I would not feel comfortable taking my children to a park built on top of toxic material.

My second concern is the lost of a tradition for the longshoremen. My job is based on this tradition of break-bulk work. Before the invention of containers and large cranes, everything was unloaded from the ship manually, the way it is done on Outer-Harbor 49. This type of work also keeps many people employed in our harbor. This is crucial to keep our friends, and family working, especially in the recession we are facing today.

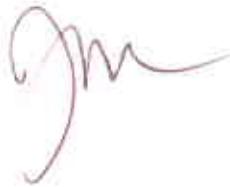
I have seen the Port of Los Angeles kick my company out of another dock, S.P. 87 for Cruise Ship expansion a few years back. Nothing has been done to that dock. It still stands empty, except for an occasional Police motorcycling training area.

Another example of Port of L.A. taking sites away from break-bulk is the dredging project at T.I. 210. The site is filled with the dredged material that is still sitting there to dry out.

I am all for the beautifying of the waterfront, but not at the expense of people losing their jobs, and a loss of a rich tradition. I wish that the Port of Los Angeles would focus its efforts more towards the land they have, especially Port's O' Call.

Thank you for listening to my concerns.

Jeff Mitre 310-628-2172

A handwritten signature in red ink, appearing to be 'Jm', located below the typed name.

**David G. Nichol  
23736 Maidstone Pl.  
Harbor City, CA 90710**

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

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

Re: **San Pedro Waterfront Project DEIR/DEIS**

8 December 2008

**I fully support the Port's "Proposed Project."** The following are comments and preferences regarding this project:

The "Waterfront Sustainability Plan" presented by members of the community at the public hearing is a total misuse of the term "Sustainability" as there is nothing sustainable about this plan and in fact if adopted would insure that San Pedro **Never** become sustainable.

This plan is an excellent piece of work that addresses most of the issues that will possibly be brought up by reviewers. While I might not agree with all of the conclusions, it is very thorough.

I prefer Alternative 1 of One Outer Harbor Cruise Ship Terminal, but located at Berth 49-50 with Berth 45-47 to remain as the location for occasional US Navy Ships or overflow Cruise Ships.

I like alternative 4 with three Cruise Ships at the North Terminal with the Large Ships at Keiser Point.

The Floating Security Barrier is a great idea for minimizing the impact to small boats and would be useful at Berth 49-50 as well. The area adjacent to Berth 49-50 is used during sailboat races as a loitering area between races and the security barrier would help resolve conflicts in this area as well.

Alternative 2 with the Promenade behind the Salt Marsh and Youth Camp is a better solution as it would not tend to block access to the water from the Youth Camp.

Respectfully,

David G. Nichol

**From:** [Danial Nord](#)  
**To:** [Cegacomments;](#)  
**Subject:** comments: San Pedro Waterfront Project  
**Date:** Monday, December 08, 2008 6:38:28 PM

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Dear Dr. Spencer D. MacNeil and Dr. Ralph G. Appy,

I have written numerous letters during past opportunities to comment on various iterations of the San Pedro Waterfront project, (formerly B to B). I have spoken at numerous meetings as well, and have been involved with various community groups proposing sustainable plans that put local residents and their health and quality of life ahead of business interests.

I sincerely hope that these efforts, over the years, have not been ignored, and that previous public comments have been included in the development of this most recent plan. However, it is clear that the Port's intention to put Cruise ship terminals and related facilities in the outer harbor has persisted, despite widespread and diverse community objection. I can cite all the valid reasons that many residents, myself included, oppose cruise facilities in the outer harbor, but these points have made little difference to the willful powers that be.

One point that has been included in ALL of my previous letters and comments related to our waterfront, is that I object to the cruise ship/facility placement in the outer harbor.

Alternative placement close to the existing facilities, our multi-million dollar fountain, and our struggling downtown makes much more sense. If the Cruise ship facilities must be built, please place them where visitors have a chance of supporting and adding to our downtown business district, not at Kaiser Point.

I wholeheartedly support the community developed 'Sustainable Waterfront Plan', and am deeply disappointed to see plans for cruise industry development in our outer harbor. Keep the outer harbor for recreation, boating, windsurfing, and healthy community activities.

Sincerely,  
Danial Nord  
2130 South Pacific Avenue  
San Pedro CA 90731

---

Send e-mail anywhere. No map, no compass. [Get your Hotmail®](#)



[account now.](#)

**From:** [Pat Rome](#)  
**To:** [Ceqacomment;](#)  
**Subject:** San Pedro Waterfront project  
**Date:** Monday, December 08, 2008 12:49:12 PM

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Every year billions of dollars worth of goods move through the Port. With revenue such as this we deserve a venue for all residents to enjoy and be proud of. Instead we have air unfit to breathe, water too polluted for swimming or fishing and land too contaminated to build a school or playground. What is your "vision"really? Why are you willing to spend millions of dollars on a cruise terminal that perhaps will have one or two visits a year by the mega-ships. Instead build at the end of the east channel. This would be a great place for a sea-lab, future technology center. It would also also work while the current terminal is being refurbished. If one of your goals is to revitalize downtown why are you moving the terminal farther away? The CRA is planning to build a huge parking lot near the current terminal. Does anyone from your agency talk to or work with any other agency? Are you coordinating plans with any of them? As Laura Chick recently pointed out there is no emergency plans for the port. If an crisis happened while two or three ships were in port how would you handle it? There is not a plan for the residents, much less 3-6 thousand visitors. You have an obligation and responsibility to residents and the world to make the POLA a vibrant, exciting, safe destination. If you really got creative and worked with all the other agencies you could build real "World Class Port." The new fountain is a great start. There are many 'gems' like the Banning Museum and Cabrillo Beach that could be connected to make us a real "destination" instead of an unsightly afterthought. Patricia Rome. 25329 Pine Creek Lane, Wilmington, Ca 90744. Ph. (310) 952-0533  
[pjwrome@yahoo.com](mailto:pjwrome@yahoo.com)

**From:** [Risa Sher](#)  
**To:** [Ceqacomments;](#)  
**Subject:** San Pedro Waterfront DEIR  
**Date:** Monday, December 08, 2008 5:10:52 PM

---

Diane Risa Sher  
5840 W. 74<sup>th</sup> Street  
Los Angeles CA 90045  
310-216-2071

TO:

Army Corp of Engineers & Port of Los Angeles

RE:San Pedro Waterfront EIR

I recommend that permit be given to develop the port waterfront adjacent to San Pedro. As a Citizen of the City I am fully satisfied by the EIR and I commend both the Port and the Corp for such a vast detailed document.

Cruise ship industry that an updated port can support will be beneficial for the City in many ways.

I believe we need regional public transit updated to accompany the port modernizations underway now, at both the sea and air ports. I am of the firm opinion that there ought be a rail link between the ports of Los Angeles. It is a 20 minute drive by car but currently takes 2 to 3 hours on mass transit. The transportation factors should be mitigated regionally. As a citizen I am active in doing what I can, to help this happen.

I would like to thank the Port and the Corp for the extensive EIR.

My only criticism is that the projects scope and designs are too restrained, I think we should be bolder in our visions for the Port in the new global world. Los Angeles is a destination point all the world imagines so I think we should step back from our local vantage point and create a port that will astonish and lure tourists galore.

Sincerely,

Diane Risa Sher

-----

Sculptor

**From:** [Fran Siegel](#)  
**To:** [Ceqacomment](#)  
**Subject:** DEIS/DEIR San Pedro Waterfront Project COMMENTS  
**Date:** Monday, December 08, 2008 6:49:25 PM

---

Dear Dr. MacNeil and Dr. Appy,

I oppose the cruise placement of cruise ship terminals/berths and related facilities in the outer harbor.

If the Cruise ship facilities must be built, please put them close to the existing facilities, a short walk from our downtown business district, not at Kaiser Point. Put them near our multi-million dollar fountain, and our ailing downtown. This will help the community survive, and you'll still be able to expand your business.

Please implement the community developed 'Sustainable Waterfront Plan'.

I am deeply disturbed by plans for cruise industry development in our outer harbor, which should be used by the public for recreation, boating, windsurfing, and healthy community activities - and not privatized.

Sincerely,  
Fran Siegel  
2130 South Pacific Avenue  
San Pedro CA 90731



US Army Corps  
of Engineers®



# San Pedro Waterfront Project DEIR/DEIS



## Comments

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Name YAG NESH VADGAMA Telephone/Fax 562-335-5847

Organization/Company \_\_\_\_\_

Address 12724 PALM ST.

City/State/Zip Code CERRITOS, CA 90703.

E-Mail yvadgama@gmail.com.

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

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