

Comment Letter 24. John Ackerman (July 18, 2005)

Page 1 of 1

From: AckermanJP@aol.com
Sent: Monday, July 18, 2005 6:37 PM
To: jgreenrebstock@portla.org
Subject: 22nd St. Parking

We need more parking to support the water related activities around 22nd Street and Minor. Make sure we have enough for current and future use resulting from redevelopment.

24A

John Ackerman
2609 Peck Avenue
San Pedro, CA 90731
310-308-9599

file://G:\SoCal_Team\2_PROJECTS\POLA\04591.04%20PD#22_SP Surface Enhancem... 7/21/2005

24. John Ackerman (July 18, 2005)

Response to Comment 24A

LAHD acknowledges the commenter's support for parking on 22nd Street and Minor. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project. The San Pedro Waterfront Enhancements Project has been revised to include a total of 175 parking spaces at the site across from the 22nd Street Landing Area to serve visitors to the open space and the existing uses at the Port. In addition, it is proposed that the existing unimproved lot at 22nd Street and Sampson Way be upgraded to include 150 paved parking spaces relocated from Ports O' Call. The rest of the area will continue to be available for event parking.

Comment Letter 25. Linda Alexander (July 21, 2005)

July 21, 2005

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

Via fax: 310-547-4643

RE: San Pedro Waterfront Enhancements Project
Mitigated Negative Declaration

Dear Dr. Appy:

I both live and work in San Pedro which has so much to offer Californians and out of town visitors in beauty, history, family life and commerce. It has been poorly served over the years and I have been joyful about the plans for redevelopment, which have been long in coming.

The San Pedro community needs the Waterfront Enhancement Project and I support the plan. This beautification and waterfront access improvements will greatly improve the waterfront for the local community, for visitors and for local business.

The San Pedro Waterfront Enhancements Project consists of:

- Improvements and construction of new pedestrian walks and plazas
- Ten acres of green public open spaces and associated parking
- Two upland pedestrian linkages
- Landscaping linking Port waterfront attractions
- Streetscape and intersection improvements
- Installation of a pedestrian rail crossing

A vibrant waterfront with improved connection into Downtown San Pedro will benefit the residents of San Pedro and Southern California as well as facilitate economic benefits that will create new jobs and enhance local business. I eagerly support the San Pedro Waterfront Enhancement Project.

Sincerely,



Linda Alexander
1179 W. 11th St. #1
San Pedro, CA 90731

25A

TOTAL P. 01

25. Linda Alexander (July 21, 2005)

Response to Comment 25A

LAHD acknowledges the commenter's support for the project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 26. Lynn Alvarez (July 20, 2005)

From: <lmalvarez1@cox.net>
To: <jgreenrebstock@portla.org>
Date: 7/20/05 10:07PM
Subject: San Pedro Waterfront Project

Ralph Appy, Ph.D.
Director of Environmental Management
Port of Los Angeles

Dear Mr. Appy:

I have lived in San Pedro for all of my life and my son had recently worked at the San Pedro Fish Market for a few years. My family and I would sometimes go down to visit him at his work and enjoyed either lunch or dinner with him. After our meal we would have liked to walk around what used to be a glorious Ports 'O Call area. It's just not like it used to be. In fact, nothing like it used to be! As a child growing up, I remember the wonderful shops and the many activities that used to be there. I would like to see this again and the sooner the better.

i have seen the model of the new waterfront development proposed for the San Pedro area. It was explained to me in great detail and I like what I see. I would like to see the San Pedro Waterfront Enhancements Project continue as soon as it can. I like the proposed Fisherman's Park at the end of Ports 'O Call village along with the little amphitheater and the sign that says San Pedro.

I have also worked close by 22nd Street Landing and I always wondered why the land where the Tank Farm used to be is just a huge eyesore. Please start to develop a park across the street from 22nd Street Landing and make sure there is plenty of parking for those who wish to come there.

Sincerely,
Lynn Alvarez

26A

26B

26. Lynn Alvarez (July 20, 2005)

Response to Comment 26A

LAHD acknowledges the commenter's support for the project. The Fishermen's Park amphitheater and San Pedro sign project elements have been removed. Please refer to Chapter 1 of the Errata for more details regarding changes to the project.

Response to Comment 26B

The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and the existing parking need in the 22nd Street Landing Area. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 27. Lawrence and Phyllis Anderson (July 21, 2005)

From: Lawrence Anderson <plalca@sbcglobal.net>
To: Jan GreenRebstock <JGreenRebstock@portla.org>
Date: 7/21/05 8:13PM
Subject: Re: San Pedro Waterfront Enhancement Project

2511 S. Cabrillo Street
 San Pedro, California
 90731

On Jul 21, 2005, at 10:54 AM, Jan GreenRebstock wrote:

> Thanks Lawrence and Phyllis Anderson - we have received your comment.
 > Please also provide your address, as requested in the public notice
 > (attached). Thanks, Jan
 >
 >>>> Lawrence Anderson <plalca@sbcglobal.net> 07/21/05 9:54 AM >>>
 >
 > When James Hahn lost the election for Los Angeles Mayor it was
 > scuttlebutt that the budget for the Subject Project would be cut or
 > eliminated and the changed budgeted funds transferred to Villaraigossa
 > specific projects--projects other than those in the San Pedro area.
 > Hope this is not correct.
 >
 > The beginning Phases that have been completed or are in progress are
 > beautiful and the whole Project (all Phases) should be completed--the
 > completed Project will provide an enhanced safe, healthful,
 > recreational/business environment for all of Los Angeles Residents and
 > foreign partnerships.
 >
 > Lawrence and Phyllis Anderson
 >
 > 310 832 8492
 >
 >
 > <MND Extension Letter.pdf>

27A

27B

CC: Cheryl and Joe Utovac <utro@pacbell.net>

27. Lawrence and Phyllis Anderson (July 21, 2005)

Response to Comment 27A

The San Pedro Waterfront Enhancements Project is being brought forward to the Board of Harbor Commissioners on April 20th, 2006 for deliberation on whether to adopt the CEQA analysis and approve the project. If approved, construction should be completed by late 2008. Future San Pedro waterfront development plans are also currently undergoing environmental review.

Response to Comment 27B

LAHD acknowledges the commenter's support for the project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 28. Craig Keith Antrim (July 21, 2005)

From: Craig Antrim <ckantrim@pacbell.net>
To: <jgreenrebstock@portla.org>
Date: 7/21/05 11:34AM
Subject: Comment on 22nd St. landing parking

Dear Ms. Rebstock,

Attached is a letter opposing the parking lots, to be built at the 22nd street area.

I object on the grounds of the necessity of such a venture, seeing that the parking goes begging at the Marina most of the time. I object on the grounds that it will severely impact the local neighborhood, with more traffic, more emissions, and more visual blight. I object, because it sets a precedent that San Pedro is a nice place to park, if you are on your way to somewhere else. I object because no EIR report was done. I object because the Tidelands Trust may be violated.

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28C

28D/E

A copy of this is going to Janice Hahn's office, Betty Karnette's office, and anyone else that has a stake in this proposal.

Thank you for your attention to this matter.

Sincerely,

Craig Keith Antrim

Comment 28. Continued

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

Dear Dr. Appy,

As a long time resident of San Pedro, I am concerned about recent developments involving two new parking lots at the foot of 22nd St.

First, why is parking even needed in that area? The lots at the Marina go begging most of the time, even on weekends. These lots are convenient to the 22nd St. landing and restaurant.

Secondly, a permit is in the works, granting permission for Donald Trump to park cars from his LPGA Tournament on those lots that POLA is going to provide. My understanding is that as many as 2000 cars could be involved over several days. And this is being considered, even though the residents of Rancho Palos Verdes, have objected to parking on site. So, are we now to become the "dumping ground" for problems that residents on the Peninsula don't want to deal with themselves? Also, this is purely a private venture, for profit, on the part of Trump and his minions.

I have no such objections to the upcoming Tall Ships festival, because it is a hometown affair and benefits the widest possible constituency. It is not an elitist affair benefiting the few over the many.

It also comes into conflict with our own celebration of the port that overlaps the golf tournament.

Everywhere, I hear the benefits of such an event as LPGA, being trumpeted by local business. This will bring tourists; introduce San Pedro to a larger audience, etc. Nowhere is there a discussion of what it will cost local residents. There seems to be a tendency, to identify the purely personal business interests here in San Pedro, with the larger interest of the entity that is San Pedro.

Believe me when I say that I am not anti business. I shop locally in almost every way possible. I like the way I am treated by these locally owned businesses. But, the business community is not the entire community. What about the novel idea of saying, "Hey! Let's think of our own citizens, all our citizens, for a change. Let's do what is best for them." There is no park like Averill and Peck parks down in the flats of the old town. Let's put a beautiful park on that 22nd St. site, which I thought was already in the plan.

Page 2

28F**28G**

Comment 28. Continued

If we aren't careful, we will end up like all the other seaside communities from Redondo Beach to El Segundo. One vast over crowded, nondescript, everywhere kind of place, with little individuality and character. If you examine the places that people love and visit and vacation and want to move to, they are the type of place based more on Carmel, Monterey Bay, Santa Barbara, than the "pass through towns when you are on your way to somewhere else" model.

I have been coming to San Pedro, since I was a kid. My dad used to bring my sister and I down here to photograph the docks, the jetty, and all the interesting and unique places in this town. We used to hunt with bow and arrow, in the slew up by Dominguez. I remember when the 110 didn't come all the way to San Pedro.

When I returned to California in 1972, I chose to live in San Pedro because of its character, history, and sense of community, uniqueness. I have built 3 separate studios here, and currently live at 1312 S. Pacific Ave. Each of these places, I went to great expense to up grade and make better than I found them. So, I am committed to this place, this town, and this ambiance. We have something here that we ought to protect and serve. Everyone that I invite to visit here, is charmed by the place, the local restaurants, the "mom and pop" feeling of the place. Why turn it into just another faceless, soulless, chain dominated environment that has so blighted most of America.

I am against the proposed parking anywhere on 22nd Street. We don't need it. This is my neighborhood, the place I reside, do business, interact with friends, and we don't need to be someone else's "parking solution."

Sincerely,

Craig Keith Antrim
1312 S. Pacific Ave.
San Pedro, CA 90731
310-521-8559

**28G
(cont.)**

28H

28. Craig Keith Antrim (July 21, 2005)

Response to Comment 28A

LAHD acknowledges the commenter's opposition to the parking lots, as described in the MND. Please refer to revised Figure 2-17 for an updated site plan. After reviewing the need for parking in the 22nd Street Landing Area and receiving additional public input, LAHD has reduced the proposed parking to include 175 parking spaces total. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion.

Response to Comment 28B

LAHD acknowledges the commenter's opposition to the parking lots as described in the MND. The IS/MND adequately analyzed impacts related to traffic, air quality, and aesthetics, and found them to be less than significant. As stated above, the site plan for this area has been revised, resulting in 1.6 acres of parking and 16.6 acres of public open space.

Response to Comment 28C

The proposed parking is being provided for Port-related uses near the 22nd Street Landing Area. The parking is not being provided for uses outside the Port, and therefore does not set a new precedent.

Response to Comment 28D

Based on the IS/MND, LAHD determined that impacts from the project would be less than significant with mitigation incorporated. Therefore, adoption of an MND is appropriate and preparation of an EIR is not required.

Response to Comment 28E

The project is being constructed for the use of existing Port customers and visitors to the waterfront, maritime-related uses that are consistent with the Tidelands Trust.

Response to Comment 28F

Please see response to Comment 28A.

Response to Comment 28G

The parking proposed in the IS/MND is strictly for Port-related uses. Event parking is currently provided at the existing 22nd Street and Sampson Way parking area. Please refer to revised Figure 2-16 in the Errata for a revised site plan for this area, which will be upgraded with 150 paved parking spaces (relocated from Ports O' Call). There are no plans to provide any parking facilities for the Ocean Trails Golf Course in Palos Verdes as part of the proposed project.

As stated above, the site plan for the 22nd Street Landing Area has been revised, resulting in 1.6 acres of parking and 16.6 acres of public open space. This will include 4.6 acres of grassy field. The configuration of parking and open space in this area will be the subject of a future public design workshop.

Response to Comment 28H

LAHD acknowledges the commenter's opposition to the Project. Please see response to Comment 28A for discussion regarding parking needs in this area. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 29. Robert Archer (July 21, 2005)

From: "robert archer" <rarcher12280@hotmail.com>
To: <jgreenrebstock@portla.org>
Date: 7/21/05 10:57AM
Subject: In Support of Bridge to Breakwater

As a life-long San Pedran, I am very happy to see the development of the Bridge to Breakwater project. What I've seen coming to life along Harbor Boulevard looks great, and can't wait until the project's completion. Keep helping bring more beauty, commerce and pride into our town.

Thank You
Robert Archer

29A

29. Robert Archer (July 21, 2005)

Response to Comment 29A

LAHD acknowledges the commenter's support for the Bridge to Breakwater Project. However, this public comment period is regarding the San Pedro Waterfront Enhancements Project. An opportunity to comment on the Bridge to Breakwater Project through the environmental review process will be provided in the future. The Port expects to release the Draft EIS/EIR for public review and comment in late 2006.

Comment Letter 30. Grieg Asher (July 8, 2005)

From: "griegasher" <griegasher@cox.net>
To: <jgreenstock@portla.org>, <jgreenrebstock@portla.org>
Date: 7/8/05 12:39PM
Subject: Waterfront Enhancement Projects - Comment Letter

Jan,

As you know, local community organizations have been focused on amending the proposed Bridge to Breakwater Project (B2B) over the last few months. Meanwhile, I think most groups, including my own Central San Pedro Neighborhood Council, were not aware that the Harbor Department was proceeding with the first phase of implementing the controversial B2B project under the guise of this Waterfront Enhancements Project (WEP). Upon reviewing the proposed WEP, it is abundantly clear that what was originally proposed as minor landscaping improvements along the perimeter of the Port, has morphed into a major development project in its own right. It is also clear that the WEP is intended to implement the B2B, but without the benefit of a full EIR.

30A

I would expect that all three San Pedro Neighborhood Councils, as well as PCAC's committees and other community organizations, would want to review the WEP further, particularly in light of the fact that all three Neighborhood Councils oppose the B2B as currently proposed.

30B

Specifically, I object to the proposal to construct a huge surface parking lot on the very site that all three San Pedro Neighborhood Councils have requested be set aside for a public park on the waterfront. This parking lot is clearly intended to support some unnamed future development, as the need for parking in this immediate area is negligible. The decision rendered in the China Shipping lawsuit clearly warned the Port from splitting up projects in order to avoid preparing EIRs. Since this parking lot is not a landscape enhancement, but part of a larger development project, it should be removed from the WEP.

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The Neighborhood Councils have also endorsed the expansion of wetlands and natural habitat south of the Cabrillo Marina, and the expansion of parking, construction of sidewalks and installation of lawn and non-native landscaping, is completely contrary to what the community has asked for.

30E

Therefore, I respectfully request that the Comment Period for the WEP, be extended, for at least 30 days, in order to receive additional comments.

30F

Please acknowledge receipt of this comment letter.
 Thank you.
 Grieg Asher, AICP
 1183 W. 16th Street
 San Pedro, CA 90731.

CC: <david.libatique@lacity.org>

30. Grieg Asher (July 8, 2005)

Response to Comment 30A

The San Pedro Waterfront Enhancements Project is a separate and independent project from the Bridge to Breakwater Project. Based on the findings in the IS/MND, LAHD has determined that the project would result in less-than-significant impacts with mitigation and therefore does not warrant an EIR. Impacts of the Bridge to Breakwater Project and project alternatives are in the process of being analyzed coequally in an EIS/EIR. Cumulative effects of all related projects occurring at the time of the Bridge to Breakwater analysis will be evaluated in that EIS/EIR, including the San Pedro Waterfront Enhancements Project's contribution to cumulative effects, if the project is approved.

The commenter suggests that the San Pedro Waterfront Enhancements Project is part of the larger Bridge to Breakwater Project—as being segmented or piecemealed—and that the San Pedro Waterfront Enhancements Project should be analyzed as part of the Bridge to Breakwater CEQA analysis and not through a separate CEQA process.

The proposed San Pedro Waterfront Enhancements Project has not been segmented or piecemealed from the Bridge to Breakwater Project, and is a separate and independent project.

LAHD recognizes that in the State CEQA Guidelines, under the discussion of the definition of a “project,” a lead agency must describe the “whole of the action,” evaluating the environmental impact of all phases of a project, and is not permitted to segment or piecemeal a project into small parts (State CEQA Guidelines Sections 15063, 15378). Under the segmenting rule, all interrelated and interdependent components of a project and all future phases of a project must be analyzed in one CEQA document. Activities related in location or similar purposes are not required to be included as part of a single project within the CEQA document where the activities have independent utility and do not rely on other projects' approval for its own approval. For example, when one action is not a reasonably foreseeable consequence of another action, the separate actions do not need to be evaluated together.

The Bridge to Breakwater Project is not a future phase of, and is not a reasonably foreseeable consequence of, the San Pedro Waterfront Enhancements Project. The project objectives of the San Pedro Waterfront Enhancements Project are to enhance public access to and along the waterfront, increase the amount of open space and connectivity of existing public spaces, and to provide alternative transportation opportunities. The stated project objectives of the Bridge to Breakwater Project are much broader, and are intended to be implemented over a 30-year timeframe. Each project stands separately, and neither project relies upon the other's approval for its own justification.

Additionally, when related activities can proceed without essential public services that would be provided by the other action, the separate actions do not

need to be evaluated together. The San Pedro Waterfront Enhancements Project does not provide essential public services for the Bridge to Breakwater Project. The San Pedro Waterfront Enhancements Project includes primarily surface improvements such as hardscape and landscape areas throughout the Port. While the Bridge to Breakwater Project would ultimately be located in or around areas currently within the footprint of the San Pedro Waterfront Enhancements Project, it would not require that those components be completed in order for the Bridge to Breakwater Project to be implemented in the future. Both projects stand on their own and exercise independent utility. The San Pedro Waterfront Enhancements Project is a stand-alone project that is not necessary to implement in order to proceed with any future waterfront development plans.

The segmenting rule, that an agency may not treat interrelated components of a project as separate projects in separate CEQA documents, relates to the prohibition of an agency from avoiding evaluation of the combined environmental impacts of the larger project (thereby discounting the overall effect of the larger project, such as cumulative impacts, and thereby avoiding the preparation of an EIR). It should be noted that LAHD is not avoiding the preparation of an EIR for the Bridge to Breakwater Project, as a full EIS/EIR is currently under preparation. The impacts of this separate project will be fully disclosed, along with any cumulative impacts from all reasonably foreseeable probable future projects, including the proposed San Pedro Waterfront Enhancements Project. The impacts from the San Pedro Waterfront Enhancements Project were evaluated on their own merits and determined to be less than significant with mitigation incorporated, allowing for the preparation of an MND for the proposed project. The San Pedro Waterfront Enhancements Project has not been segmented from the Bridge to Breakwater Project for the purposes of avoiding full disclosure of environmental impacts.

Response to Comment 30B

LAHD has complied with the environmental review requirements of CEQA, including providing appropriate public outreach, public review, and extension of the public review period upon request. In addition, updates on the project revisions have been provided to the PCAC Coordinated Plan Subcommittee and the Waterfront Steering Committee, which includes representatives from the three San Pedro Neighborhood Councils.

Response to Comment 30C

LAHD acknowledges the commenter's opposition to the proposed parking in the 22nd Street Landing Area. The revised project includes 16.6 acres of public open space (4.6 acres of grass and 12.6 acres of vegetative groundcover), and 1.6 acres of parking. The parking will serve the existing needs of Port customers and visitors to the open space area. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion.

Response to Comment 30D

Please see response to Comment 30A and 30C.

Response to Comment 30E

Approval of the San Pedro Waterfront Enhancements Project would not affect the Port's ability to expand or create a wetlands habitat in the 22nd Street area under future waterfront plans.

Response to Comment 30F

LAHD extended the comment period an additional two weeks to July 22, 2005.

Comment Letter 31. Grieg Asher (July 22, 2005)

Jan GreenRebstock - Comment Letter - Waterfront Enhancements MND

Page 1

From: "griegasher" <griegasher@cox.net>
To: <jgreenrebstock@portla.org>
Date: 7/22/05 12:21AM
Subject: Comment Letter - Waterfront Enhancements MND

July 22, 2005

Dr. Ralph G. Appy
City of Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, Ca 90731

To Whom It May Concern:

Upon further review of the proposed San Pedro Waterfront Enhancement Mitigated Negative Declaration (MND) document prepared by Harbor Department staff, it's abundantly clear that this MND, and indeed this project, needs to be withdrawn at this time. The proposed MND is not only contrary to community opinion, but is also in violation of CEQA.

Although portions of the proposed project (i.e. landscaping) are legal under CEQA with an MND, other parts of the proposed project require not merely an MND, but a full Environmental Impact Report (EIR) (i.e 800 space parking lots).

The proposed parking lots are clearly intended to support future development, and according to the Harbor Department's own published planning documents, the footprint of the proposed parking lots aligns perfectly with proposed waterfront hotels. Since the parking lots are intended to support major commercial development on the waterfront, they should be included in the EIR for the proposed commercial development. Including the parking lots in the MND is not only disingenuous, but in violation of state law (CEQA). The stipulated judgment rendered against the Harbor Department in the China Shipping lawsuit clearly warned the Port of LA from splitting up projects in order to avoid preparing complete EIR's. Since these parking lots are not simple landscape enhancements, but integral parts of larger development projects planned by the Harbor Department, they should be removed from the MND, or the MND should be withdrawn.

The Harbor Department is preparing to begin a full EIR on a proposed major waterfront development project (Bridge to Breakwater), separate from this "enhancements project" and MND, even though the MND is clearly designed to implement portions of the overall "waterfront development master development plan" and EIR. These projects should be evaluated together, and not artificially separated in order to minimize environmental review. Since the waterfront development EIR is scheduled to begin in a few short weeks, the MND should be cancelled and folded in to the overall waterfront EIR.

Please acknowledge receipt of this comment letter.

Sincerely,

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

31A**31B**

31. Grieg Asher (July 22, 2005)

Response to Comment 31A

The proposed IS/MND on the San Pedro Waterfront Enhancements Project is not in violation of CEQA. The initial study and analysis findings were determined to be less than significant with mitigation incorporated for some impacts; therefore, no EIR is required. This is in compliance with State CEQA Guidelines. The project has been revised; please refer to Chapter 1 for a summary and more detailed discussion of the project changes.

Response to Comment 31B

The proposed parking is intended to serve existing Port uses. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion. After further evaluation of parking needs in the area, and based on public comments received, parking in the 22nd Street Landing Area has been reduced from 800 to 175 spaces. Please see revised Figure 2-17 for a revised site plan of the area.

The commenter suggests that the San Pedro Waterfront Enhancements Project is part of the larger Bridge to Breakwater Project—as being segmented or piecemealed—and that the San Pedro Waterfront Enhancements Project should be analyzed as part of the Bridge to Breakwater CEQA analysis and not through a separate CEQA process.

The proposed San Pedro Waterfront Enhancements Project has not been segmented or piecemealed from the Bridge to Breakwater Project, and it is a separate and independent project.

LAHD recognizes that in the State CEQA Guidelines, under the discussion of the definition of a “project,” a lead agency must describe the “whole of the action,” evaluating the environmental impact of all phases of a project, and is not permitted to segment or piecemeal a project into small parts (State CEQA Guidelines Sections 15063, 15378). Under the segmenting rule, all interrelated and interdependent components of a project and all future phases of a project must be analyzed in one CEQA document. Activities related in location or similar purposes are not required to be included as part of a single project within the CEQA document where the activities have independent utility and do not rely on other projects’ approval for its own approval. For example, when one action is not a reasonably foreseeable consequence of another action, the separate actions do not need to be evaluated together.

The Bridge to Breakwater Project is not a future phase of, and is not a reasonably foreseeable consequence of, the San Pedro Waterfront Enhancements Project. The project objectives of the San Pedro Waterfront Enhancements Project are to enhance public access to and along the waterfront, increase the amount of open space and connectivity of existing public spaces, and to provide alternative

transportation opportunities. The stated project objectives of the Bridge to Breakwater Project are much broader, and are intended to be implemented over a 30-year timeframe. Each project stands separately, and neither project relies upon the other's approval for its own justification.

Additionally, when related activities can proceed without essential public services that would be provided by the other action, the separate actions do not need to be evaluated together. The San Pedro Waterfront Enhancements Project does not provide essential public services for the Bridge to Breakwater Project. The San Pedro Waterfront Enhancements Project includes primarily surface improvements such as hardscape and landscape areas throughout the Port. While the Bridge to Breakwater Project would ultimately be located in or around areas currently within the footprint of the San Pedro Waterfront Enhancements Project, it would not require that those components be completed in order for the Bridge to Breakwater Project to be implemented in the future. Both projects stand on their own and exercise independent utility. The San Pedro Waterfront Enhancements Project is a stand-alone project that is not necessary to implement any future waterfront development plans.

The segmenting rule, that an agency may not treat interrelated components of a project as separate projects in separate CEQA documents, relates to the prohibition of an agency from avoiding evaluation of the combined environmental impacts of the larger project (thereby discounting the overall effect of the larger project, such as cumulative impacts, and thereby avoiding the preparation of an EIR). It should be noted that LAHD is not avoiding the preparation of an EIR for the Bridge to Breakwater Project, as a full EIS/EIR is currently under preparation. The impacts of this separate project will be fully disclosed, along with any cumulative impacts from all reasonably foreseeable probable future projects, including the proposed San Pedro Waterfront Enhancements Project. The impacts from the San Pedro Waterfront Enhancements Project were evaluated on their own merits and determined to be less than significant with mitigation incorporated, allowing for the preparation of an MND for the proposed project. The San Pedro Waterfront Enhancements Project has not been segmented from the Bridge to Breakwater Project for the purposes of avoiding full disclosure of environmental impacts.

Comment Letter 32. Rear Commodore Melis Askew (July 18, 2005)

July 18, 2005

LAHD Environmental Management Division
425 South San Pedro Street
San Pedro, California 90731
Attention Dr. Ralph Appy,
RE: The San Pedro Waterfront Enhancements Project

Please register my husband's and my support of the proposed parking lot for 22nd Street. As active members in the boating community and members of Cabrillo Beach Yacht Club, we see the need for this project. We believe that this is much needed parking to allow for more residents and tourists to enjoy our beautiful marina, beaches and harbor. My husband and I are excited about the Bridge to Breakwater plan and support your efforts.

Sincerely,

Rear Commodore Melis Askew, CBYC
1707 Westmont Drive
San Pedro, California 90732
310-831-8140

32A

32B

32. Rear Commodore Melis Askew (July 18, 2005)

Response to Comment 32A

LAHD acknowledges the commenters' support of the proposed parking in the 22nd Street Landing Area, which has been revised to include 175 spaces total. Please refer to revised Figure 2-17 in the Errata for the revised site plan.

Response to Comment 32B

LAHD acknowledges the commenters' support for the Bridge to Breakwater Project. However, the current comment period is regarding the San Pedro Waterfront Enhancements Project. An opportunity to comment on the Bridge to Breakwater Project through the environmental review process will be provided in the future. The Port expects to release the Draft EIS/EIR for public review and comment in late 2006.

Comment Letter 33. John Ballentine (July 18, 2005)

Page 1 of 1

From: JOHN BALLENTINE [jballentine@sbcglobal.net]
Sent: Monday, July 18, 2005 8:08 PM
To: jgreenrebstock@portla.org
Subject: The San Pedro Waterfront Enhancement Project
Dear LAHD:

Please do not eliminate the parking on 22 nd St which is currently included in the Port Of Los Angeles Design.

Sincerely:

John Ballentine
ph. (310) 539-4490
E-mail jballentnr@sbcglobal.net

33A

file://G:\SoCal_Team\2_PROJECTS_POLA\04591.04%20PD#22_SP Surface Enhancem... 7/21/2005

33. John Ballentine (July 18, 2005)

Response to Comment 33A

LAHD acknowledges the commenter's support for parking on 22nd Street. The project has been revised to include 175 parking spaces total in the 22nd Street Landing Area. Please refer to revised Figure 2-17 for the new site plan. Configuration of the parking and open space in this area will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 34. James and Veralee Bassler (July 22, 2005)

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



July 22, 2005

Re: San Pedro Waterfront Enhancements Project Mitigated Negative Declaration

Dear Dr. Appy:

At the December 2004, inauguration of the first phase of the long anticipated Bridge to Breakwater Promenade, we listened as our Councilwoman Janice Hahn spoke with pride about the world class Port of Los Angeles Waterfront that people around the world would flock to see. That first phase is beautiful....the grasses have grown and now sway with the breezes....the fabulous sculpture does, indeed, create a sort of music as the wind moves in and around the forms. And I feel privileged to have been a part of the tile bench project. A great beginning. Currently, we watch as the second stretch emerges-the mature and beautiful trees and the promenade grows, and widens. It is all very exciting.

But now we hear and read that the 22nd Street, long discussed land, is being considered for parking of, yet again, the almighty car. We cannot count the ways that this concept for "waterfront enhancement" defies logic and any contemporary wisdom about development of waterfront space, but we will try:

To direct people to traverse an already congested town, essentially bypassing "The Promenade", to park their cars at the far end of the waterfront, eliminating the need or desire to walk and experience this famous stretch, that for which the community and the Port have been planning and promoting, is quite beyond comprehension. A parking lot is the least common denominator to attractive, exciting, inventive use of space and would be counter-productive to the vision of bringing life to our town.

Many possible solutions to parking problems have doubtless been considered, but it seems that real creative thought has been absent.

Our thoughts on Alternative Parking Areas:

Multi level parking structures could be constructed at the beginning of the promenade, under the bridge. Neither the view from the bridge nor from Harbor Blvd. would be negatively affected.

You have considered the area around the end of the 110 Freeway?
Parking structures near downtown San Pedro have been considered?

Shuttle Service from the above discussed possibilities: THE FAMOUS REDCAR:

Get people out of their cars, in the fresh air, interacting with others. -Additional shuttle services to accommodate the throngs who will surely come to enjoy the waterfront life of San Pedro.

34A

34B

Comment 34. Continued

Their cars would not clog that which they have come to see and experience.

In our estimation a successful Waterfront Promenade and Downtown San Pedro will allow people the independence to walk and ride the trolley, not as a charming novelty but as an integral part of the waterfront experience. 50 years ago Walt Disney created a rail system to move people around his park, without the inclusion of a parking lot. It is outside. It has been understood by the community that 22nd St. property would be an integral part of the Waterfront Promenade.

**34B
(cont.)**

BIKE RENTALS: Boulder, Colorado, has a system of pick up and leave off bicycles, free of charge. Perhaps this could be incorporated as a part of the transportation plan.

Parkland:

We thought that the community decision was unequivocally to have the 22nd Street land ingeniously developed into an amazing parkland, with winding and wonderful walkways, (as Munich has just completed with the transformation of an old airport runway) lots of trees maybe some water channels and fountains meandering, places to sit, have a bite to eat, listen to some music makers, interact with great outdoor fabulous sculptures. Please try to get a printout of July 13th issue of the Christian Science Monitor, and look at what Munich is doing with reused and open spaces.

People go to parks and sculpture gardens. At UCLA, every dignitary who visits, every student passing time between classes, every potential candidate for admittance, doctors on lunch breaks walk up to North Campus to the world famous Sculpture Garden. The Port of Los Angeles can do as well.

34C


TRUTH BE TOLD;

We would very much like to know why constructing a parking lot on what appears to be 2/3 of the land at 22nd Street, has even been proposed. What are the plans that necessitate such a deviation from the vision of the community?

That parcel is the end or turning point of The Promenade. Shouldn't something inviting and inclusive greet the public as a reward for choosing the San Pedro Waterfront as their place of choice in the City of Los Angeles?

Thank you for considering our suggestions regarding these life threatening decisions for the harbor community.

Sincerely,

James and Veralee Bassler 3702 Weymouth Avenue San Pedro, California 90731

34. James and Veralee Bassler (July 22, 2005)

Response to Comment 34A

After additional public input and further reviewing parking needs, LAHD has revised the proposed project to include 175 parking spaces total (1.6 acres) at the 22nd Landing Area. Please refer to revised Figure 2-17 in the Errata for an updated site plan and to the revisions for Page 2-10 regarding the 22nd Street Landing Area for a more detailed discussion. Configuration of the parking and open space project elements in this area will be the subject of a future public design workshop.

Response to Comment 34B

LAHD acknowledges the commenters' recommendations for transportation improvements. The current need for parking is near the 22nd Street Landing Area and Ports O' Call. Parking structures are beyond the scope of the San Pedro Waterfront Enhancements Project but are being considered in future waterfront development plans, as are further extensions of the Red Car. The existing Red Car station near 22nd Street would be available to serve the proposed parking areas. Bike rentals are not currently proposed as part of this project, but could be considered by the Board of Harbor Commissioners during their deliberations on the project or in future waterfront plans.

Response to Comment 34C

LAHD acknowledges the commenters' recommendations regarding the park areas and will consider them during deliberations on the project. The revised San Pedro Waterfront Enhancements Project includes 4.6 acres of grass and 12 acres of public open space covered by vegetative groundcover in the 22nd Street Landing Area. The parking area has been reduced to 1.6 acres (175 spaces total). The spaces are being provided to serve existing needs of Port customers along 22nd Street and open space visitors. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 35. Eve Battersby-Romero (July 20, 2005)

From: "Eve Romero" <everomero391@hotmail.com>
To: <jgreenrebstock@portla.org>
Date: 7/20/05 8:58AM
Subject: San Pedro Waterfront

The Harbor Department needs positive feed back and input from the people to continue with it's Bridge To Breakwater Project/ San Pedro Waterfront Enhancement Project. As someone who loves San Pedro and enjoys walking at the Marina and the beach, I am in favor of the project and wish to see it continued.

Eve Battersby-Romero (lifelong resident, more years than I care to admit to)
394 Miraleste Dr.
San Pedro

35A

35. Eve Battersby-Romero (July 20, 2005)

Response to Comment 35A

LAHD acknowledges the commenter's support for the Bridge to Breakwater Project and the San Pedro Waterfront Enhancements Project. This comment period is for the San Pedro Waterfront Enhancements Project, and the comments will be considered during the Board of Harbor Commissioners' deliberations on the project. The Bridge to Breakwater Project is currently undergoing environmental review. The Draft EIS/EIR is expected to be released for public review and comment in late 2006.

Comment Letter 36. Bill Bau (July 22, 2005)

From: <bauwp@aol.com>
To: <jgreenrebstock@portla.org>
Date: 7/22/05 11:09AM
Subject: San Pedro Waterfront Enhancements

To: Port of L.A. Attn: Dr Appy
Fm: W.P. Bau

Re: San Pedro Waterfront Enhancements

Dear Dr. Appy,

I live in San Pedro and am very interested in the waterfront development. I have heard about it from friends and have read about it in the newspapers.

I currently work in Long Beach and remember what Ocean Boulevard used to look like. What a difference a few years make. Long Beach has surpassed San Pedro in every way and it is just a shame.

You have my support on the San Pedro Waterfront Enhancement Project. I have seen the first part of the promenade and the continual work on the 2nd phase.

I like what I see and I want the Port to continue the improvements as quickly as possible.

The problems that I have read about in the papers appear to be from a few people who like to bad mouth this project,

I want you to know that everyone I have spoken with have all been in favor of the new enhancements.

Please ignore the nay sayers and move forward.

All the best,
Bill Bau
1463 Stonewood Court
San Pedro, CA 90732

36A

36. Bill Bau (July 22, 2005)

Response to Comment 36A

LAHD acknowledges the commenter's support for the project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 37. Andrea Bezmalinovich (July 21, 2005)

From: "Andrea Bezmalinovich" <albezmo@bww.com>
To: <JGreenRebstock@portla.org>
Date: 7/21/05 1:11PM
Subject: Re: San Pedro Waterfront

Jan,
Sorry about that; my address is 1629 W. O'Farrell st. in San Pedro, Ca 90732.

Thank you,
Andrea Bezmalinovich

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

From: "Jan GreenRebstock" <JGreenRebstock@portla.org>
To: "Andrea Bezmalinovich" <albezmo@bww.com>
Sent: Thu, 21 Jul 2005 10:52:50 -0700
Subject: Re: San Pedro Waterfront

> Hi Andrea - we have received your comment. Please also include your
> address, as requested in the public notice (attached). Thanks, Jan
>
> >>> "Andrea Bezmalinovich" <albezmo@bww.com> 07/21/05 10:30 AM >>>
> Dear Mr. Appy:
>
> I am currently working in the Cabrillo Marina office building and I used
> to
> work at the Cabrillo Landing building on the corner of 22nd and Via
> Cabrillo
> Marina - next to 22nd Street Landing. I truly like the San Pedro
> Waterfront
> Enhancements Project. I mainly believe that the area around 22nd Street
> needs to be cleaned up. The new grassy area that is being proposed across
> from 22nd Street Landing is a great idea that needed to be done long ago.
> Also, parking has always been a problem when I worked in that area.
> Please,
> add plenty of parking for the people and businesses in that vicinity.
>
> Andrea Bezmalinovich

37A

37. Andrea Bezmalinovich (July 21, 2005)

Response to Comment 37A

LAHD acknowledges the commenter's support for the project. Please refer to revised Figure 2-17 for an updated site plan of the 22nd Street Landing Area, which includes 4.6 acres of grass and 12 acres of vegetative groundcover (all publicly accessible). A total of 175 parking spaces (1.6 acres) will be constructed to serve the existing parking needs in the 22nd Street Landing Area. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 38. Janet Bezmalinovich (July 21, 2005)

Page 1 of 1

Brad Stoneman

From: Bezmalinovich, Janet [janet.bezmalinovich@Nissan-Usa.com]
Sent: Thursday, July 21, 2005 5:15 PM
To: jgreenrebstock@portla.org
Subject: WATERFRONT ENHANCEMENT PROJECT

I am writing in regards to the "Waterfront Enhancement Project" and would like to express some of my concerns and opinions. I live on the top floor of a condominium complex on 24th Street, right below Gaffey in San Pedro, and my place overlooks the harbor. I have lived there for 14 years, and I am aware of all of the planned "enhancements" to our beautiful port. I am pleased with the work that is planned and hope you continue with the progress.

I am looking forward to the new phase of the promenade. I have seen the work around the cruise ship terminal and it looks great. I can remember when I was younger going to Ports 'O Call and how I could hardly wait to go shopping with my friends. It definitely needs upgrades to rejuvenate the stores and restaurants. I also like the idea of the new park along with the sign that proudly displays "San Pedro", which is a vast improvement over the smoke stack entering from the Harbor Freeway.

Lastly, I also see some great opportunities for 22nd Street. I like the idea of a large park and look forward to some retail space. Please keep in mind that there will need to be adequate parking for people going to the park, shopping, restaurants and especially concerts. This will prevent people from parking on the residential streets and keeping everyone near an attraction. There are events in town now where people need to be shuttled from remote sites. I would rather be able to park nearby than to be shuttled.

Please keep up to good work. San Pedro is long overdue for waterfront enhancements and it has brought a sense of excitement to our town, as it is well deserved. This is why I think it is important to make it done right!

Sincerely,
Janet Bezmalinovich
Class of '73

38A

7/22/2005

38. Janet Bezmalinovich (July 21, 2005)

Response to Comment 38A

LAHD acknowledges the commenter's support for the project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 39. Jackie Bologna (July 20, 2005)

From: Leo Bologna <jackiebologna@sbcglobal.net>
To: <jgreenrebstock@portla.org>
Date: 7/20/05 10:14PM
Subject: The San Pedro Waterfront Enhancements Project

To Whom It May Concern:

You have my full Support of "The San Pedro Waterfront Enhancements Project" I am very happy what your people are doing for our San Pedro and our Waterfront - again I am behind you 100%.

39A

Sincerely,

Jackie Bologna

39. Jackie Bologna (July 20, 2005)

Response to Comment 39A

LAHD acknowledges the commenter's support for the project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 40. David Bryant (July 22, 2005)

From: "David Bryant" <trollbert@hotmail.com>
To: <jgreenrebstock@portla.org>
Date: 7/22/05 12:29AM
Subject: Bridge To Breakwater Project/ San Pedro Waterfront Enhancement Project

Hello...I just wanted to write a quick email stating that I am very pleased with the Bridge to Breakwater project so far and I really hope to see it continue. The area has needed a new look for for a while and I really believe that it is a great thing for the community. Thank you for your time...

David Bryant

40A

40. David Bryant (July 22, 2005)

Response to Comment 40A

LAHD acknowledges the commenter's support for the Port's waterfront development projects. This comment period is for the San Pedro Waterfront Enhancements Project. The Bridge to Breakwater Project is currently undergoing environmental review and the Draft EIS/EIR is expected to be released for public review and comment in late 2006. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 41. Sue Castillo (July 8, 2005)

From: <Sue_Castillo@longbeach.gov>
To: <jgreenrebstock@portla.org>
Date: 7/8/05 2:00PM
Subject: POLA Waterfront Enhancements Project Negative Declaration

I wish to submit the following comments on the project:

1) The project proposal includes the conversion of significant acreage of the 22nd Street Park area to a parking lot. Parking lot development of this extent has not been previously presented to the public. Any significant parking lot construction should wait until a park master plan is created and approved by the community. What the Port may now call temporary, the community will live with for a long time.

41A

2) I object to the huge, flashy "Fisherman's Park" sign. This is totally out of character and scale with the site!

41B

3) I have concerns about the walkway "enhancement" proposed along the inner beach, and object to any existing sand or softscape being removed or paved over to build this. No detailed plans have been shared with the public, but a walkway 60 feet wide at the north end probably does impact existing unpaved areas.

41C

4) Only a few members of the community received a copy of the Neg Dec, and the above details were not disclosed at previous public meetings. I searched your website (as well as sanpedrowaterfront.com) and could not find any notice of this environmental review process or presentation of the project - if it is online, it is pretty well hidden. The Port should be more responsible in disclosing their plans, and allowing for public comment.

41D

Sue Castillo
 Central San Pedro Neighborhood Council Communications Officer
 Office: (562) 570-6996; Cell: (310) 489-3026
 outreach@sanpedrocity.org

CC: <griegasher@cox.net>, <huller@lobset.org>, <BURLING102@aolcom@ci.long-beach.ca.us>, <jdcorvette@telis.org>, <Philip.Nicolay@earthtech.com>, <bruinwood1@yahoo.com>, <johnrgreenwood@comcast.net>, <FOBCELT@aol.com>, <garciac@gao.gov>, <rpav1@cox.net>

41. Sue Castillo (July 8, 2005)

Response to Comment 41A

The 22nd Street Landing Area is currently a vacant lot. The original project design in this area, as described in the IS/MND, proposed 5.9 acres of parking. The plans for the proposed project in this area were identified graphically on displays and discussed during the public presentation at the April 26, 2005 meeting at the Ports O' Call Restaurant. Specifically, the presentation contained an overview site map of the proposed improvements, and LAHD engineering staff described the slide, discussing the addition of sod, walking paths, and new parking areas in the 22nd Street Landing Area. Formal public notice of the proposed project description was provided in detail in the IS/MND.

Due to the comments received on the IS/MND regarding this project element, LAHD further evaluated parking needs in the 22nd Street Landing Area. After additional public input, the project has been modified as shown in revised Figure 2-17. The proposed parking in this area has been reduced from 800 spaces to 175 spaces total (1.6 acres). Approximately 16 acres of public open space (4.6 acres of grass and 12 acres of vegetative groundcover) would also be provided in the 22nd Street Landing Area. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion. The configuration of the parking and open space elements in the 22nd Street Landing Area will be a topic of discussion at the future public design workshop.

A waterfront master development plan and various project alternatives is currently undergoing environmental review. The Port expects to release the Draft EIS/EIR in late 2006 for public review and comment.

Response to Comment 41B

LAHD acknowledges the commenter's opposition to the proposed signage at Fishermen's Park. The IS/MND evaluated the impacts of the signage and determined them to be less than significant. However, in response to comments received, this project element has been removed. Please refer to the discussion regarding revisions to Pages 2-8 through 2-9 (RE: Fishermen's Park) in Chapter 1, "Errata to the MND," of this document for more detail.

Response to Comment 41C

Walkways in the Cabrillo beach area have been limited to 30 feet wide and will be designed to minimize intrusion onto the beach sand. Please refer to revised Figure 2-18 and the discussion regarding revisions to Pages 2-10 through 2-11 (RE: Cabrillo Beach Improvements) in Chapter 1, "Errata to the MND," of this document for more detail.

Response to Comment 41D

LAHD has fully disclosed its plans through the IS/MND and has followed all CEQA noticing requirements. Regarding distribution of the MND, 475 hard copies and electronic copies were distributed directly to all known interested parties, including all appropriate regulatory and resource agencies, the neighborhood councils, neighboring landowners, and the Port Community Advisory Committee (PCAC). Public notice of the review period was posted in the *Los Angeles Times*, *Daily Breeze*, *Long Beach Press Telegram*, and *La Opinion*. Copies of the IS/MND were made available at the Los Angeles Harbor Department; the San Pedro, Central, and Wilmington branches of the L.A. Public Library; the Waterfront Information Center located in the Brown Brothers Building in San Pedro; and online. Port CEQA documents are posted on the Public Notice page, found under the “Environment” tab on the homepage of the LAHD’s website at www.portoflosangeles.org. Copies of a Spanish-language Executive Summary were also made available. A presentation about the findings included in the IS/MND was made at the June 8, 2005, meeting of the PCAC Coordinated Plan Subcommittee. In addition, notice of the comment period extension was mailed to the same project mailing list and posted on the LAHD’s website.

Comment Letter 42. Russ Collins (July 22, 2005)

From: "Russ Collins" <RCollins@rceng.com>
To: "Jan GreenRebstock" <JGreenRebstock@portla.org>
Date: 7/22/05 9:35AM
Subject: RE: Bridge to Breakwater

Jan,
I live in Lomita but have a boat in Cabrillo Marina and spend a lot of time there.

Russ Collins
26410 Rolling Vista Dr
Lomita, Ca 90501

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

From: Jan GreenRebstock [mailto:JGreenRebstock@portla.org]
Sent: Thursday, July 21, 2005 11:16 AM
To: Russ Collins
Subject: Re: Bridge to Breakwater

Hi Russ - we have received your comment. Please also provide your address, as requested in the public notice (attached). Thanks, Jan

>>> "Russ Collins" <RCollins@rceng.com> 07/20/05 1:41 PM >>>
Attn: Dr. Ralph Appy

As a member and director, of Cabrillo Beach Yacht Club, I would like to express my concerns regarding parking on the North side of 22nd St., across from our facility. Additional parking in this area would be a great improvement to all of the businesses in the area, as well as the general public that uses the 22nd St landing for fishing, and the walking/jogging public that uses the walkways connecting us to Cabrillo Beach.

Additional parking in this area will benefit all of the citizens of LA, and only improve the image of our port by making it a bit more user (citizen) friendly.

Respectfully Yours,

Russ Collins
Cabrillo Beach Yacht Club

42A

42. Russ Collins (July 22, 2005)

Response to Comment 42A

LAHD acknowledges the commenter's support for parking at 22nd Street. After reviewing the need for parking in the 22nd Street Landing Area and receiving additional public comment, LAHD has modified the proposed project to include 175 parking spaces at the 22nd Street Landing Area. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 43. Jean Comings (July 22, 2005)

From: "Jean Comings" <xmasjc@cox.net>
To: <jgreenrebstock@portla.org>
Date: 7/22/05 8:13AM
Subject: 22nd St Parking

L.A. Harbor Department
Environmental Management Division
425 S. Palos Verdes St., San Pedro, CA 90731
Attn: Dr. Ralph Appey
re: San Pedro Waterfront Enhancement Project

As a member of the Cabrillo Beach Yacht Club, I would like to express my support for the parking that is proposed across 22nd St. from the Club. Cabrillo Beach Yacht Club has for years explored various means of acquiring additional parking with the Port of Los Angeles as the parking currently available is very inadequate. The Club currently does not have parking for visitors or guests for any of our functions.

The proposed parking would be useful to many people using the area for recreational purposes as well as useful to the Yacht Club and should be incorporated in your plans.

Jean Comings

43A

43. Jean Comings (July 22, 2005)

Response to Comment 43A

LAHD acknowledges the commenter's support for parking at 22nd Street. After reviewing the need for parking in the 22nd Street Landing Area and receiving additional public comment, LAHD has modified the proposed project to include 175 parking spaces at the 22nd Street Landing Area. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project

Comment Letter 44. Jim and Mary Costa (July 21, 2005)

From: "JAMES V COSTA" <jcosta@lausd.k12.ca.us>
To: "Jan GreenRebstock" <JGreenRebstock@portla.org>
Date: 7/21/05 2:27PM
Subject: Re: SP Waterfront Enhancement Project

Sorry about that. Our address is:

1847 West 26th Street
San Pedro, CA 90732

Thank you,
Jim Costa

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

Date: Thu, 21 Jul 2005 12:14:30 -0701
From: "Jan GreenRebstock" <JGreenRebstock@portla.org>
To: "JAMES COSTA" <jcosta@lausd.k12.ca.us>
Subject: Re: SP Waterfront Enhancement Project

>Hi Jim and Mary - thanks for your comment. Please also provide your address, as requested in the public notice (attached). Thanks, Jan

>

>>>> "JAMES V COSTA" <jcosta@lausd.k12.ca.us> 07/20/05 2:13 PM >>>

>San Pedro Waterfront Enhancement Project

>

>On behalf of my wife and myself I would like to say that we fully support the San Pedro Waterfront Enhancement Project and the Bridge-to-Breakwater concept. My wife is a Nurse Practitioner at Little Company of Mary: San Pedro and I am a teacher at Dana Middle School in San Pedro. We both believe that it is important to develop the San Pedro Waterfront. Please start this project as soon as possible. I understand that the port will be putting in a "grassy" area around 22nd street. This is great! Children at that part of town need a place to play. This will keep them out of trouble. Also, please include parking at this location. Make it convenient for the people to enjoy this "park" and support the local businesses around 22nd street. People need a place to enjoy themselves in town and young adults need jobs.

>

>Being a San Pedro native and living here all of my life I look forward to the development of Ports 'o Call. I particularly like the idea of Fisherman's Park and the great "SAN PEDRO" sign that will be at the park. Keep up the good work and keep it coming as fast as you can!

>

>Jim and Mary Costa

>

44A

44. Jim and Mary Costa (July 21, 2005)

Response to Comment 44A

LAHD acknowledges the commenters' support of the San Pedro Waterfront Enhancements Project and future waterfront development plans currently under review. Project elements in the 22nd Street Landing Area have been modified to include 16.6 acres of public open space, including 4.6 acres of grass, 12 acres of vegetative groundcover, and 1.6 acres of parking (175 spaces total). Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion.

The Fishermen's Park San Pedro Sign has been removed from project. Please refer to the discussion regarding revisions to Pages 2-8 through 2-9 (RE: Fishermen's Park) in Chapter 1, "Errata to the MND," of this document for more detail. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 45. Eugene and Anne Daub (July 14, 2005)

Dear POLA

July 14th 2005

As newcomers to San Pedro (We bought our home five years ago) and in that five year's the Crescent bike path was started and completed. We have enjoyed this peaceful and beautiful trail almost everyday for the SCENIC views and ocean breeze. This is the best view in San Pedro, looking out at the sailing ships in the Marina and the unobstructed views of the ocean.

We have been excited and enthusiastic about The San Pedro waterfront development plan. We have attended many meetings, reviewed all the plans and have been very happy with the designs.

However, we have just learned of a recent development that caused us and the neighborhood ALARM and DISSAPOINTMENT. For some reason the area know as the tank farm between 22nd and Crescent was on the plans to be an extension of the marina. This area is now suddenly and suspiciously been expropriated to become a parking lot with a capacity to accommodate 800 cars. Where are all these cars all coming from and why does a parking lot need an ocean view? Can you tell us why such a drastic and unfortunatate change has developed so quickly? It would be a shame to blend this ocean view with a parking lot. There must be other alternatives.

Also in the revised plan there is a line of Poplar trees along the bike path. We feel this too is a mistake. The trees, which grow up to 75 feet tall will impede the ocean views along Crescent Ave. and the bike/walking path. The inland ocean breeze, which blesses this part of town, may also be interrupted.

Along with parking lots comes more lighting. This would also be an unwelcome intrusion. The lights along the bike path are charming and low impact. They do not compete with the marina lights. Do we really need more lights?

We have one more issue and that is the new San Pedro sign, which we feel is overwhelming. We were under the impression that most of the community wanted small town charm. This towering colossus's seems more appropriate to Las Vegas. In a harbor town do we really need more hulking steel super structures?

The 22nd Street enhancement project should not move forward as proposed. This is a horrible misuse of ocean front land. We urge you to find a creative solution for issues mentioned above and spare this land for a more scenic and useful purpose.

PLEASE
LETS NOT PAVE PARADISE AND PUT UP A PARKING LOT.

Thank You
Eugene and Anne Daub

45A

45B

45C

45D

45E

45. Eugene and Anne Daub (July 14, 2005)

Response to Comment 45A

After reviewing the need for parking in the 22nd Street Landing Area and receiving additional public comment, LAHD has modified the proposed project to include 175 parking spaces at the 22nd Street Landing Area. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, “Errata to the MND,” of this document for a more detailed discussion. Revised Figure 2-17 provides an updated site plan for this area, which includes 16.4 acres of public open space and 1.6 acres of parking.

The parking lots will be surface lots and will not obstruct the view of the marina. Aesthetics impacts were analyzed in the IS/MND and found to be less than significant. The configuration of the parking and open space in the area will be the subject of a future public design workshop.

Response to Comment 45B

Along with other changes to the 22nd Street site, LAHD has removed the poplar trees proposed along the base of the Crescent Avenue bluff. Types of trees and landscaping for the general project area will be a topic of discussion at the future public design workshop.

Response to Comment 45C

The aesthetics impacts were analyzed in the IS/MND and found to be less than significant. The lights in the parking area are for security, will be full cutoff fixtures, and will produce no glare or side spill as described on Page 3-9 in the IS/MND. In addition, lighting will be low intensity and focused away from residential receptors.

Response to Comment 45D

LAHD acknowledges the commenters’ opposition to the signage at Fishermen’s Park. Impacts from the sign were evaluated in the IS/MND and found to be less than significant. However, in response to comments received, the LAHD has removed the Fishermen’s Park sign from the project. Please refer to the discussion regarding revisions to Pages 2-8 through 2-9 (RE: Fishermen’s Park) in Chapter 1, “Errata to the MND,” of this document for more detail. Signage will be discussed at the future public design workshop.

Response to Comment 45E

LAHD acknowledges the commenters' opposition to the project as proposed in the MND. Please refer to Chapter 1, "Errata to the MND" for a summary of all project revisions made in response to comments received. The comments will be considered by the Board of Harbor Commissioners during their deliberation on the project.

Comment Letter 46. Michael L. Dever (July 18, 2005)

Jan GreenRebstock - Bridge to Breadwater Plan

Page 1

From: <LITSRV@aol.com>
To: <jgreenrebstock@portla.org>
Date: 7/18/05 10:54AM
Subject: Bridge to Breadwater Plan

Dear Dr. Ralph Appy: The above refinance plan has been studied and reviewed by the San Pedro community groups for several years. After many meetings, a plan was adopted. It is my understanding that there is pressure from some community activists that want to reopen the discussion of the plan claiming that they represent the community. I want you to know that as a member to the community and one who uses the port recreational facilities at Cabrillo Beach Yacht Club, that these activists do not represent my position on the Plan. The existing plan is well thought out and should be implemented as soon as possible. Too much delay has passed to date. In addition, I am concerned about the lack of adequate parking for the recreational facilities on 22nd Street. I understand that the existing Plan will alleviate this problem and strongly support not changing the Plan regarding this.
Respectfully submitted
Michael L. Dever

46A

CC: <pam-meisel@dslexstrem.com>

46. Michael L. Dever (July 18, 2005)

Response to Comment 46A

LAHD acknowledges the commenter's support for parking at 22nd Street. After reviewing the need for parking in the 22nd Street Landing Area and receiving additional public comment, LAHD has modified the proposed project to include 175 parking spaces at the 22nd Street Landing Area. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 47. Kathy R. Embree (July 19, 2005)

Parking on 22nd Street.txt
From: Kathy R Embree [kathy_r_embree@raytheon.com]
Sent: Tuesday, July 19, 2005 9:13 AM
To: jgreenrebstock@portla.org
Subject: Parking on 22nd Street

It is my understanding that the plans for the land across the street from Cabrillo Beach Yacht Club have changed from a lagoon with condo's to a public park. Is this a "firm" plan? If so, will this park include additional parking for Cabrillo Beach Yacht Club members? The members of our yacht club have been staunch supporters of the Port of LA and, as such, would appreciate it if you would consider providing additional parking for our club members somewhere within the parking lot of the public park.

Thank you in advance for your consideration in this matter. (Embedded image moved to file: pic05201.gif)

47A

47. Kathy R. Embree (July 19, 2005)

Response to Comment 47A

The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Concepts for the Bridge to Breakwater San Pedro Waterfront Master Development Plan, which includes the 22nd Street Landing Area, are still under review. LAHD expects to release a Draft EIS/EIR for public review and comment in late 2006.

Comment Letter 48. Vickie Favazza (July 20, 2005)

From: "Vickie Favazza" <vfavaz@msn.com>
To: <jgreenrebstock@portla.org>
Date: 7/20/05 10:15PM
Subject: Harbor beatification Project

I am a native San Pedran and I am so happy to see the wonderful results so far of our Bridge to Breakwater Project.

I also am employed with some cruize lines and this makes our docks so much more apealing & friendly. People can actually enjoy the terminal as well as we natives of San Pedro are.

Please keep up the great work that is making our harbor beautiful & one we can be proud of. We should be proud of our harbor & we are San Pedro as well.

Please keep up the great job!!

Thank You,
Vickie Favazza

48A

48. Vickie Favazza (July 20, 2005)

Response to Comment 48A

LAHD acknowledges the commenter's support of the Bridge to Breakwater Project and other recent waterfront development. However, this comment period is for the San Pedro Waterfront Enhancements Project. LAHD expects to release a Draft EIS/EIR for the Bridge to Breakwater Project for public review and comment in late 2006.

Comment Letter 49. Aaron Feves (July 22, 2005)

From: "Aaron Feves" <afeves@msn.com>
To: <jgreenrestock@portla.org>
Date: 7/22/05 4:59PM
Subject: San Pedro Waterfront Enhancement Project

L.A. Harbor Department
Environmental Management Division
425 S. Palos Verdes St., San Pedro, CA 90731
Attn: Dr. Ralph Appey
re: San Pedro Waterfront Enhancement Project

I am writing to voice my support for the parking that is proposed on 22nd street in San Pedro. As a member of Cabrillo Beach Yacht Club, I spend a considerable amount of my disposable time and money in the port area - within and outside the club. I look forward to other new and creative uses of the land between the bluff and 22nd street. Whatever those uses, and it will be important for them to be supported by ample additional parking.

In other words, while I think additional parking will greatly benefit the yacht club, it will also benefit the community at large by opening up the possibility of other activities in the area, and the port by increasing community activity and revenue from activities within the port.

I look forward to hearing the results of this difficult debate. Thank you for your time.

Aaron Feves
Director, Cabrillo Beach Yacht Club
Residence: 12 La Linda Drive, Long Beach, CA 90807

CC: <scarrill@council.lacity.org>

49A

49. Aaron Feves (July 22, 2005)

Response to Comment 49A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 50. Dr. Charles Ellis Fisher, M.D. (July 18, 2005)

San Pedro Waterfront Enhancement Project.txt
From: Chuck Fisher [cfisher@ucla.edu]
Sent: Monday, July 18, 2005 8:30 PM
To: jgreenrebstock@portla.org
Subject: San Pedro Waterfront Enhancement Project

L.A. Harbor Department
Environmental Management Division
425 S. Palos Verdes St., San Pedro, CA 90731
Attn: Dr. Ralph Appey
re: San Pedro Waterfront Enhancement Project

As a member of the Cabrillo Beach Yacht Club, I would like to express my support for the parking that is proposed across 22nd St. from the Club.

Cabrillo Beach Yacht Club has for years explored various means of acquiring additional parking with the Port of Los Angeles as the parking currently available is inadequate. The Club currently does not have parking for visitors or guests for any of our functions.

The proposed parking would be very welcome and will fill a very large need for the Yacht Club.

Charles Ellis Fisher, M.D.

50A

50. Dr. Charles Ellis Fisher, M.D. (July 18, 2005)

Response to Comment 50A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 51. Robert Gelfand (July 8, 2005)

Robert Gelfand
535 W 37 St, #206
San Pedro, CA 90731
July 8, 2005

To: Ralph Appy, PhD and the Port of Los Angeles

Re: San Pedro Waterfront Enhancements Project Mitigated
Negative Declaration

To Whom it May Concern:

The Mitigated Negative Declaration requires extended response. Speaking for myself, I strongly oppose the development of the 22nd St area described in the declaration. The area is currently open space with a sparse cover of vegetation. Numerous members of our community have asked that it be kept as open space, seeded and watered, and opened to public use as a passive-use park. The Coastal San Pedro Neighborhood Council, which contains the area in question, has publicly called for the site to be treated this way. Its neighboring councils, the Central San Pedro Neighborhood Council and the Northwest San Pedro Neighborhood Council have joined with the CSPNC in taking this position.

51A

To take the action described in the declaration, namely to cover a significant fraction of this site with parking lots and a serpentine graveled space, would be to create a significant impact on this open space. Creating the amount of parking envisioned in the plan would do serious damage to the current nature of the community; moreover, the construction of these parking lots implies support either for some further development in the area or support for the Cabrillo Marina Phase 2 project. In regard to the latter, allow me to remind the Port of its public commitment not to develop the 22nd St site without further discussion with and the approval of the community's representatives.

51B

In addition, the use of these parking lots would potentially

51C

Comment Letter 51. Continued

result in serious congestion on local surface streets, in particular the intersection of 22nd St and Pacific Ave.

**51C
(cont.)**

For these reasons alone, the project should be reconsidered as damaging to the local community, damaging to smooth traffic flow in the area, and damaging to community concerns about losing the last possibility for restoring open space that has been lost through attrition over the past several decades.

51D

Finally, I would like to suggest that the Port replace Dr Appy with someone who can take a more objective view of the situation. Dr Appy was until recently a board member of the San Pedro Youth Coalition, the organization which created and apparently continues to pursue its own plan for the 22nd St site. That organization has published its alternative plan on a web site of its own and has engaged in legal negotiations with the State Lands Commission over its proposal. May I politely suggest that Dr Appy and the Port review the Los Angeles ethics rule commonly referred to as the "appearance standard" and consider whether that standard has been violated.

51E

In addition, I join with numerous others in requesting that the comment period for this declaration be extended at least a month in order to allow organizations such as the Coastal San Pedro Neighborhood Council to present its views.

51F

Respectfully submitted,



Robert Gelfand

attachments: (1) SPYC proposal for 22nd St; (2) Board of Dir.

51. Robert Gelfand (July 8, 2005)

Response to Comment 51A

LAHD acknowledges the commenter's opposition to project elements proposed for the 22nd Street area as described in the MND. Please refer to Chapter 1, "Errata to the MND," for a summary of all revisions to the project. Specifically, revised Figure 2-17 provides an updated site plan for the area, which has been modified to include 16.6 acres of public open space and 1.6 acres of parking. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion. LAHD acknowledges the position of the Neighborhood Councils for the site. Configuration of the parking and open space elements will be discussed at a future public design workshop.

Response to Comment 51B

The IS/MND studied the potential environmental effects, and all were found to be less than significant or less than significant with mitigation. The proposed parking in the 22nd Street Landing Area is intended to support existing Port customers and visitors to the open space. Please refer to the Response to Comment 51A for a discussion of changes to the project.

During the Cabrillo Marina Phase II EIR process, LAHD and the project applicant agreed to modify the proposed project by removing plans for development north of 22nd Street from the proposed project. Further proposals by the project applicant involving extending the Cabrillo Marina Way development north of 22nd Street were to be subject to further community and environmental review. The San Pedro Waterfront Enhancements Project is a separate project, now undergoing environmental review and community input; it does not involve the Cabrillo Marina Phase II project.

Response to Comments 51C

Traffic impacts were analyzed in the IS/MND and determined to be less than significant. The parking is intended to serve visitors to the open space and existing uses at the 22nd Street Landing Area that are currently deficient in parking. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion. Expansion of the existing parking area to 175 spaces will not result in a significant number of new trips to the area and thus traffic impacts will be less than significant.

Response to Comments 51D

Responses to issues in this comment were addressed in preceding responses for this comment letter.

Response to Comments 51E

While involved with the San Pedro Youth Coalition (SPYC), Dr. Ralph Appy, Director of the Environmental Management Division, was a volunteer, served on the Board of SPYC as such, and received no compensation for his time or work. While involved in the organization, he participated in a variety of activities, including the Future Leaders Award, contests, and the International Sports Complex Proposal. The SPYC prepared this proposal to develop an International Sports Complex on LAHD property on or about April 1, 2003. The proposal includes three baseball fields, two softball diamonds, a walking path, an aquatic center/community seniors building, a bocci field, a skate park, and two multipurpose fields. This proposal was eventually submitted to LAHD for review. Stacey Jones, LAHD's Director of Engineering Development at that time, was tasked with the responsibility of responding to the SPYC's proposals. In March 2004, Ms. Jones indicated in a letter to the SPYC that the SPYC proposal would be transmitted to the California State Lands Commission to determine "what is allowable under the tidelands trust." The sports complex proposal was submitted to the California State Lands Commission on April 26, 2004.

Dr. Appy resigned from the Youth Coalition Board and the organization on November 23, 2004. A formal response to the SPYC concerning the sports complex proposal was sent out under the signature of Interim Executive Director Bruce E. Seaton in January 2005. In the letter, Mr. Seaton advised the SPYC that although LAHD applauded their efforts to support community athletic and recreational facilities, after a yearlong effort in collaboration with professionals and other Port stakeholders, LAHD staff had developed a draft master development plan that included some thirteen components, including an aquatic center. The plan developed by the staff and referred to in the letter included one element of the International Sports Complex Proposal, which was the aquatic center. This aquatic center is not part of the project under review at this time.

The applicant for the San Pedro Waterfront Enhancements Project is the LAHD Engineering Division. The application for this project was originally submitted May 20, 2004. The original application for development or subsequent amendments do not include any type of sports facilities. The project description is determined by the project applicant, in this case, the Chief Harbor Engineer, Tony Gioello of the Engineering Division, not by the Environmental Division or Dr. Appy.

LAHD is aware of no facts to support a finding that Dr. Appy has a financial interest in this matter, nor does the matter involve contracting on the part of LAHD at this time. Therefore, there will be no examination of these facts under California Government Code Section 1090 et seq., which prohibits public officials from having a financial interest in a contract. For the same reasons, Government Code Section 87100 et seq., the Political Reform Act, which prohibits a government official from participating or influencing decisions in which he or she has a financial interest is equally inapplicable.

Los Angeles Charter Section 222 addresses, generally, conflicts of interest and allows the City Attorney to review potential conflicts and to determine whether it is in the “public interest” for a board member, officer, or employee to be disqualified from a particular transaction or matter. In this matter, Dr. Appy resigned from the SPYC over one year ago. Moreover, this project does not in any way concern the SPYC’s proposed sports complex. Dr. Appy has stated that he can be objective on the environmental analysis of the project. To the extent that Dr. Appy must review this project as part of his employment, his disqualification is not required under the public interest standard provided in the charter both because his past relationship to SPYC is too remote and because the proposed sports complex is not relevant to a decision on this project. The LAHD’s policy, which provides certain guidelines regarding ethics, Section 2.050, does not require a different result.

Response to Comments 51F

LAHD acknowledges the commenter’s request for an extension of the comment period. The deadline for comments was extended an additional two weeks to July 22, 2005.

Comment Letter 52. Gonzales (July 22, 2005)



July 22, 2005

LAHD ENVIRONMENTAL MANAGEMENT DIVISION
425 South Palos Verdes Street
San Pedro, CA. 90731
ATTN: DR. Ralph Appy

Regarding: San Pedro Waterfront Enhancement Project.
I Do Agree to Continuation with the project for
The water-front. San Pedro do need a change
for the future. I have seen what your plans
are, and like the ideas.

Thank you.
WBS Gonzales

52A

52. Gonzales (July 22, 2005)

Response to Comment 52A

LAHD acknowledges the commenter's support for the project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 53. Richard A. Goodman (July 18, 2005)

Parking .txt
From: Richard Goodman [r_jgoodman@hotmail.com]
Sent: Monday, July 18, 2005 3:18 PM
To: jgreenrebstock@portla.org
Subject: Parking

To: jgreenrebstock@portla.org
Subject: San Pedro Waterfront Enhancement Project

L.A. Harbor Department
Environmental Management Division
425 S. Palos Verdes St., San Pedro, CA 90731
Attn: Dr. Ralph Appey
re: San Pedro Waterfront Enhancement Project

As a Staff Commodore of the Cabrillo Beach Yacht Club, I would like to express my support for the parking that is proposed across 22nd St. from the Club. Cabrillo Beach Yacht Club has for years explored various means of acquiring additional parking with the Port of Los Angeles as the parking currently available is very inadequate. The Club currently does not have parking for visitors or guests for any of our functions.

The proposed parking would be very welcomed and will fill a very large need for the Yacht Club.

Richard A. Goodman
Staff Commodore

53A

53. Richard A. Goodman (July 18, 2005)

Response to Comment 53A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 54. Richard Graser (July 18, 2005)

Jan GreenRebstock - 22ND STREET PARKING

Page 1

From: <RGraser@aol.com>
To: <jgreenrebstock@portla.org>, <pam-meisel@dslxtreme.com>, <dnichol@worldnet.att.net>
Date: 7/18/05 9:31PM
Subject: 22ND STREET PARKING

AS A MEMBER AND PAST COMMODORE OF CABRILLO BEACH YACHT, I WOULD LIKE TO EXPRESS MY CONCERN OVER THE POSSIBLE OPPOSITION TO THE NEW PARKING AREA. CBYC HAS BEEN A MAJOR CONTRIBUTOR TO THE DEVELOPMENT OF BOATING ACTIVITIES IN THE L.A. PORT. OUR YOUTH SAILING CLUB HAS PROVIDED ON THE WATER TRAINING FOR THE YOUNG PEOPLE OF THE COMMUNITY. A RECENT SURVEY OF OUR MEMBERSHIP INDICATED THAT THE NUMBER ONE RESTRICTION TO THE GROWTH OF THE CLUB AND OUR MARINE ACTIVITIES IS THE LACK OF ADEQUATE PARKING. PLEASE HELP OUR GROWTH AND SUPPORT OUR COMMUNITY YOUTH SAILING EFFORT WITH YOUR CONTINUED PROGRAM FOR THE APPROVED 22ND STREET PARKING
RICHARD GRASER
STAFF COMMODORE
CBYC

54A

54. Richard Graser (July 18, 2005)

Response to Comment 54A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 55. Dixon Hall (July 21, 2005)

Page 1 of 1

From: DixonHall@aol.com
Sent: Thursday, July 21, 2005 3:40 PM
To: jgreenrebstock@portla.org
Cc: scarrill@council.lacity.org
Subject: Parking on 22nd Street

I support the Port's plan for parking planned on 22nd Street. The businesses on 22nd have been promised additional parking for six years. The current parking on the street has the effect of making the street narrow and potentially dangerous. It is everyone's desire to make the waterfront more accessible. We need parking to do that.

Dixon Hall
Director
Cabrillo Beach Yacht Club
211 W. 22nd Street
San Pedro, Ca

dixonhall@aol.com
310.344.3891

55A

file://G:\SoCal Team\2 PROJECTS\ POLA\04591.04 PD#22 SP Surface Enhancements\... 7/25/2005

55. Dixon Hall (July 21, 2005)

Response to Comment 55A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 56. Richard Havenick (July 8, 2005)

Jan GreenRebstock - Waterfront Enhancements Project; Port of Los Angeles

Page 1

From: <havenick@cox.net>
To: <jgreenrebstock@portla.org>, <David.Libatique@lacity.org>, <mmolina@council.lacity.org>
Date: 7/8/05 10:20AM
Subject: Waterfront Enhancements Project; Port of Los Angeles

To all,

Please consider the following four urgent requests regarding the Subject project intended for immediate implementation in San Pedro.

- 1) Extend the Comment Period through August 6, 2005 and schedule a Public Meeting for July 23, 2005 to receive comments from affected stakeholders.
- 2) Discontinue plans to include 800 new parking spaces at the referenced 22nd Street immediately.
- 3) Discontinue plans for any plan element which will reduce ocean views for residents and visitors to the adjacent area.
- 4) Consider implementation of the request proposed to the Harbor Department by the Coastal San Pedro Neighborhood Council to immediately place sod on the entire 22nd Street site and remove all restrictive fencing so that the public could utilize the open space during the waterfront development planning process.

Please acknowledge receipt of the above request.
Thank you.

56A

56B

56C

56D

56. Richard Havenick (July 8, 2005)

Response to Comment 56A

LAHD acknowledges the commenter's request and extended the public comment period until July 22, 2005, an additional two weeks. Public comment will be accepted during the Board of Harbor Commissioners' deliberations on the project. In addition, a public workshop will be held to receive public input on design details for the project. Please refer to Chapter 1, "Errata to the MND" of this document for more information.

Response to Comment 56B

LAHD acknowledges the commenter's request. The project has been modified to include 16.6 acres of public open space and 1.6 acres of parking. Please refer to revised Figure 2-17 for an updated site plan and to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion. Configuration of the parking and open space areas will be discussed at the public design workshop.

Response to Comment 56C

LAHD acknowledges the commenter's opposition to any project that will reduce ocean views. The aesthetic impacts were fully evaluated in the IS/MND and found to be less than significant. No ocean views will be reduced under this project.

Response to Comment 56D

Please refer to the Response to Comment 56B. The comment will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 57. Andrea Hegybeli (July 22, 2005)

ANDREA HEGYBELI
346 Lois Lane
San Pedro, CA 90732

July 22, 2005

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

Sent by fax: (310) 547-4643

RE: Support of the San Pedro Waterfront Project

Dear Dr. Appy:


I support the plan for the San Pedro Waterfront Enhancement Project which the community sorely needs. The beautification and waterfront access improvements will greatly improve the overall waterfront for the people of our community, visitors, as well as local businesses.

An enhanced waterfront with improved connection into downtown San Pedro will benefit the residents of San Pedro and the rest of Southern California creating new jobs and more local business.

I understand this project consists of improvements to the relevant street environment and intersection, improvements and construction of new pedestrian walks and plazas, ten acres of green public open spaces and adjacent parking, two pedestrian accesses to the upper part, landscaping linking the Port waterfront.

I support the San Pedro Waterfront Enhancement Project.

Sincerely,


Andrea Hegybeli
346 Lois Lane
San Pedro, CA 90732

57A

57. Andrea Hegybeli (July 22, 2005)

Response to Comment 57A

LAHD acknowledges the commenter's support for the project. Please see Chapter 1, "Errata to the MND" of this document for a summary of changes to the project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 58. Steve and Eva Hooker (July 25, 2005)

From: Eva & Steve <hooks61@sbcglobal.net>
To: Jan GreenRebstock <JGreenRebstock@portla.org>
Date: 7/25/05 3:15PM
Subject: Re: San Pedro Waterfront Enhancements Project

Jan,

Steve and Eva Hooker
1482 3rd. St.
San Pedro, CA.
90732

Thanks
Steve

Jan GreenRebstock <JGreenRebstock@portla.org> wrote:Hi - we have received your comment. Please also include your address, as requested in the attached public notice. Thanks, Jan

>>> "Eva and Steve" 07/21/05 7:14 PM >>>

Dr. Ralph Appy,

I am compelled to make a few comments in regards to the San Pedro Waterfront Enhancements Project. My wife and I have been following progress on the Promenade from its inception. I was thoroughly excited from day one that San Pedro was finally getting the facelift and support that it deserved. My wife and I as well as my parents (76 year S.P. residents) attended opening day of Phase 1 at the Promenade. Since then we have been to the Cruise Ship Terminal numerous times to walk or enjoy a sandwich for lunch. We have also been to the Brown Brothers building on First Thursdays past and have seen what is being proposed for future phases. We can hardly wait for the next phase to be completed (longer walks!) and our hopes are that the project will continue on as planned.

I, in particular, am extremely excited to see the transformation of Ports O' Call Village. During my high school days I worked for several years at Van's Village Bakery and eventually met my wife there. Both my sister and my cousin worked on the Top Deck restaurant of an old ship that was docked there. I have seen the Village in prosperous times and not so prosperous times. I look forward to revisiting those glory days.

Please continue your work and complete it as soon as possible. I really like the idea of the 13th Street entrance and the new Fisherman's Park. I particularly like the San Pedro sign that could be seen from both water and land. I look forward to the day where I could bring my family down once again to Ports O' Call to shop and dine as my parents did with our family.

If we could assist in any way with the completion of this project we are more than willing. We are excited.

Steve and Eva Hooker

58A

58. Steve and Eva Hooker (July 22, 2005)

Response to Comment 58A

LAHD acknowledges the commenters' support for the San Pedro Waterfront Enhancements Project and previous waterfront development. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of changes to the project, which include removal of the San Pedro sign. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 59. Robert and Sharon Huber (July 21, 2005)

From: <SherryHuber@aol.com>
To: <jgreenrebstock@portla.org>
Date: 7/21/05 1:22PM
Subject: Concerning the San Pedro Waterfront

To Whom It May Concern:

We have recently walked by the San Pedro Waterfront along Harbor Blvd. It is so beautiful and impressive--a real asset to San Pedro. What a difference it makes. Thank you for all your efforts, planning and caring enough to do this project. We certainly hope you continue your plans to help make San Pedro look the way this city should look.

Thank you again,

Sincerely,

Robert P. Huber
Sharon M. Huber

59A

59. Robert and Sharon Huber (July 21, 2005)

Response to Comment 59A

LAHD acknowledges the commenters' support for the previous waterfront development. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 60. Illegible (July 22, 2005)

July 22, 2005

RECEIVED
JUL 22 2005
Env. Mgmt. Div.
Harbor Dept.
City of L.A.

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

RE: San Pedro Waterfront Enhancements Project
Mitigated Negative Declaration

Dear Dr. Appy:

The San Pedro community needs the Waterfront Enhancement Project and I support the project. This beautification and waterfront access improvements will greatly improve the waterfront for the local community, for visitors and for local business.

The San Pedro Waterfront Enhancements Project consists of:

- Improvements and construction of new pedestrian walks and plazas
- Ten acres of green public open spaces and associated parking
- Two upland pedestrian linkages
- Landscaping linking Port waterfront attractions
- Streetscape and intersection improvements
- Installation of a pedestrian rail crossing

The parking available for visitors to Ports O'Call is severely limited and expanded parking is needed to accommodate local and regional visitors. I support the San Pedro Waterfront Enhancement Project.

Name *Huane Blandin*

Address *Berth 204
wilmington*

The deadline for comments is July 22, 2005 and may be faxed to: 310 547-4643

NO GOD DAMN TRANS!

60A

60. Illegible (July 22, 2005)

Response to Comment 60A

LAHD acknowledges the commenter's support for the project. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of project revisions. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 61. Joy Jacot (July 19, 2005)

Jan GreenRebstock - Re: San Pedro Waterfront Enhancement Project

Page 1

From: Joy Jacot <msjoyj@earthlink.net>
To: "Jan GreenRebstock" <JGreenRebstock@portla.org>
Date: 7/19/05 10:48AM
Subject: Re: San Pedro Waterfront Enhancement Project

Joy Jacot
 211 W. 22nd Street
 San Pedro, CA 90731

On Jul 19, 2005, at 10:09 AM, Jan GreenRebstock wrote:

> Hi Joy- I have received your comment. Please also include your
 > address, as requested in the public notice (attached). Thanks, Jan
 >
 >>>> Joy Jacot <msjoyj@earthlink.net> 07/18/05 11:45 PM >>>
 >
 >
 >> L.A. Harbor Department
 >> Environmental Management Division
 >> 425 S. Palos Verdes St., San Pedro, CA 90731
 >> Attn: Dr. Ralph Appey
 >> re: San Pedro Waterfront Enhancement Project
 >>
 >> To whom it may concern,
 >>
 >> I write to you in support of the proposal for the Waterfront
 >> Enhancement Project which incorporates additional parking along 22nd
 >> Street to serve CBYC and its' guests.
 >>
 >> I have been an active member of Cabrillo Beach Yacht Club for nearly
 >> 20 years, and for much of that time a resident of San Pedro. I have
 >> served as a Director, and as Social Chairman for the Club, so I am a
 >> front row witness to our many areas of participation in the community.
 >>
 >> CBYC is part of the city of San Pedro and a great supporter of our
 >> community and the Port of L.A. Along with having many residents of
 >> San Pedro in our club, we have also hosted and sponsored many events
 >> in and for the community * for the local Chamber of Commerce, for
 >> local politicians and government officials, we have hosted port
 >> events, we have invited the children of the community in for our
 >> summer sailing program, we have hosted countless fundraisers for local
 >> charities, and we have both participated and hosted such events as the
 >> sailing of the Tall Ships, events for the Essie and Irving Johnson,
 >> the Christmas Boat Parade, and the inauguration of the Disney Cruise
 >> Lines.
 >>
 >> For years CBYC has been exploring with the Port the possibilities of
 >> adding more parking for our facilities. We do not have enough parking
 >> to serve our membership, and when we host functions, we are severely
 >> short on parking. I urge you to support the proposal for additional
 >> parking on 22nd Street as part of the Waterfront Enhancement Project.
 >>
 >> We, of course, want this area to be attractive, and these parking
 >> areas should be designed to reflect the new image of San Pedro. But
 >> we must have parking. Streets lined with cars not enhance the view or
 >> contribute to the charm of the city when our guests and residents

61A

Comment Letter 61. Continued

Jan GreenRebstock - Re: San Pedro Waterfront Enhancement Project

Page 2

>> drive by. Bussing or shuttling guests from remote parking lots is not
>> an viable alternative to those who want to enjoy this facility. A
>> specified lot across from our facility should offer a cross walk and a
>> controlled crossing. Without this, we will be seeing people crossing
>> the street at all points along 22nd Street, which invites traffic
>> accidents and injuries. A controlled crossing and a yellow light
>> would also serve to slow traffic on 22nd Street. Excessive speed on
>> this street has already caused numerous accidents and considerable
>> property damage.
>>
>> Please support the proposal to grant us this parking, and support us
>> in continuing to serve our members and the community of San Pedro

>> .
>> .
>>
>
>

**61A
(cont.)**

61. Joy Jacot (July 19, 2005)

Response to Comment 61A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Crosswalks across 22nd Street to connect parking with existing uses will be installed. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 62. Melanie Jones (July 22, 2005)

Melanie Jones
619 West 38th Street
San Pedro, CA 90731

Mr. Ralph Appy, Ph.D
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA

July 22, 2005

Dear Mr. Appy:

I am dismayed and angered by the Port’s plan to use prime waterfront area for parking—lots of parking—and then to present said plan as if the influx of so many automobiles would have no environmental impact on our city, already heavily burdened with pollution generated by the Port.

62A

The refurbishment of the waterfront should provide benefits to all the citizens of San Pedro, not only to those who are merchants and developers. Parking can be constructed anywhere, and arguably would be more advantageously situated around existing businesses. Along the waterfront, we have a unique opportunity to create a truly spectacular park, a recreational area that will benefit the citizens of our community, provide some genuine mitigation of pollution, and also serve as a tremendous attraction for visitors, whom I assume are the people the Port envisions parking in those offensive lots that are disingenuously called “open space” by the Port planners.

62B

The Port has an opportunity to do much good and repair its reputation as a callous polluter that sickens our children and places its profits above the concerns of community and the environment. Oversized neon signs are unnecessary and odious. Parking lots on wetlands are a sickening example of dead-end thinking.

62C

In the world’s great cities, planners have made parkland the heart and soul of the community. Surely the Port can think creatively about relocating parking structures and providing public transportation services to and from the waterfront. Great parks attract people. Parking lots never attracted anyone. It is illogical at best to devote the waterfront “open space” to cars, and underhanded to suggest that a thousand cars will not make an environmental impact.

62D

Sincerely,

Melanie Jones

62. Melanie Jones (July 22, 2005)

Response to Comment 62A

LAHD acknowledges the commenter's opposition to the proposed parking along 22nd Street, as described in the MND. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of revisions to the project, which include reductions in parking. The traffic and air quality impacts related to the construction of additional parking were analyzed in the MND and determined to be less than significant with mitigation.

Response to Comment 62B

The revised site plan for the 22nd Street Landing Area, as detailed in Figure 2-17, provides 16.6 acres of public open space. The area described as public open space consists of 4.6 acres of grass and 12 acres of vegetative groundcover. Please refer to revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion. Configuration of the parking and open space areas, landscaping, and other design details will be the subject of a public workshop.

Response to Comment 62C

LAHD acknowledges the commenter's opposition to the proposed signage. The impacts from the sign were evaluated in the IS/MND and determined to be less than significant. However, in response to comments received, the Fishermen's Park San Pedro sign has been eliminated from the project, and the Berth 78 identity sign has been modified (see Figure 2-13). Signage will also be discussed at the future public design workshop. The project does not include developing parking lots on wetlands.

Response to Comment 62D

LAHD acknowledges the commenter's opinion regarding the proposed parking. A parking structure is beyond the scope of "surface enhancements" and is not included in the proposed project. Parking structures and expansion of public transportation services are being considered under future waterfront development plans. Traffic and transportation impacts were analyzed in the IS/MND and found to be less than significant.

Comment Letter 63. Sharon Keely (July 21, 2005)

239 W. 10th Street
San Pedro, CA 90731
ylee3@yahoo.com

July 21, 2005

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

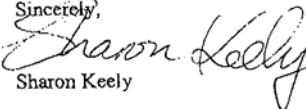
Via fax: 310-547-4643

RE: San Pedro Waterfront Enhancements Project
Mitigated Negative Declaration

Dear Dr. Appy:

The San Pedro community needs the Waterfront Enhancement Project and I support the plan. This beautification and waterfront access improvements will greatly improve the waterfront for the local community, for visitors and for local business.

A vibrant waterfront with improved connection into Downtown San Pedro will benefit the residents of San Pedro and Southern California as well as facilitate economic benefits that will create new jobs and enhance local business. I support the San Pedro Waterfront Enhancement Project.

Sincerely,

Sharon Keely

63A

63. Sharon Keely (July 21, 2005)

Response to Comment 63A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Crosswalks across 22nd Street to connect parking with existing uses will be installed. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 64. Gene and Joyce Koehler (July 23, 2005)

From: <Genenjoycek@aol.com>
To: <jgreenrebstock@portla.org>
Date: 7/23/05 10:06AM
Subject: CBYC Parking Lot

L.A. Harbor Department
Environmental Management Division
425 S. Palos Verdes St., San Pedro, CA 90731
Attn: Dr. Ralph Appey
re: San Pedro Waterfront Enhancement Project

Dear Sir:

As members of Cabrillo Beach Yacht Club in San Pedro, we wish to urge you to help us get the additional parking we desperately need at CBYC.

Cabrillo Beach Yacht Club has for years explored various means of acquiring additional parking with the Port of Los Angeles, as the parking we currently have has always been inadequate. The club presently does not have sufficient parking for visitors and guests at any of our functions.

The proposed parking lot would be very welcome and would fill a large and persistent need for the members of Cabrillo Beach Yacht Club.

We would greatly appreciate your support and cooperation in this need.

Very truly yours,

Gene and Joyce Koehler
5701 W. 79th St.,
Westchester, CA 90045
(310) 641-5737

64A

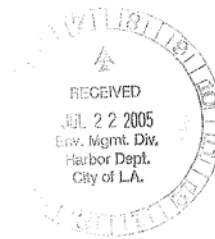
64. Gene and Joyce Koehler (July 23, 2005)

Response to Comment 64A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Crosswalks across 22nd Street to connect parking with existing uses will be installed. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 65. Frank Liversedge (July 22, 2005)

Los Angeles Harbor Department Environmental Management Division
425 South Palos Verdes Street
San Pedro, CA 90731



RE: San Pedro Waterfront Enhancements Projects

Dear Dr. Ralph Appy:

I have lived at 26th and Dennison street for the past 34 years. I have been associated with 22nd Street Landing for over 40 years and have been Landing manager here for the last 7 years. I am thoroughly familiar with all parking and traffic problems in this area.

The proposed new parking across from 22nd Street Landing will in no way add traffic to 22nd street. The majority of all traffic coming to this landing is early, between 4:30 am and 6:30 am. The majority of this traffic enters the landing from Harbor Blvd. not 22nd street. Due to the decreased number of diving and fishing boats now berthed at 22nd Street Landing, there is actually less traffic associated with the landing than the period 20 to 40 years ago.

It has long been known by the Port of Los Angeles that a lighted (walk/don't walk) crosswalk was needed for safety and the present layout of parking restricted the view of many parking areas, promoting car theft and break ins. The new parking would increase safety to people and vehicles.

The Port presented to the lease holders in this area a series of plans for this construction. All Lease Holders agreed that the proposed construction was well thought out and in the best interests of the community. It was assumed that this would continue as planned. I strongly urge you to proceed with the new construction as I feel it is in the best interests of the Community and Port.

Frank Liversedge 7/22/05
Frank Liversedge
543 West 26th Street
San Pedro, CA 90731
310-832-8304

65A

65. Frank Liversedge (July 22, 2005)

Response to Comment 65A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the 22nd Street Landing Restaurant and sport fishing operations. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Crosswalks across 22nd Street to connect parking with existing uses will be installed. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. While revised Figure 2-17 is an updated site plan of the area, configuration of the parking and public open space will be the subject of a future public design workshop. The impacts of traffic and transportation were analyzed in the IS/MND and found to be less than significant. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 66. Karen A. Lovy (July 20, 2005)

KAREN A. LOVY
1356 W. 37th Street
San Pedro, CA 90731

July 20, 2005

Dr. Ralph G. Appy
Port of Los Angeles Environmental
Management Division
425 S. Palos Verdes St.
San Pedro, California 90731

Via email to: jgreenrstock@portla.org

Dear Dr. Appy:

When I moved to San Pedro six years ago I became involved with numerous long-term residents as they worked tirelessly to improve and beautify the city. I understood that their mission has been to ensure that future plans for upgrading the city would serve to bring in visitors who would eventually frequent local businesses. In this way the local economy would flourish, the downtown area would become more desirable, and San Pedro's "reputation" would be greatly enhanced.

Throughout the six years I have participated in events focusing on the upgrading of the 22nd Street area, all descriptions I recall represented that this area will be redesigned to become areas of **open spaces** where residents and visitors will walk, jog, sit, read, talk, bicycle and in general, enjoy the scenic view. At no time were we informed that we and our visitors should expect to enjoy these pastimes in areas we recently discovered are now being proposed as *parking lots*!

I believe that creating 1,500 additional parking spaces in this area, primarily to serve the needs of entities other than our own, would further degrade San Pedro and prevent the long-planned enhancement of our city's reputation.

Sincerely,

KAREN A. LOVY

66A

66. Karen A. Lovy (July 20, 2005)

Response to Comment 66A

LAHD acknowledges the commenter's opposition to the proposed parking along 22nd Street, as described in the MND. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of revisions to the project, which include reductions in parking. The revised project creates a total of 137 additional paved parking spaces. In addition to the parking, the project also includes 16.6 acres of public open space (4.6 acres of grass and 12 acres of vegetative groundcover) in the 22nd Street Landing Area. Configuration of the open space and parking areas, along with landscaping and other design details will be the subject of a public workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 67. Lida Lowrey (July 21, 2005)

Lida Lowrey
1419 S. Pacific Ave.
San Pedro, CA 90731



July 21., 2005

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

Dear Dr. Appy,

I went to my neighborhood council meeting on this past Tuesday night and I would like for you to know how I felt about that discussion. There were people of differing views as to the parking lots to be built at 22nd Street, but most of us were against more parking in that area. We feel that it leads to more commercialism and ugliness. I would like for that whole area to be designated as park area.

When I go there I am always touched by how many families are there trying to picnic, swim and enjoy the ocean. It would be a shame to deminish this aspect of the area. Let's don't lose what is left of our waterfront!

Sincerely,

A handwritten signature in black ink, appearing to read 'Lida Lowrey', written over a vertical line.

Lida Lowrey

lidalowrey@sbcglobal.net

67A

67. Lida Lowrey (July 21, 2005)

Response to Comment 67A

LAHD acknowledges the commenter's opposition to the proposed parking along 22nd Street, as described in the MND. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of revisions to the project, which include reductions in parking. The revised project creates a total of 137 additional paved parking spaces. In addition to the parking, the project also includes 16.6 acres of public open space (4.6 acres of grass and 12 acres of vegetative groundcover) in the 22nd Street Landing Area. Configuration of the open space and parking areas, along with landscaping and other design details will be the subject of a public workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 68. Michael Mann (July 21, 2005)

From: "Michael Mann" <mikeronie@earthlink.net>
To: <jgreenrebstock@portla.org>
Date: 7/21/05 9:39AM
Subject: Parking

As a frequent user of facilities on 22nd St. San Pedro there is a need for additional parking. I urge you to support this project.

Thank You
Michael Mann
2645 Orange Vale Ln.
Riverside, CA 92503

Michael Mann
mikeronie@earthlink.net
EarthLink Revolves Around You.

68A

68. Michael Mann (July 21, 2005)

Response to Comment 68A

LAHD acknowledges the commenter's support for the parking at 22nd Street. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. While revised Figure 2-17 is an updated site plan of the area, configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 69. Lou Mannick and Candice Gawne (July 16, 2005)

7/16/05

Jan Green Rebstock
Environmental Specialist
Port of Los Angeles

Dear Jan,

My wife and I moved to Point Fermin in 1990 and have become active members of the San Pedro Community. My wife is a well known Los Angeles Artist and I own controlling shares of a corporation operating out of Rancho Dominguez. Among other San Pedro activities we were this years Polar Bear King and Queen.

I've become aware that the enhancement projects that the Port is generously preparing to invest in have metamorphisized from the proposed enhancements discussed at the February 9 PCAC Coordinated Plan Subcommittee. Either this or they did not catch my attention until now. At any rate is it true that the plan now calls for many more parking places at was used to be the 22nd street tank farm? I have heard that 800 parking places are now planned for. Are we really planning for this kind of an influx of population?

My wife and I are very resistant to the extreme increase in parking. I'm also somewhat suspicious of the actual intentions.

Who are these 800 spaces for? Is there a consistant venue in Pedro that necessitates these spaces. Are we planning for a large influx of tourist trade?

We are in favor of creating park and open spaces for the existing residents of San Pedro. 800 parking spaces at 22nd street is not included in our vision of San Pedro.

Please keep me informed of your plans.

Sincerely,

Lou Mannick and Candice Gawne,
558 Shepard St.
San Pedro

69A

69B

69. Lou Mannick and Candice Gawne (July 16, 2005)

Response to Comment 69A

LAHD acknowledges the commenter's opposition to the proposed parking along 22nd Street, as described in the MND. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of revisions to the project, which include reductions in parking. For revisions to the 22nd Street Landing Area, please focus on revised Figure 2-17 and revisions to Page 2-10 for a more detailed discussion. After reviewing the need for parking in the 22nd Street Landing Area and considering additional public input, LAHD has revised the proposed project to include 175 parking spaces.

Response to Comment 69B

The 1.6 acres of proposed parking would serve existing Port uses and visitors to the new 16.6 acres of public open space. Configuration of the parking and open space areas will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 70. Stephanie Mardesich (July 21, 2005)

LA Harbor International Film Festival
*To create a cinematic bridge -
between the people of the region and the people of the world*

Stephanie Mardesich
Festival Director/Co-Founder
Tel./Fax: (310) 519-0756
email: stephaniemardesich@yahoo.com
P.O. Box 5202 - San Pedro, CA 90733 USA
www.laharborfilmfest.com

Stephanie Mardesich
1513 W. 15th Street
San Pedro, CA 90732



July 21, 2005

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

RE: San Pedro Waterfront Enhancement Project

Dear Dr. Appy:

As a lifetime San Pedro resident, descendant of a pioneer of the California and local fishing industry; and director/co-founder of the LA Harbor International Film Festival San Pedro I support the Waterfront Enhancement Project and believe it is time for beautification and waterfront access improvements however I do so with certain concerns and comments:

- Improvements and construction of (new) pedestrian walks and plazas that maintain the current location of the Fishermen's Memorial, and the Merchant Marine Memorial, and L.A. Maritime Museum
- **Preservation of Ports O'Call Village and (what's left of) the Whaler's Wharf Village** with enhancements and rents that make it appealing to merchants as we had in the past to have thriving businesses there (e.g. Hickory Farms, Murata Pearls, Hudson Bay, Van's Bakery, Yankee Whaler or what would be the 2005 equivalent thereof, as well as more variety of restaurants and cafes). With regard to the Asian Village I'm at a loss because its original incarnation as Cannery Row was rather a failure, and the re-facing didn't do much to improve it.
- With regard to "open spaces" currently what's there isn't really available, i.e. the area where Yankee Whaler was (formerly also known as Whiskey Pete's) is closed up with chain link fence. The area adjacent to SP Fish Market is an empty lot that's filthy and also closed off with chain link fence.
- Landscaping that permits passers by, be they walking, riding the Red Car, cycling, skating or even driving to see the port. The current new planting has many trees that are very bushy that preclude the view of the channel.

It's wonderful to have the Promenade, but if there isn't something to see and become involved with along the route, that has some intrinsic connection to the town and the port, then what's the point? We cannot maintain to have an "historic waterfront and downtown" if we continue to tear down the old, replace with something new that's disconnected, and then lament and want to re-create the original later ~~at~~ huge costs financially and emotionally. Then visitors might as well go to Disneyland.

Having just visited Seattle I urge you and those doing the planning design to take a look at what's been done along the waterfront there where there is a new feel to the inherent buildings and lifestyle. Furthermore, it has never really been apparent to me how the waterfront enhancement will benefit the historic downtown as it is called. The downtown is in need of street paving and sidewalk cleaning for starters to make it more inviting. I admire the stamina of the merchants and restaurateurs who have kept their doors open, however in my opinion will only be revitalized when the "Nuppies" (new Yuppies who might work out of town or locally, but reside downtown as owners or tenants, have disposable income, and breathe some life into the local commerce.

Yours sincerely,

Stephanie Mardesich
Stephanie Mardesich

Apologies for typos but had to get this out hastily & no time to re-do.
SM

70A

70B

70C

70D

70E

70F

70. Stephanie Mardesich (July 21, 2005)

Response to Comment 70A

LAHD acknowledges the commenter's support and concerns for the project. The improvements would not adversely affect the memorials or the Maritime Museum. These facilities would remain in their current locations.

Response to Comment 70B

Please refer to revisions to Pages 2-6 through 2-9 in Chapter 1, "Errata to the MND," of this document for updates to work proposed in the Ports O' Call area. Under the proposed project, three existing wooden commercial structures (W-1, W-28/W-29/, and W-2 on Port lease maps) within the southern portion of Ports O' Call Village would be vacated, demolished, and replaced with sod. The total area of the three buildings is approximately 5,545 square feet. One of the shops is on a platform supported by pilings over the water. The pilings buried in the channel bottom under water would remain in place, but the wharf deck would be removed. No impacts to historic resources as a result of the building demolition would occur. Please refer to Page 3-36 of the IS/MND, regarding the cultural resources impact analysis, for a more detailed discussion. The buildings are being demolished to create more open space in the existing park area.

Response to Comment 70C

The Berth 78 area pier construction and mudflat enhancements have been removed from the project. However, LAHD plans to provide new fencing and improve existing landscaping.

Future waterfront plans to construct a harbor at Berth 78 are under review.

Response to Comment 70D

Proposed landscaping would not preclude views of the channel. Landscaping for the general project area, regarding types of trees and groundcover, will be a topic of discussion at a future public design meeting.

Response to Comment 70E

The proposed project does not include removal of any historic features. The enhancements proposed would improve the character of the area by complimenting existing uses.

Response to Comment 70F

LAHD acknowledges the commenter's concerns. LAHD does not have jurisdiction to aid in addressing downtown improvements. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 71. Don L. Martin (July 19, 2005)

Page 1 of 1

From: Connie & Don Martin [don.martin5@comcast.net]

Sent: Tuesday, July 19, 2005 10:51 AM

To: jgreenrebstock@portla.org

Subject: Proposed 22nd Street Parking Lot

Dear Dr. Appey,

Having attended several meetings relating to the Harbor Development Plan I wish to extend my sympathies to you and the others involved in the process. It seems that no matter what is proposed some "activist" will object for some reason, real or imagined.

In this case I am adding my support for the planned parking lot on 22nd street across from the Cabrillo Beach Yacht Club. We desperately need additional parking for our club and the 22nd street landing adjacent to our facility.

Thank you for your consideration.

D. L. Martin
San Pedro, CA

71A

file://G:\SoCal_Team\2_PROJECTS\POLA\04591.04%20PD#22_SP Surface Enhancem... 7/21/2005

71. Don L. Martin (July 19, 2005)

Response to Comment 71A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which include the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Crosswalks across 22nd Street to connect parking with existing uses will be installed. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 72. Harry Meisel (July 18, 2005)

Page 1 of 1

From: Pam Meisel [pam_meisel@dslextre.me.com]

Sent: Monday, July 18, 2005 12:58 AM

To: jgreenrebstock@portla.org

Subject: The San Pedro Waterfront Enhancements Project

Dr. Ralph Appy,

I am writing to express my support of the proposed parking on 22nd Street. Currently parking is allowed on the street and at times it is very congested as the street merges into one lane. A parking lot on 22nd Street would eliminate this hazard.

Regards,

Harry Meisel

72A

file://G:\SoCal_Team\2_PROJECTS\POLA\04591.04%20PD#22_SP Surface Enhancem... 7/21/2005

72. Harry Meisel (July 18, 2005)

Response to Comment 72A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in the 22nd Street Landing Area, which include the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Crosswalks across 22nd Street to connect parking with existing uses will be installed. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 73. Lee Meister (July 15, 2005)



July 15, 2005

LAHD Environmental Management Division
425 South Palos Verdes Street
San Pedro, CA. 90731

Attn: Dr. Ralph Appy


Dear Dr. Appy:

I have lived in San Pedro now for approximately 10 years. I am very excited that the Bridge to Breakwater group is taking the necessary steps to improve the quality of life for our community and visitors alike.

I have heard stories and seen pictures of downtown San Pedro in the early 1900 when the community used the area to socialize and conduct business. I believe the Warner Grand is a good example of this early period. This was an investment in the town and people of San Pedro and enhanced the quality of life on a daily basis.

I hope we can continue to develop and restore sections of San Pedro's old town and bring more people to the area through the bridge to breakwater project so we can all enjoy the rich history of this harbor town.

Sincerely,


Lee Meister
730 21st
San Pedro, CA. 90731

73A

73. Lee Meister (July 15, 2005)

Response to Comment 73A

This comment period is regarding the San Pedro Waterfront Enhancements Project. The Bridge to Breakwater Project is currently undergoing environmental review. A Draft EIS/EIR is expected to be released in late 2006. LAHD acknowledges the commenter's support for the Port's waterfront development plans. LAHD does not have jurisdiction to aid in addressing downtown San Pedro improvements. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 74. Lenz Meylan (July 20, 2005)

From: <LRMeylan@aol.com>
To: <jgreenrebstock@portla.org>
Date: 7/20/05 10:49AM
Subject: Port of Los Angeles Design Plan

The Port of Los Angeles Design Plan calls for the creation of additional parking in the lot across from the Cabrillo Beach Yacht Club. This is badly needed. Please do not eliminate it from the Design Plan. Thank You. Lenz Meylan

74A

74. Lenz Meylan (July 20, 2005)

Response to Comment 74A

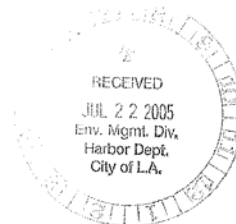
LAHD acknowledges the commenter's support for the parking at 22nd Street. Please refer to the revised Figure 2-17 for an updated site plan and revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 75. John Miller (July 20, 2005)

JOHN G. MILLER, M.D., FACEP

*Diplomate: American Board
of Emergency Medicine*

**1479 Paseo Del Mar
San Pedro, CA 90731
(310) 548-4420**



July 20, 2005

Comments on "San Pedro Waterfront Enhancements Project Mitigated Negative Declaration"
ADP No. 040511-067 June 2005

To: Dr. Ralph Appy
L.A. Harbor Dept.
Environmental Management Division
425 S. Palos Verdes St. San Pedro, CA 90731

By e-mail and hand delivery to POLA

Dear Dr. Appy,

Although in my opinion the above mentioned "Negative Declaration" contains many good elements I am concerned about some features of this document and their implications. I think that certain features need to be removed from the negative declaration and examined in a full EIR/EIS

75A

Regarding Section 2.4.6 (Addition of two separate parking lots containing 450 and 350 spaces respectively) I am concerned that the addition of 800 parking spaces at the 22nd St Landing Area would be a growth inducing feature (figure 2-22). From the document I cannot understand why these parking spaces are needed.

I have the concern that the need for 700 parking spaces ("425 additional") (Section 2.4.3 and figure 2-13) at Sampson Way and 22nd St is not demonstrated in the document and would be growth inducing.

75B

I note that its very difficult to ascertain from the document text that there exists at present a large and virtually unused parking lot located directly in between the proposed 2 new parking areas . This makes me ask the Question, Was this existing parking lot intentionally omitted? To be an informational document, a decision maker reading it should be able to learn of the existence of this parking lot. Someone who hadn't been to the area might not realize it is there. The document should clearly demonstrate and label this existing parking lot.

Comment Letter 75. Continued

The existing lot is largely unused. It shows up (unlabelled) and virtually empty in photo figure 2.7. Please look at that photo. It shows up also (unlabelled) in figure 2-9,a drawing .

So I wonder why we need to have at total of 1500 new or refurbished spaces (including 1225 totally new spaces) directly adjacent to a large area of already underused parking?

I wonder if all this additional parking is actually a part of some other yet to be studied project. If so, wouldn't this be improper segmentation of a project or "piecemealing"? Does this indicate another already predetermined project is underway that needs this parking?

These concerns are heightened when one examines another Port document and compares it with the Waterfront Enhancements Project Mitigated Negative Declaration. I am referring to the following Port/City of LA Document:

"San Pedro Waterfront and Promenade
From Bridge to Breakwater

Executive Summary No. 1 Through March 31, 2005
(Financials through Feb 28, 2005)"

I wish to incorporate this entire document by reference for any future discussion as part of my comments.

The language used in this document as well as the information it contains gives the appearance that the entire Bridge to Breakwater Project has essentially been pre-determined (before an EIR) and pre-decided.

Further study raises further questions regarding possible improper segmentation and predetermination of a project in regard to the above mentioned parking areas. For example. Page 7 of 49 (Attachment "A") "22nd Street and Sampson way Parking" shows a drawing with 2 parking structures in that area and text saying "Work includes a parking lot at 22nd and Sampson way" . So, is the new parking called for in the Neg Dec actually the first stage in providing parking for a cruise ship terminal at Berth 46-57?

This question is further raised when we look at page 24 of 49 (Attachment "B") "Parking structure for B.46-57 Cruise Terminal" This also shows 2 large Parking Structures located where the surface parking is called for in the Negative Declaration. The text states "A total of 1,200 parking spaces will be required-" That sound suspiciously similar to the 1225 new, otherwise un-needed parking spaces in the Negative Declaration. Is this a case of piecemealing of a larger project, the Cruise Terminal at B.46-57?

**75B
(cont.)**

75C

Comment Letter 75. Continued

I note that the two parking structures would sit in front of the Municipal Fish Market, blocking the view of that actually very attractive (art deco?) building.

75D

I suggest that the resolution to these concerns and questions could be found by removing this controversial plan for multiple new parking spaces from the mitigated negative declaration and handling the plan in the same EIR as the Bridge to Breakwater.

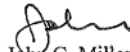
75E

Thus we could move ahead with the less controversial projects in the Negative Declaration. I think this parking plan will be perceived as a grievous misuse of a valuable public resource. Also I think the "San Pedro Sign" in figure 2-18 is an aesthetic disaster. (It has a significant negative Aesthetic Impact)

75F

Thank you for the extended comment period on this Mitigated Negative Declaration.

Sincerely,



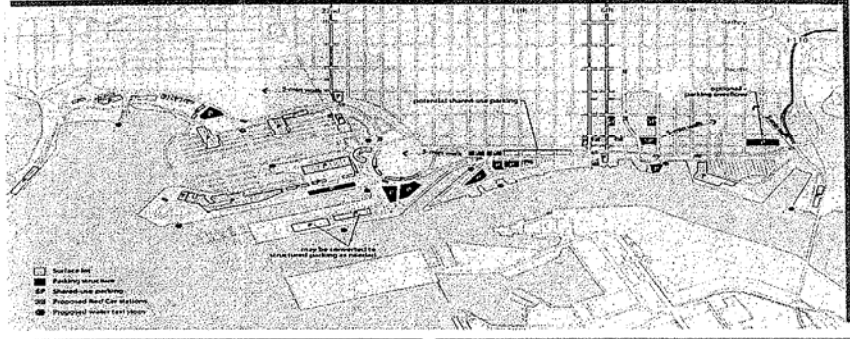
John G. Miller, M. D.

Comment Letter 75. Continued

A Attachment "A"

DESIGN

SAN PEDRO WATERFRONT ENHANCEMENTS
22nd Street and Sampson Way Parking



PROJECT DESCRIPTION
Design and construct surface improvements for pedestrian safety for 22nd Street Cabrillo Yacht Club on are of the San Pedro Waterfront. Work includes a parking lot at 22nd Street & Sampson Way.

ISSUES
• 80% design documents submitted April 22, 2005 were incomplete. EDAW to resubmit 80% documents June 9, 2005.
• This project will be assessed under the Mitigated Negative Declaration (MND)

ACCOMPLISHMENTS

STATUS		
Design Complete		40%
Construction Complete		0%
MILESTONES		
Design Start:		11/1/2004 (A)
Design Complete (ADV):		6/1/2005
Construction Start (NTP):		10/1/2005
Construction Complete:		5/1/2006
BUDGET		
In-house salaries	Projected	Actuals to date
C & M	\$0	\$0
Construction Mgmt	\$220,000	\$0
Engineering	\$35,000	\$0
Environmental	\$0	\$0
Consultants		
Engineering	\$400,000	\$11,824
Environmental	\$0	\$0
Misc. Professional	\$0	\$0
Construction	\$2,700,000	\$0
Equipment/Materials	\$40,500	\$0
Other	\$0	\$0
TOTAL	\$3,395,500	\$11,824
GENERAL PROJECT INFORMATION		
Project Manager:	Chris Grossi	(310) 732-3096
Construction Manager:		
Environmental Scientist:		
Work Order #:	24729	
Drawing #:		
ADP #:	040511-067	

DESIGNER:	EDAW, Inc.	DESIGNER:	
AGREEMENT NO.:	2348	AGREEMENT NO.:	
AGREEMENT AMOUNT:	\$330,742	AGREEMENT AMOUNT:	
PAID TO DATE:	\$11,824	PAID TO DATE:	

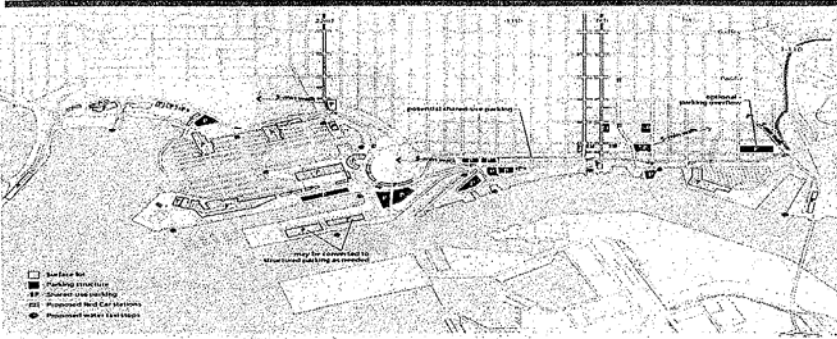
CONTRACTOR:		NOTICE TO PROCEED:	
CONTRACT #:		ORIGINAL DURATION:	
SPEC NO.:		ORIGINAL COMPLETION DATE:	
AWARD AMOUNT:		CURRENT COMPLETION DATE:	
AFA/CHANGE ORDERS:			
CURRENT CONTRACT AMOUNT:			
CONSTRUCTION PAYMENT TO DATE:			

Comment Letter 75. Continued

Cruise Terminal *A Hallmark B*

FUTURE

WORLD CRUISE TERMINAL
Parking Structure for B. 46-57 Cruise Terminal



PROJECT DESCRIPTION

A total of 1,200 parking spaces will be required—approximately 100-150 short-term surface parking spaces will be placed adjacent to the terminal. Work also includes construction of the cruise ship facility and additional mooring dolphins.

ISSUES

- Project will be entitled under the Bridge to Breakwater EIR/EIS.

ACCOMPLISHMENTS

STATUS

Design Complete
 Construction Complete

MILESTONES

Design Start:
 Design Complete (ADV):
 Construction Start (NTP):
 Construction Complete:

BUDGET		
In-house salaries	Projected	Actuals to date
C & M	\$0	\$0
Construction Mgmt	\$500,000	\$0
Engineering	\$500,000	\$0
Environmental	\$0	\$0
Consultants		
Engineering	\$7,500,000	\$0
Environmental	\$0	\$0
Misc. Professional	\$6,000,000	\$0
Construction	\$50,000,000	\$0
Equipment/Materials	\$1,000,000	\$0
Other	\$0	\$0
TOTAL	\$65,500,000	\$0

GENERAL PROJECT INFORMATION

Project Manager: Sal Zambrano (310) 732-3654
 Construction Manager:
 Environmental Scientist:
 Work Order #:
 Drawing #:
 ADP #:

DESIGNER:
AGREEMENT NO.:
AGREEMENT AMOUNT:
PAID TO DATE:

DESIGNER:
AGREEMENT NO.:
AGREEMENT AMOUNT:
PAID TO DATE:

CONTRACTOR:
CONTRACT #:
SPEC NO.:
AWARD AMOUNT:
AFA/CHANGE ORDERS:
CURRENT CONTRACT AMOUNT:
CONSTRUCTION PAYMENT TO DATE:

NOTICE TO PROCEED:
ORIGINAL DURATION:
ORIGINAL COMPLETION DATE:
CURRENT COMPLETION DATE:

75. John Miller (July 20, 2005)

Response to Comment 75A

An EIR is required if a fair argument can be made that significant impacts would occur based on substantial evidence. All impacts associated with the project were analyzed in the IS/MND and were found to be less than significant or mitigated to less than significant levels. Please refer to Chapter 1, “Errata to the MND,” of this document for a summary of changes to the project.

Response to Comment 75B

The 22nd Street Landing Area is currently a vacant lot. The original project design as described in the IS/MND proposed 5.9 acres of parking. LAHD further evaluated parking needs in the 22nd Street Landing Area, and due to additional public input, modified the project as shown in revised Figure 2-17 (See Chapter 1, “Errata to the MND,” of this document). The total proposed parking in this area was reduced from 800 spaces to 175 spaces (1.6 acres). Please refer to the discussion on revisions for Page 2-10 in Chapter 1 of this document for more detail.

The 22nd Street and Sampson Way parking lot (150 paved spaces proposed for relocation from Ports O’ Call) is currently used for event parking and would not result in a significant change in the traffic patterns. Please refer to revised Figure 2-16 for an updated site plan for this area and revisions to Page 2-9 in Chapter 1 of this document for a more detailed discussion.

LAHD acknowledges that an existing parking lot is located at 22nd Street and Miner Street. Visitors to the proposed public open space in the 22nd Street Landing Area will be encouraged to park in this lot. The paved parking proposed for the Sampson Way parking area will replace 150 parking spaces lost due to the proposed improvements in Ports O’ Call. The parking proposed in the 22nd Street Landing Area is being provided to serve existing port customers along 22nd Street and open space visitors.

Response to Comment 75C

As stated above, the parking proposed in the San Pedro Waterfront Enhancements Project is intended to serve existing uses at the Port and visitors to the proposed open space. Event parking already exists at Sampson Way and 22nd Street, and the area is being upgraded to replace the 150 paved spaces lost at Ports O’ Call due to the proposed improvements. The proposed parking is not part of another yet-to-be studied project. Please refer to the response above regarding its intended uses.

The San Pedro Waterfront Development Project is a separate independent project that has its own independent utility. It is not a “stage” in providing parking for a different or future use. Attachment A is not the proper map for the San Pedro Waterfront Enhancements Project. It is depicting the Bridge to Breakwater Project and was mistakenly used as the San Pedro Waterfront Enhancements Project map. The San Pedro Waterfront Enhancements Project does not include any parking structures as depicted in the attachment graphic. The San Pedro Waterfront Enhancements Project is a separate project from the Bridge to Breakwater Project.

The commenter suggests that the San Pedro Waterfront Enhancements Project is part of the larger Bridge to Breakwater Project—as being segmented or piecemealed—and that the San Pedro Waterfront Enhancements Project should be analyzed as part of the Bridge to Breakwater CEQA analysis and not through a separate CEQA process.

The proposed waterfront enhancements project has not been segmented or piecemealed from the Bridge to Breakwater Project, and is a separate and independent project.

LAHD recognizes that in State CEQA Guidelines, under the discussion of the definition of a “project,” a lead agency must describe the “whole of the action,” evaluating the environmental impact of all phases of a project, and is not permitted to segment or piecemeal a project into small parts (State CEQA Guidelines Sections 15063, 15378). Under the segmenting rule, all interrelated and interdependent components of a project and all future phases of a project must be analyzed in one CEQA document. Activities related in location or similar purposes are not required to be included as part of a single project within the CEQA document where the activities have independent utility and do not rely on other projects’ approval for its own approval. For example, when one action is not a reasonably foreseeable consequence of another action, the separate actions do not need to be evaluated together.

The Bridge to Breakwater Project is not a future phase of, and is not a reasonably foreseeable consequence of, the San Pedro Waterfront Enhancements Project. The project objectives of the San Pedro Waterfront Enhancements Project are to enhance public access to and along the waterfront, increase the amount of open space and connectivity of existing public spaces, and to provide alternative transportation opportunities. The stated project objectives of the Bridge to Breakwater Project are much broader, and are intended to be implemented over a 30-year timeframe. Each project stands separately, and neither project relies upon the other’s approval for its own justification.

Additionally, when related activities can proceed without essential public services that would be provided by the other action, the separate actions do not need to be evaluated together. The San Pedro Waterfront Enhancements Project does not provide essential public services for the Bridge to Breakwater Project. The San Pedro Waterfront Enhancements Project includes primarily surface improvements such as hardscape and landscape areas throughout the Port. While the Bridge to Breakwater Project would ultimately be located in or around areas

currently within the footprint of the San Pedro Waterfront Enhancements Project, it would not require that those components be completed in order for future waterfront plans to be implemented.

The segmenting rule, that an agency may not treat interrelated components of a project as separate projects in separate CEQA documents, relates to the prohibition of an agency from avoiding evaluation of the combined environmental impacts of the larger project (thereby discounting the overall effect of the larger project, such as cumulative impacts, and thereby avoiding the preparation of an EIR). It should be noted that LAHD is not avoiding the preparation of an EIR for the Bridge to Breakwater Project, as a full EIS/EIR is currently under preparation. The impacts of this separate project will be fully disclosed, along with any cumulative impacts from all reasonably foreseeable probable future projects, including the proposed San Pedro Waterfront Enhancements Project. The impacts from the San Pedro Waterfront Enhancements Project were evaluated on their own merits and determined to be less than significant with mitigation incorporated, allowing for the preparation of an MND. The San Pedro Waterfront Enhancements Project has not been segmented from the Bridge to Breakwater Project for the purposes of avoiding full disclosure of environmental impacts.

Response to Comment 75D

The parking structures referred to in this comment are part of the proposed Bridge to Breakwater Project, not the San Pedro Waterfront Enhancements Project. Various concepts for future waterfront development are under review. The Draft EIS/EIR for the Bridge to Breakwater waterfront master development plan is expected to be released for public review and comment in late 2006.

Response to Comment 75E

Please refer to the responses above regarding the revisions and updated site plans for the parking areas proposed under the San Pedro Waterfront Enhancements Project. Reductions in parking were made after further study of existing Port customer parking needs and additional public input. The LAHD has determined that the San Pedro Waterfront Enhancements Project does not require an EIR, as all impacts would be less than significant with mitigation.

Response to Comment 75F

LAHD acknowledges the commenter's opinion regarding the signage at Fishermen's Park. The impacts of the sign were considered in environmental analysis and found to be less than significant. However, in response to comments received, this project element has been removed. Signage for the project area will be a topic of discussion at a future public design workshop.

Comment Letter 76. Liza Mitchell (July 20, 2005)

Liza Mitchell
General Manager
Twin Peaks, Inc.
445 W. 7th Street
San Pedro, CA 90731

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

Re: San Pedro Waterfront Enhancements Project –

July 20, 2005

Dear Dr. Appy,

Please accept this letter as comment on the Mitigated Negative Declaration status given by your Division to the San Pedro Waterfront Enhancement Project. We are very concerned that the impact of increased transportation/ traffic issues on the historic downtown area of San Pedro have been compartmentalized among different development projects, and not considered as an entire integral, economic, and geographic area.

76A

Although page 3-77, paragraph b., discusses the finding of a “Less than significant impact” in the increase of project added trips through the Gaffey and 9th Street CMP intersection, this report does not consider the addition of traffic by other concurrent development projects, already approved and in progress that will be funneling through these same intersections. Although we acknowledge the limitations set by this specific report must only address the immediate waterfront strip, we **beg** you to consider the impact this one piece will be in the larger puzzle. It should not be viewed as a “stand alone” project. It must rely on the Downtown streets for access and parking. The Downtown streets are already overtaxed due to construction and lack of parking.

76B

Our second protest is the excessive paving and parking along 22nd Street. As this is the last large open area for wildlife and recreation, we do not agree with the finding of less than significant. We are also adamant that the approval of this much parking at 22nd Street not be considered as providing adequate needs for the Downtown area in another report or study commissioned by another department in the future.

76C

76D

Sincerely,

Liza Mitchell

76. Liza Mitchell (July 20, 2005)

Response to Comment 76A

The cumulative impacts of traffic in the project area are discussed in Section XVII, “Mandatory Findings of Significance,” Page 3-87 of the IS/MND. The project is intended to serve existing Port uses and is not expected to generate significant traffic. The project would not contribute to cumulative impacts at intersections in downtown San Pedro to a considerable degree. Please refer to Chapter 1, “Errata to the MND” of this document for a summary of revisions to the project.

Direct and cumulative impacts to traffic from future waterfront development plans, such as the Bridge to Breakwater Project, will be analyzed separately in their own environmental documents.

Response to Comment 76B

CEQA states that if projects are integral parts of each other, they must be analyzed as one project because they are essentially one action. The San Pedro Waterfront Enhancements Project is not dependent on any other project and no other project is dependent on it. It has independent utility; therefore, it is not an integral part of any other project and can be analyzed alone. Please see response to Comment 76A for discussion of cumulative impacts of the proposed project. Please also refer to the revisions to Page 2-10 in Chapter 1 of this document for a more detailed discussion regarding intended uses for the parking.

Response to Comment 76C

LAHD acknowledges the commenter’s opposition to the proposed parking along 22nd Street, as described in the MND. Please refer to Chapter 1, “Errata to the MND,” of this document for a summary of revisions to the project, which include reductions in parking and increased open public open space. Specifically, revised Figure 2-17 provides an updated site plan for the area, which includes 1.6 acres of parking (175 paved spaces total) and 16.6 acres of public open space. The configuration of the open space and parking will be the subject of a future public design workshop.

The biological impacts related to the construction of additional parking were analyzed in the MND and determined to be less than significant with mitigation.

Response to Comment 76D

The parking across from the 22nd Street Landing Area is designated for Port-related activities in the 22nd Street Landing Area. Parking for the downtown San

Pedro area is not a project element of the proposed San Pedro Waterfront Enhancements Project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 77. Jonathan Mitsumori (July 22, 2005)

From: Jonathan Mitsumori <JMitsumori@glumac.com>
To: "jgreenrebstock@portla.org" <jgreenrebstock@portla.org>
Date: 7/22/05 9:41AM
Subject: San Pedro Waterfront Enhancement Project

L.A. Harbor Department
Environmental Management Division
425 S. Palos Verdes St.
San Pedro, CA
Attn: Dr. Ralph Appey

As a member of the Cabrillo Beach Yacht Club, I would like to express my support for the parking that is proposed across 22nd St. from the Club. Cabrillo Beach Yacht Club has for years explored various means of acquiring additional parking with the Port of Los Angeles as the parking currently available is very inadequate. The Club current does not have parking for visitors or guests for any of our functions.

The proposed parking would be very welcomed and will fill a very large need for the club. It will also reduce the congestion on the street help the 22nd St. landing and their patrons.

Jonathan Mitsumori
Staff Commodore
1042 Via Navarra
San Pedro, CA 90732

Jonathan Mitsumori, PE

Director of Electrical Engineering

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

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CC: "scarrill@council.lacity.org" <scarrill@council.lacity.org>

77A

77. Jonathan Mitsumori (July 22, 2005)

Response to Comment 77A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Crosswalks across 22nd Street to connect parking with existing uses will be installed. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 78. Maria Montez (July 22, 2005)

July 22, 2005

Attn: Dr. Ralph Appy

Re: The San Pedro Waterfront Enhancements Project.

Mi nombre es Maria Montez y soy un residente de Rancho San Pedro he asistido a algunas juntas y he seguido los nuevos cambios y a mi parecer. es muy bueno y me gustaria que se siguieran haciendo pues es un proyecto el cual trairia muchas mas areas verdes y espacios para caminar y yo creo que a largo plazo nos trairia mas turismo y mejor economia tambien seria bueno para nuestros hijos pues en realidad no tenemos muchos lugares de esparcimiento y esto si nos daria una mejor vista y tendríamos una mejor apariencia y embelleseríamos nuestro puerto pues con lo poco poco que se ha hecho se ve más bonito y da más vida por eso yo estoy de acuerdo con todos los cosas que esta haciendo el puerto a mientender si causaria un impacto pero como todo tiene ventajas y desventajas que son minimas, pero siempre son buenas los cambios.

78A

Atentamente
 Maria Montez.



78. Maria Montez (July 22, 2005)

Translation

July 22, 2005

Attn: Dr. Ralph Appy

Re: The San Pedro Waterfront Enhancements Project

My name is Maria Montes and I am a resident of Rancho San Pedro. I have attended some meetings and have followed the new changes. I would like for you to continue making a project that will bring more green areas and more spaces to walk. I believe that in the long term, this will bring us more tourism and a better economy. This will also be good for our children since we really don't have that many places to go to relax. This will also give us a better view and appearance and will beautify our port. With the very little that has already be done to it, it looks very nice and has given it more life. This is why I agree with all of the things that you are doing to the port. To my understanding, these things will have a minimal impact, but everything has its advantages and disadvantages. But change is always good.

Kindly,
Maria Montez

Response to Comment 78A

LAHD acknowledges the commenter's support for the project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 79. David G. Nichol (July 18, 2005)

Jan GreenRebstock - San Pedro Waterfront Enhancement Project

Page 1

From: "David Nichol" <dnichol@worldnet.att.net>
To: <jgreenrebstock@portla.org>
Date: 7/18/05 1:45PM
Subject: San Pedro Waterfront Enhancement Project

L.A. Harbor Department
Environmental Management Division
425 S. Palos Verdes St., San Pedro, CA 90731
Attn: Dr. Ralph Appey
re: San Pedro Waterfront Enhancement Project

As a member of the Cabrillo Beach Yacht Club, I would like to express my support for the parking that is proposed across 22nd St. from the Club. Cabrillo Beach Yacht Club has for years explored various means of acquiring additional parking with the Port of Los Angeles as the parking currently available is very inadequate. The Club currently does not have parking for visitors or guests for any of our functions.

The proposed parking would be very welcomed and will fill a very large need for the Yacht Club.

David G. Nichol
Jr. Staff Commodore

79A

79. David G. Nichol (July 18, 2005)

Response to Comment 79A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Crosswalks across 22nd Street to connect parking with existing uses will be installed. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 80. Danial Nord (July 11, 2005)

Jan GreenRebstock - extend public comment period - SP Waterfront Project

From: "Danial Nord" <danielnord@hotmail.com>
To: <jgreenrebstock@portla.org>
Date: 7/11/05 11:27AM
Subject: extend public comment period - SP Waterfront Project

As a resident of San Pedro, living at 22nd Street and Pacific, I would like to comment on the San Pedro Waterfront Enhancements Project Mitigated Negative Declaration.

However, like many people this time of year, I was on vacation for several weeks and was unable to attend the recent informational meeting. It appears that the plans have changed drastically from those which were presented at earlier community meetings. For example, I understand that enormous paved parking lots are planned on 22nd street where we understood that there was to be a 20 acre park.

Many concerned local residents would greatly appreciate an extension of the public comment deadline until The Coastal Neighborhood Council and other individuals have had a chance to adequately review the information and provide their remarks.

Please help us by asking the Port to extend the public comment period, and to hold another well publicized public meeting (perhaps in cooperation with the CSPNC since these proposed parking lots lie within their area), to let the public carefully review this proposal.

Your response would be appreciated.

Thank you very much,
Danial Nord
danielnord@hotmail.com

80A

80. Danial Nord (July 11, 2005)

Response to Comment 80A

LAHD acknowledges the commenter's opposition to the proposed parking along 22nd Street, as described in the MND. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of revisions to the project, which include reductions in parking and increased public open space. The deadline for the comment period was extended an additional two weeks until July 22, 2005. A design workshop will be held in the future to obtain public input regarding design details of the project, including the configuration of the parking and open space elements in the 22nd Street Landing Area.

Comment Letter 81. Danial Nord (July 20, 2005)

2130 South Pacific Avenue
San Pedro, CA 90731

July 17, 2005

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

Dear Dr. Appy:

I am writing to submit my comments on the San Pedro Waterfront Enhancements Project Mitigated Negative Declaration, which I have reviewed. Below, I will comment on each of the major sections of the IS/MND, but First I would like to address some overall issues.

PARKING:

The Project Description outlines the revitalization of San Pedro's waterfront and specifies various Waterfront Enhancements. It states that one of its goals is to 'provide recreation and open space to the public'. However, it lists 11 acres of parking, approximately 25% of the entire project, most of which is located at the 22nd Street Waterfront area. Although parking lots do technically constitute 'open space', the paving over of this precious tidelands property is not a reasonable use for an area that could and should be one of the crown jewels of our overall plan. A beautiful natural waterfront park that will counterbalance San Pedro's overwhelming Port-related blight, and provide residents and guests of our community with a healthy and substantial place to recreate, will serve San Pedro and its image far more positively than massive amounts of parking – and will be in line with the project goals as stated.

The report specifies that "the project is meant to improve the existing waterfront amenities for the benefit of existing users, and enhance the aesthetic conditions within the project area." The report continues: "Therefore the project is not considered growth-inducing, nor would it generate a substantial increase in vehicle trips to the area." I have attached a photograph of the large parking lot that already exists at 22nd Street and Miner (approximately 350 spaces), and which sits virtually empty for most of the year. This lot is not mentioned in the plan, but lies between the Sampson Way and 22nd street parking (figure 2-13, 700 spaces), and the 22nd Street "recreation and parking concept" (figure 2-22, 800 spaces with large paths leading to the spaces). Together, the 3 lots create a continuum of 1,850 parking spaces, which, as stated, will turn the entire 22nd street waterfront into a massive parking lot. Since the 22nd and Miner lot sits nearly empty for all but a few days of the year, and "the project is not considered growth-inducing, nor would it generate a substantial increase in vehicle trips to the area", it is bizarre that the Port plans to increase available parking by almost 5 times, rather than effectively achieve its stated goal to "enhance the aesthetic conditions within the project area".

Although the plans within the IS/MND do not include any sort of new 'draw' for this area and the report states that "the project is meant to improve the existing waterfront amenities for the benefit of existing users", The Port must be anticipating enormous regular crowds in order to justify the planned parking lots covering the 22nd Street waterfront. Therefore, the potential environmental and public health impacts of 1,850 vehicles on lower 22nd street must be acknowledged. With limited street access, the congestion and idling of these masses of vehicles will increase the well-documented

81A

Comment Letter 81. Continued

adverse environmental and health effects caused by traffic congestion. Since the Point Fermin area already suffers from 5-6000 times the USEPA goal for cancer risk due to toxic air pollution, any increase to the dangerously high levels of pollution is an obvious cause for concern.

**81A
(cont.)**

THE BIG PICTURE:

Although the IS/MND mentions the Master Development Plan from the Bridge to the Breakwater, it is unclear which parts of this IS/MND plan are simply placeholders or preparations for future development plans that are not included in these documents. For example, I understand that the Port plans to build a Cruise Ship Facility south of 22nd Street. Is this related to the plans to create the parking mentioned above? Is the Port planning to lease the parking for events outside of San Pedro, such as events at the Ocean Trails Golf Course in Rancho Palos Verdes? In this case, has the impact of traffic been evaluated? What are the plans for the enormous warehouses 9 and 10, which are adjacent to the 22nd Street Landing site, and how will they impact the overall area? What is the intention for the historic Warehouse No. 1 and how will that relate to the 'Warehouse No. 1 Lookout Point' improvement (section 2.45)? Are there future plans to build hotels, timeshares or condos on or near the 22nd Street Landing site?

81B

81C

The disjointed, segmented, and selective public presentation of various aspects of the project presents an unclear picture of the Port's plans to the community, making it difficult to generate an informed response. The Port owes our community some honest explanations and clear representations of its intentions, so that we can make the best choices for our future.

**81D
(cont.)**

COMMERCE:

San Pedro has a special character all its own. Our Historic Downtown area and Ports of Call represent distinctive commercial districts that differentiate us from other communities. Merchants should be empowered to profit from this unique local 'personality'. Local business owners, who have been suffering for many years, should benefit from parking configurations that gather visitors in locations that are central to these commercial districts, rather than stranding the bulk of potential patrons on 22nd Street, making it easy for them to enter and leave San Pedro without ever entering our downtown, one of San Pedro's very special but sorely neglected areas.

Parking, for example, could be located discreetly in multi-level structures beneath Harbor Boulevard, across from Ports of Call. Multi-level structures that are consistent in height with the district's rooflines should replace open street-level-only parking lots downtown. More parking structures should be located on empty lots or should replace certain blighted buildings in the area.

Parking should function to gather and guide patrons into our unique commercial districts, and should be a catalyst to revitalize our ailing local economy. If parking were centrally located within the area of stores and shops people would be more likely to purchase items because their cars would be conveniently nearby. Visitors should take trolleys to the predominately pedestrian beach and park(s), but return to our commercial areas for lunch, dinner or shopping before they leave San Pedro. Mass parking on 22nd Street is contrary to the revitalization and survival of our historic and unique areas of commerce.

81E

BELOW ARE SPECIFIC COMMENTS REGARDING EACH OF THE MAJOR AREAS OF THE PROJECT:

2.4.1 Harbor Boulevard/Swinford Avenue:

This is a good idea, and will help to create a positive impression of the area for those entering from the bridge.

81F

Comment Letter 81. Continued

2.4.2 Downtown Plaza:

This seems to be a relatively benign improvement. It will be positive to increase the profile/connection of the Maritime Museum, since it is a 'uniquely San Pedro' institution.

It is unclear what is meant by "installing a graphic display" but I do not think that obtrusive or commercial signage is in keeping with the low profile and historic continuity that most local residents prefer.

81G

2.4.3 Ports O' Call:

Although I feel that the general plan would be an improvement, I strongly object to the huge 55 foot tall 40x60 foot lighted sign proposed for Fisherman's Park. The public does not need a sign to tell them where they are - the unique, properly developed features of San Pedro should leave a positive impression. And a huge sign as the focal point of the area will strongly detract from the other human-scale improvements. It will also be a target for vandalism, and will potentially end up as another blighted monolithic testament to poor development strategies. Such garish branding of San Pedro is not in keeping with the low-profile design that most residents prefer. It is reminiscent of desperate theme parks and failed aspects of Long Beach development such as the "Pike at Rainbow Harbor". San Pedro must be distinguished from that!

The storage tanks at the end of Fishermen's Park should be masked by trees and greenscape (or preferably removed), enhancing the quality of the area while providing a visual barrier.

81H

I object to developing the lot at Sampson Way and 22nd Street in the manner proposed. Overflow parking lost as a result of the re-alignment of Nagoya Way and the Berth 78 improvements, along with parking for downtown, could potentially be discreetly located in multi-level structures beneath Harbor Boulevard, as mentioned above. If overflow parking must be developed in that area, perhaps a bi-level structure surrounded by landscaped berms, taking up half of the proposed footprint of the lot, should be created at the Northernmost portion of the site, with entrances on Sampson Way, away from the 22nd Street waterfront and closest to Ports O' Call. Again, without knowing the port's intention for adjacent waterfront areas (such as the proposed Cruise Ship Facility), it is difficult to propose sensible alternatives. However, I believe that the 22nd street waterfront area should be predominately open pedestrian and recreational space, and should not be used as an overflow parking lot.

81I

The other improvements to the Ports O' Call area should be a positive benefit to the business owners, and increasing public access to the waterfront is an important component to retaining diners and shoppers in that area. I do not think that the design of the proposed Ports O' Call sign is in keeping with the character of this unique feature of San Pedro.

81J

2.4.4 Southern Pacific Slip:

This seems like a positive improvement. Historically based signs and storyboards should enhance the understanding of San Pedro's unique quality, as long as they are not used for commercial purposes and are sensitively designed.

81K

2.4.5 Warehouse No.1 Lookout Point:

Creating a pedestrian walkway along hundreds of yards of hazardous material storage tanks seems like a waste of funds. This area, for reasons of public health and safety and due to security concerns, should probably be restricted. Plans for Warehouse No. 1 should be disclosed to the public, and the area should be improved in a unified manner.

81L

Comment Letter 81. Continued

2.4.6 22nd Street Landing Area:

This valuable and irreplaceable coastal area should be the well-landscaped open waterfront park, perhaps with an inlet or unique coastal water feature, that many residents understood was a major component of the Waterfront Enhancements Project. The park will provide recreational 'family space' and enhance the overall image of San Pedro, in keeping with the project goals. It will be a non-competitive compliment to the commercial areas mentioned above, connected by pedestrian paths, bike paths, and trolley, to parking configurations that encourage retail activity and dining within Ports O' Call and Historic Downtown, rather than drawing away from these areas. As a major component of the project, it will become a positive, healthy attraction to our area, and a benefit to our community. Under no circumstances should 22nd Street Landing Area be used for additional, and, as per the IS/MND (see PARKING section above) unnecessary parking. The adjacent Miner Street parking and the massive warehouses 9 and 10, which are a tragic decimation of this precious coastal land, should eventually be incorporated into the park.

81M

Again, the Port should be straightforward in presenting its intentions to local community members. This portion of the project is clearly designed to serve as a placeholder for the EEK/Gafcon development plan or for other uses that the Port has devised for the area. The "enhancements", which are basically plans to turn the 22nd Street Waterfront into a vast parking lot (see attached map), should be substantially altered, given the widespread opposition to the realignment and elevation of Harbor Blvd. and to the hotel and timeshare developments that have been proposed for this site.

2.4.7 Cabrillo Beach Improvements:

The wider pedestrian walkway along the inner beach and the landscaping improvements seem like positive features. The walkway between the aquarium and the inner beach, as indicated on the drawings, would seem to slow traffic from Stephen White Drive from entering the beach parking. This could create a "significant" change in traffic patterns that should be fully evaluated and mitigated. It could lead to an increased use of 22nd Street to Via Cabrillo Marina, an area that is already problematic and congested.

81N

3.0 Environmental Checklist and Impact Analysis:

Parts of the plan, and particularly the addition of 1,500 new parking spaces on 22nd Street, are in conflict with this section of the documentation. The statement in section XV Transportation/Traffic that there will be "Less-Than-Significant-Impact" because "the project is not considered growth-inducing, nor would it generate a substantial increase in vehicle trips to the area" is ill-founded. This is particularly true in light of the potential use of the lots by other communities or private interests for events outside of San Pedro, which could create potential traffic nightmares. An environmental impact study must be completed, should this area be considered for parking. Creation of a public park would eliminate the need for such a study and would be in keeping with the goals of the project. If the Port maintains that the parking lots would be largely vacant or seldom used by local residents (thereby eliminating the need for an EIR), then they are clearly unnecessary and a misuse of this precious waterfront area.

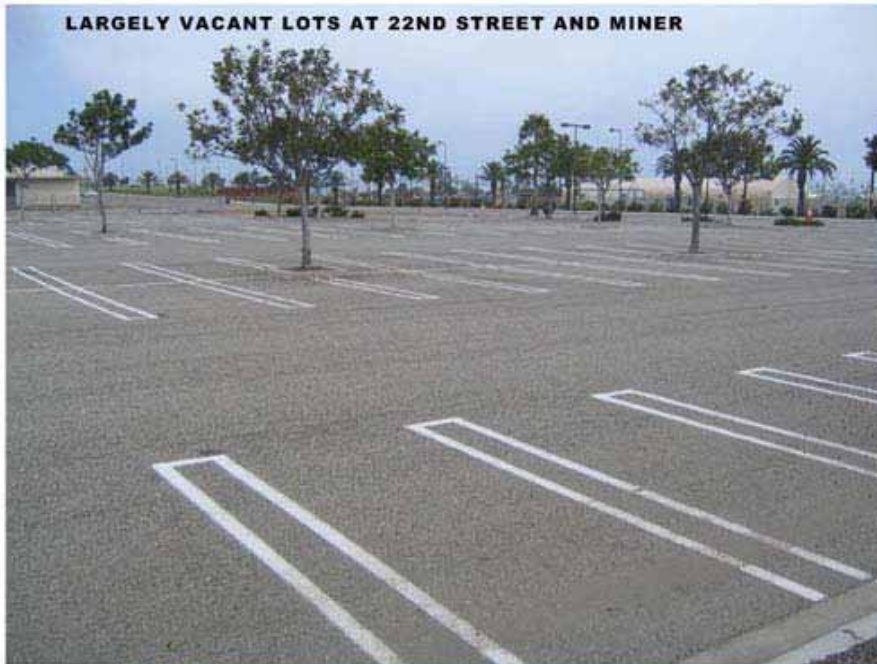
81O

Please incorporate these comments, concerns and suggestions into the record regarding the San Pedro Waterfront Enhancements Project.

Sincerely,

Danial Nord

Comment Letter 81. Continued



Comment Letter 81. Continued



81. Danial Nord (July 20, 2005)

Response to Comment 81A

LAHD acknowledges the commenter's opposition to the proposed parking. Please refer to Chapter 1, "Errata to the MND," for a summary of all revisions to the project. Specifically, revised Figure 2-17 provides an updated site plan for the area, which has been modified to include 16.6 acres of public open space and 1.6 acres of parking (175 spaces total). Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion. Visitors to the public open space will be encouraged to use the existing parking lot at 22nd Street and Miner. Regarding the 22nd Street and Sampson Way parking area, please refer to the revisions for Page 2-9 and revised Figure 2-16 in the Errata.

The amount of proposed parking is to serve existing port Customers and visitors to the public open space. The proposed Ports O' Call improvements would remove 150 spaces from Ports O' Call, an area that utilizes all its available parking during events and on weekends. The 150 paved spaces will be replaced at the 22nd and Sampson site. The remaining gravel parking area will be landscaped and continue to be used for event parking. Minimal additional traffic will be generated from this project, as discussed in Section XV, "Transportation/Traffic," Page 3-76 of the IS/MND.

Response to Comment 81B

The San Pedro Waterfront Enhancements Project is neither dependent on any other project nor is any other project dependent on it. It has independent utility; therefore, it has been analyzed alone apart from Bridge to Breakwater. A Draft EIS/EIR will be analyzing all environmental impacts associated with the various concepts for the Bridge to Breakwater Project, including cruise terminal expansion and future parking issues. The San Pedro Waterfront Enhancements project is not a placeholder for the Bridge to Breakwater Project.

Parking proposed under the San Pedro Waterfront Enhancements Project is for existing Port customers and visitors to the public open space. There are no plans to provide parking facilities for the Ocean Trails Golf Course in Palos Verdes as part of the proposed project. Traffic generation from the proposed project was found to be less than significant in the IS/MND.

Response to Comment 81C

Warehouse Nos. 9 and 10 are not in the scope of this project; LAHD has no intention to use or demolish them under the San Pedro Waterfront Enhancements Project. Because there is no proposed action on these warehouses, there are no related environmental impacts to be considered in this project. The Lookout

Area improvements are only on the periphery of Warehouse No. 1, and under this project, LAHD has no further intention for Warehouse No. 1. The future development of these warehouses is under environmental review in the Bridge to Breakwater EIR/EIS, which is expected to be released for public comment in late 2006. Hotels are proposed under in the Bridge to Breakwater Project and impacts will be evaluated in that EIS/EIR.

Response to Comment 81D

Please see response to Comment 81B.

Response to Comment 81E

LAHD acknowledges the commenter's recommendations for parking strategies. The waterfront master development plan currently under environmental review will analyze global waterfront parking issues and linkages to downtown San Pedro.

Response to Comment 81F

LAHD acknowledges the commenter's support of the Harbor Boulevard and Swinford Ramp portions of the proposed project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 81G

LAHD acknowledges the commenter's support of the Downtown Plaza portion of the proposed project. Signage will be discussed at a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 81H

LAHD acknowledges the commenter's opposition to the proposed sign at Fishermen's Park and the commenter's preference of landscaping barriers. The impacts of the sign were addressed in the IS/MND and were found to be less than significant. However, in response to comments received, this project element has been removed. Landscaping and signage will be discussed at the future public design workshop. The comment will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 81I

LAHD acknowledges the commenter's recommendation of parking structures. Under the proposed project, the existing event parking area at Sampson Way and 22nd Street would continue to be used for event parking. The 22nd Street Landing Area parking is proposed to serve existing Port customers along 22nd Street and visitors to the proposed 16.6 acres of public open space. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 81J

LAHD acknowledges the commenter's support of the Ports O' Call improvements and opposition to the Ports O' Call sign. Please see revisions to signage in Chapter 1, "Errata to the MND," of this document. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 81K

LAHD acknowledges the commenter's support of the Southern Pacific Slip portion of the proposed project. Public input on signage will be obtained at a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 81L

Plans for enhancing pedestrian access to the Warehouse No. 1 area have been removed from the project. Please refer to revisions to Pages 2-9 through 2-10 in the Errata for more detail. The proposed project does not include any plans for the redevelopment of Warehouse No. 1.

Future use of this property is being reviewed under various concepts for the Bridge to Breakwater waterfront master development plan. The EIS/EIR for that project is expected to be released in late 2006 for public review and comment.

Response to Comment 81M

Please refer to responses to Comments 81A and 81B. Please also refer to revisions to Page 2-14 in the Errata. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 81N

LAHD acknowledges the commenter's support of the Cabrillo Beach improvements. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project. The traffic impacts of this portion of the project were analyzed and found to be less than significant. Improved pedestrian connections in the beach area are not expected to slow traffic. Please refer to revised Figure 2-18 for an updated site plan of the area.

Response to Comment 81O

Please refer to the Response to Comment 81A. No new event parking is proposed under the San Pedro Waterfront Enhancements Project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 82. Barbara Paige (July 22, 2005)

From: <BRPaige111@aol.com>
To: <jgreenrebstock@portla.org>, <igornla@earthlink.net>
Date: 7/22/05 11:13AM
Subject: environmental concerns

To: Dr. Ralph G. Appy
Port of LA Environmental Management Division
425 So.Palos Verdes St.
San Pedro, CA. 90731

I am deeply concerned about the environment in the San Pedro and Port of LA area. The number of ships coming into our area seems to be increasing daily, and let so very little is done to control the amount of diesel fumes and particulates which are so harmful to the human body. It seems that the port is more concerned with the almighty dollar than they are with the health of the community.

I have just heard that the incidence of cancer in the Point Fermin area is so very much higher than the national average that I am staggered. And also that the prevailing winds carry the contaminated air into that Point Fermin area at night, so it is with us continuously.

Something must be done to stop the increase of these deadly toxins that are killing our citizens. Isn't it time that the Port stood up and took the correct solutions for a change ?

Barbara L. Paige
1442 W. Hamilton Ave.
San Pedro, CA. 907313
310-832-4420

82A

82. Barbara Paige (July 22, 2005)

Response to Comment 82A

LAHD acknowledges the commenter's concern regarding pollution in the Point Fermin and San Pedro area. The Port is drafting a Clean Air Program to help address these concerns. This comment period is for comments regarding the San Pedro Waterfront Enhancements Project. The San Pedro Waterfront Enhancements Project environmental study found that impacts to traffic and air quality would be less than significant with mitigation incorporated. Future waterfront development plans will analyze potential direct and cumulative impacts to air quality. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 83. Alan and Linda Patz (July 18, 2005)

Untitled.txt

From: alanpatz@cox.net
Sent: Monday, July 18, 2005 4:08 PM
To: jgreenrebstock@portla.org

As Cabrillo Beach Yacht Club (CBYC) members, my wife and I strongly support the parking planned for 22nd Street in the Bridge to Breakwater proposal. There are several reasons for this.

First, CBYC has always been a good neighbor for the Port in many ways. We always pay our bills on time, bring considerable financial support to the to the downtown and harbor businesses, and maintain a marina that is second to none in the area.

Second, providing more parking space for members can only enhance these benefits by enabling further participation in the downtown and harbor areas. When it's difficult to park, participation is also difficult.

Third, there already are many different enhancements for the area in the Bridge to Breakwater plan. Why discourage the future of a successful venture that is already there?

Thank you for your attention.

Yours truly,
Alan & Linda Patz

83A

83. Alan and Linda Patz (July 18, 2005)

Response to Comment 83A

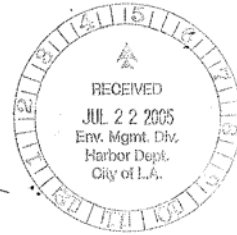
LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 84. Maria Perez (July 22, 2005)

Attn: Dr. RALPH APPY July 22, 2005
 LAHD ENVIRONMENTAL MANAGEMENT DIV.
 425 SOUTH PALOS VERDES ST.

SAN PEDRO CA 90731

RE: SAN PEDRO WATERFRONT
 ENHANCEMENTS PROJECT.



Mi nombre es MARIA PEREZ
 Soy un residente de SAN PEDRO
 he asistido algunas juntas i?
 i me he dado cuenta de los cambios
 que estan pasando a SAN PEDRO
 i que bueno que tan bien
 queria pedirle que no detengan
 los proyectos que estaban asi en
 Los ~~gracias~~ atentamente

Maria Perez

84A

84. Maria Perez (July 22, 2005)

Translation

July 22, 2005

Attn: Dr. Ralph Appy

Los Angeles Harbor Department
Environmental Management Division
425 South Palos Verdes Street
San Pedro, CA 90731

Re: The San Pedro Waterfront Enhancements Project

My name is Maria Perez. I am a resident of San Pedro and have attended various meetings on this project. I have been made aware of the changes that are being proposed for San Pedro and that is good! I would like to ask that you please not delay the projects that you are planning on doing. Thank you.

Sincerely,
Maria Perez

Response to Comment 84A

LAHD acknowledges the commenter's support for the project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 85. Tom Politeo (July 8, 2005)

LAHD, 040511-067

JG

July 8, 2005

LAHD Environmental Management Division
425 South Palos Verdes Street
San Pedro, CA 90731
Attn: Dr. Ralph Appy & Jan Green Rebstock
Re: The San Pedro Waterfront Enhancements Project



Good day:

Please accept my comments, below, for the "San Pedro Waterfront Enhancements Project" if the public comment period is not extended until at least July 15, 2005. If the public comment period is extended, I will re-file my comments later on.

You have already heard from members of the community and from Councilwoman Janice Hahn's office, that there is a request for extending the comment period as well as an additional public hearing. I support both in the minimum.

This proposal represents a very important change in the waterfront which can have a strong impact on the community. There is a broad concern that this project has changed from one which supports the character and feel that we have as San Pedro residents to a far more generic project, which loses its "San Pedro feel" both in the style and in the scale of the proposed development.

It took a long time for this report to be written up. Accordingly, I'm asking for a 120 day review period (an additional 90 days) be added to permit public comments, as well as two additional public hearings.

Since this is not a commercial project on which the moneys of a developer are on line, and since it is public moneys which are to be invested to develop this project, there would be little negative impact from such an extended filing period. In fact, there would be nothing but benefit, because it could help ensure that public money is used in a way that is consistent with public desire and concerns.

Indeed, the wheels of democracy work slowly. The past 30 days have barely been sufficient to read and grasp the scope of the project. We are not a professional staff who are assigned to work on these sort of things full time, but must work this in our free time. The 30 day period doesn't provide our community the time to mull the report over, discuss it with one another, and hear what others are thinking. Nor, does it provide the forums in which we can formally exchange and express our views and meet with the individuals who are putting the plan together.

This project also has an unusually large geographic scope, unlike single-site specific commercial developments. Though the project may only include 44 acres, these are stretched thin, along most of San Pedro's waterfront. The development proposed in this project will be part of a larger Bridge to Breakwater effort. These reasons too, give cause to allow ample time for individuals, neighborhood councils, and other interested organizations, to review and discuss this project.

Thank You

Tom Politeo
P.O. Box 1256
San Pedro, CA 90733-1256

85A

Comment Letter 85. Continued

Overview.

The San Pedro waterfront exists on land that is primarily land fill on former ocean waters or beaches. Over the past century, thousands of acres of wetlands (including mudflats) were taken by the construction of the Los Angeles and Long Beach ports, including Terminal Island.

At the time that the take on these wetlands began, their biological importance was not understood. Most of the wetlands were taken before their broader ecological importance was understood. These include support to the fisheries, the Pacific Flyway, and marine life, like the California sea otter.

In the 1930's, San Pedro and Monterey were home to the largest fishing fleets in the nation. The revenue these fleets generated were a major part of California's economy for a long time. They were also important sources of entrepreneurial and factory jobs in the area.

Fishing jobs in San Pedro also provided a bridge to bring people together from diverse coastal nations along the Mediterranean, Atlantic and Pacific. The fishing community contributed significantly to local culture, culminating in an annual Fisherman's Fiesta.

Over the years, fishing declined to a small fraction of its peak. Two primary causes included overfishing and habitat destruction. Habitat destruction itself came in three broad types: (1) the physical take of habitat through land fill, dredging, and construction (2) poisoning and disruption caused by sewage, contaminants, toxic chemicals and fertilizers, which were released into the waters and (3) introduction of aggressive invasive species.

Today, even with dramatic restrictions on fishing catch, regeneration of ocean fish stocks will depend on significant habitat restoration—not just showcase restoration projects of a few acres here or there.

When possible, habitat restoration needs to be a top priority for all lands within the tidal area of San Pedro Bay.

Wetland restoration can help fulfill the public trust for our tidal area, by ensuring that these valuable and unique lands best support all those activities which are special and unique to them: fisheries, commercial shipping, passenger travel as well as public recreation, commerce and education which is tied to location-specific features.

Significant wetland restoration can provide an important cultural resource to the local communities. First, in the area-specific aesthetics this sort of green area can provide. Second, in that it is a necessary step in restoring the communities fisheries. Third, in that this sort of an area can provide recreational and educational opportunities that are tied to location, and cannot be duplicated except in similar geographic settings.

Of course, with respect to existing biological resources in the area, the proposed project will have little to no impact—because these resources were damaged by previous generations of construction.

85B

Comment Letter 85. Continued

However, in the long term, we do still carry a responsibility to restore substantial portions of these lost areas. With a growing world population and demand for marine food sources, and with possible unforeseen impacts which could be caused by global warming, it is important that we take a leadership position in restoring what we can. If we, in one of the most prosperous regions in the world, are unable or unwilling to do this, we can hardly expect any poorer location to address their issues.

**85B
(cont.)**

In this regard, this plan should be reworked to:

1. Explore as car-less a development option as possible, with minimum roadway and parking development, while making greater use of pedestrian movement and public transit. A very different approach to the design would have been to make this entire area virtually car-free and a the region's largest pedestrian zone.
2. In particular, the total amount of parking and roadway surface should be dramatically reduced. Currently, parking amounts to about 25% of the total project area. This land is too valuable (if put to its best potential) to be squandered on parking like this. One possibility is to permit only delivery vehicles, public transit, taxis, and handicapped passenger vehicles.
3. Find ways to significantly increase wetlands area within the project and to incorporate that as a theme for the project design. Likewise, find ways to support upland habitat that would be adjacent to a wetland.
4. Emphasize (or support) commercial use that is location specific. For example, a restaurants, galleries, museums, or rental shops (for kayaks and bicycles) that directly takes advantage of a marine or marine-adjacent setting. This would contrast with general retail operations that gain no particular benefit from the location. Further recognize that excessive construction structures supporting "benefitting" endeavors will degrade the location.
5. Acknowledge that the California Coastal Trail passes directly through the development area, and commit to providing multi-modal support for the trail (bicycling, walking, jogging, hiking) on appropriate surfaces to these activities. Similarly, ensure that there is support for through-hikers on the trail.
6. Provide ways to connect the local community to a natural environment that would normally occur in this area rather than areas that are "paved" with grass and landscaped with palm trees. As part of such an effort, non-site specific landscaping should attain a high target percentage of California native plants. Monterey or Torrey pine trees could be considered, for example.
7. Explore ways to ensure that public walkways are attractive for people to walk on. This is a practical matter, if a public walkway is unpleasant, people will not want to use it. Landscaping should provide for shade trees—this would avoid palm trees, which provide little shade. Shade trees would require more maintenance, but would provide a more pleasant route, especially on warmer, sunny days. The plan should maintain as large a separation between walkways and roadways as possible. People prefer to walk along paths that are not near the noise and fumes of vehicles.

85C

Comment Letter 85. Continued

8. Ensure as energy-independent and non-carbon-gas producing options as possible, including ensuring that all new structures include solar collectors to generate as much of their daytime energy needs as possible (ideally, a surplus). CEQA currently doesn't require an EIR to consider carbon emissions or global warming, though the California legislature and governor have been identifying this as an area of concern for California. An EIR report is certainly not prohibited from considering items it is not required to consider—and this report could set an example by going the extra mile here.

9. Seek to make the waterfront and the downtown San Pedro area a large, single destination area, where people could arrive from all around the county, park their cars once, and be able to travel on foot, by bus, or trolley, without needing to (and perhaps without wanting to) access their cars. Ideally, this large area might attract people to come via public transit.

**85C
(cont.)**

85. Tom Politeo (July 8, 2005)

Response to Comment 85A

The comment period for the project was extended until July 22, 2005, an additional two weeks beyond the required 30-day review by CEQA. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of the project changes. Comments will be considered during the Board of Harbor Commissioners' deliberations on the project. In addition, a public design workshop will be held.

LAHD would like to clarify that San Pedro Waterfront Enhancements project elements are not part of the Bridge to Breakwater Project. The projects are two separate projects undergoing separate environmental reviews.

Response to Comment 85B

LAHD acknowledges the commenter's opinion regarding the need for habitat restoration at the Port. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 85C

LAHD acknowledges the commenter's recommendations regarding the San Pedro Waterfront Enhancements Project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 86. Tom Politeo (July 22, 2005)

July 22, 2005

LAHD Environmental Management Division
425 South Palos Verdes Street
San Pedro, CA 90731
Attn: Dr. Ralph Appy & Jan Green Rebstock
Re: The San Pedro Waterfront Enhancements Project



Good day:

Please accept my comments, below, for the "San Pedro Waterfront Enhancements Project."

Please accept these in addition to comments that I have filed on the earlier deadline.

Again, let me express my appreciation that the comment period was extended for two weeks as well as my disappointment that it wasn't extended for a longer period of time.

There are no private moneys being held up by review of this project. As a result, there is no urgent fiscal imperative that this project moves forward on a prompt timeline. Quite to the contrary. Since large amounts of public funds will be put into this project, and since there is still quite a bit of concern and uncertainty about the project, the public interest would be served by providing ample time for the public to review and respond to these documents. Ideally, that would allow time for various community groups and neighborhood councils to have time to schedule one or more meetings on the issues involved.

We really should expect no less than 90 and ideally 120 days time to respond to this document. I hope that the longer timeframe to respond will be adopted for the larger Bridge to Breakwater project, and that there will not be a similar rush to move forward with plans once they are being formalized.

Though the public outreach period has taken several years on these projects, the really part that matters is what is presented in formal documents. For these, the city would best be served by providing ample time.

Unfortunately, on closer review, I find it necessary to ask the port to withdraw this Waterfront Enhancements Project IS/MND at this time. My reasons and full comments are attached.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Politeo".

Tom Politeo

P.O. Box 1256
San Pedro CA 90733
562-618-1127

86A

Comment Letter 86. Continued

Withdraw the IS/MND

Though the "San Pedro Waterfront Enhancements Project IS/MND" (MND) has many good features, the overall plan is seriously flawed and should be withdrawn at this time. It is not possible to properly evaluate impacts of the MND at this time. The MND is part of a larger waterfront or "Bridge to Breakwater" (B2B) project. That larger project is not yet even fully scoped.

The MND is hard to evaluate because the long-term course of action for the B2B project area is not clear. Among other issues, the density of proposed waterfront plans is being argued, with different groups favoring different densities. Further, there is still some general discussion in the community about the nature of the type of development the community would like to see and the responsibilities we feel we have in carrying out that development.

Though most of the individual projects, features or areas described in the MND are individually innocuous, and might warrant a mitigated negative declaration taken individually. However, when they are taken in combination, or in the context of proposed but unarticulated waterfront development plans (B2B), the conclusion of a mitigated negative declaration is untenable.

In fact, the presentation of a document to meet CEQA requirements at this point is an affront to the CEQA process. How can we determine the impact of project components which are part of a larger project if we don't know in reading the MND what form that larger project will take? Right now, we cannot know the form of the larger project, because, ostensibly it is still up for discussion, study and review. If it isn't, there should be serious doubt about the legitimacy of the process which will produce the documents for that larger project.

It is clear, however, that elements of the current proposal are designed to fit in some larger project. Elements of the project fit or align perfectly with the a current version of a tentative waterfront master plan that has been published by the port. Over the years, this master plan has been a fluid document, undergoing various revisions, in response to community, design team and other input. Indeed, even now, there are multiple versions of this master plan, reflecting different levels of project density and approach. This plan has not gone through any form of appropriate approval process, let alone been vetted with a final CEQA approval.

In the least, it is presumptuous at this stage to assume that a particular version of the waterfront master plan will be the course of action taken. Consequently, we cannot design to a particular plan, as the MND has. If it isn't presumptuous, it is manipulative. This could be a devious attempt to give weight and momentum to one B2B plan option over others while all of them are purportedly still under review. It could further be an effort to obfuscate cumulative or comprehensive project impacts by segmenting the project into components.

Since the formal EIR process for the waterfront/B2B projects is to begin soon, the work presented in this MND should be folded into that development plan,

86B

Comment Letter 86. Continued

where it belongs and can be properly evaluated as part of the one specific development option that it supports.

**86B
(cont.)**

Parking, Transit, Land Use

The large amount of parking in the MND is troubling. It is 25% of the total acreage and is greater than the amount of green open space offered in the plan. In particular, the parking at 22nd Street is especially troubling.

Though the various outreach programs that the port and its consultants have carried out, most of the community has been under the impression that the area below Crescent Avenue and north of 22nd Street would become some form of open space or parkland. Some have hoped to see a freshwater wetland present in the area enhanced and to see a saltwater lagoon and wetland area established. Others have hoped for open, grassy areas. The hope of many that this area would become a scenic location that served as an entryway into the tidelands area, and which provided a beautiful backdrop below the homes above Crescent Ave and for the bike path just below it.

Regardless of the nature of open space development, the MND turns a blind eye to these hopes and desires when it proposes to build a large parking lots in this area, and to bisect it with an unusually wide, circling pathway made of decomposed granite. It goes on to describe the impact of the parking lot has having "little negative impact" over the existing terrain in the area. Indeed, it could be difficult to argue that a landscaped parking lot would be any more than a minimum degradation over the existing dirt lot in the area.

However, if the land in this area were developed as green open space of any of the forms the community had thought was promised to it, the construction of the large parking lots in this area would be a significant visual degradation over the open space improvements. The parking lots may not represent that much of degradation of the current situation, but provide the less visually appealing option compared to increased open space.

Of greater concern is the specific design of the proposed parking in the 22nd Street area. The parking plan includes a long, wide circular pedestrian pathway coincides with the proposed realignment of Harbor Boulevard in this region, which the community has also firmly opposed. The realignment is present in one version of a so-called "master plan" but not in another. In particular, people have opposed this boulevard realignment because, in the least, it would fragment this open space with the highway chopping it into less meaningful chunks.

The general consensus in town is that the this realignment of Harbor Boulevard is not a done deal. Yet, if the changes proposed by the current MND are put in place, they will subsequently lessen the overall impact of Harbor Boulevard alignment. They will add unfair and prejudicial momentum and weight to a particular design option, when that option is supposed to be up for review along with other design options. If the parking lots next to the boulevard are put in

86C

Comment Letter 86. Continued

place while the land is still just barren dirt, it would lessen the impact of such a project, compared to if it were developed as parkland or open space.

**86C
(cont.)**

The concern here is that the Harbor Department may be trying to obfuscate the overall impact of an intended course of development. If negative impacts are broken down into two or more stages, the cumulative impact of the entire project can be obscured. At each point in the process, planners can argue that a development component "does not represent a significant impact" or that it represents a "minimal impact after specific mitigation." However, the overall impact, from beginning to end, could be most significant—and may have represented a project that should not have been approved.

This is a strategy that angered residents who accused the Harbor Department of obfuscation in the China Shipping project. Ultimately, the department faced a court-stipulated settlement because the planning process was fragmented and obscured cumulative impact.

86D

It is altogether possible that the department wrote the MND and is working the B2B Project without malice or intent to obfuscate. From an engineering perspective, it is often easier to conduct projects in stages and pieces. Dividing a large project can make it more manageable. Eagerness to "get a project going" can also drive such a decision to partition planning. In this instance, such eagerness is misplaced, because we don't yet know which direction the overall B2B project will take. Hence, we don't know in which direction to take first steps.

However, even without malicious intent by the planners, the CEQA process and the ability for the public to understand what is going on are both frustrated. The public and CEQA cannot be privy to internal departmental design intent when that intent is not formally articulated. There have been a large number of vague promises, suggestions, possibilities, options, hopes and desires that have been circulated in port-sponsored planning, community planning sessions. It is anybody's guess how the port and its design staff is making its selection among these options. In fact, there appears to be a disconnect between community perception as to where this process sits and what sort of options are being considered within the port and where the port actually is. The community has seen various proposals for different portions and area of the project, and has seen maps that offer different target densities. The general feeling in the community, is that all of this is still under discussion, and that none of the decisions with respect to overall project direction have been established. In this environment, it is premature to move to forward and consider specific options that are predicated on which overall master option is to be taken.

86E

This uncertainty does nothing but underscore why a formal process, with specific plan options, and a final selected plan are needed before particular preliminary steps in the planning process can be understood and evaluated.

Yet, clearly, in looking at components of the MND, there are design elements that seem to suggest (even betray) a specific course of action—the one which appears to be favored by the Harbor Department, for a higher density

Comment Letter 86. Continued

development than the community seems to desire.

**86E
(cont.)**

As mentioned, one of these can be seen in the development of the parking in the 22nd Street site. The unusually wide pedestrian walkway through this area, which bisects potential parkland along the same curve as the proposed Harbor Boulevard realignment seems to suggest that that realignment is intended to move forward. (See Figures 1-3 at the end of this comment.) The new parking lots would already be designed to fit within the framework of a realigned street. The walkway would be an inexpensive temporary feature that could be subsequently replaced by a wide boulevard. Additionally, one of the gravel parking lots seems itself destined to be replaced by an additional structure of an unknown nature.

86F

Additionally, many have expressed concerns about the widening of Shoshonean Road as it extends from beyond the Marina area to Cabrillo Beach. Different plans have shown this street remaining unwidened, or being widened to a four lane highway (two lanes of travel in each direction). As part of the Harbor Boulevard realignment component, the Harbor Department has proposed changing the name of this street to Harbor Boulevard from Shoshonean Road. Figure 2-9 in the MND show the street renamed in this way, but the renaming does not appear to be mentioned in the document. Nor is the realignment of Harbor Boulevard.

86G

The MND does not present substantial reasons why 25% of the project needs to be devoted to parking, nor does it indicate in any clear terms, why as much additional parking is needed in the project as is proposed. As it is, the largest component of "open space" in the project will be parking lots, edging out "green public open space" by 10%.

86H

Currently, most of the parking in Ports of Call remains at less than capacity, even on weekends and holidays, except for a few select festivals (which are put on by the Harbor Department). In those instances, the overflow parking already in place, or other parking strategies may be more than adequate. There is no traffic study or parking projection for us to be able to judge the need for the additional parking.

Though, in the nature of a larger B2B project, the Harbor Department may well have cause to build this additional parking, based on the course of development that they are interested in. By separating this parking from that development, the overall impact of that subsequent development could be understated. This can cloud judgment as to whether we would want to incur that development in the first place.

86I

If a significant portion of the B2B area becomes devoted to parking and roadways, in order to support peak demand for large events that occur infrequently through the year, we may be make a very undesirable development choice. These parking lots will remain empty most of the time, and that space could have better been used for parklands and habitat that service day-to-day users who frequent the area (or may frequent it) on a regular basis.

Comment Letter 86. Continued

This same decision, of planning development for high capacity events, may itself bring occasional boosts to local merchants in the old downtown area, as the large events are under way. However, these occasional boosts may not offer anywhere near as much annual revenue as a course of development which encourages consistent and regular use.

**86I
(cont.)**

One of the stated purposes of the MND is to provide "alternative transportation opportunities to reduce vehicle trips." Yet, the MND does almost nothing in this regard. In particular, since we don't know why the additional parking spaces the MND proposes are needed, we cannot assess how we might be able to engage in planning such alternatives.

The MTA operates a regional transit hub with a large parking lot at the Artesia Transit Center, about a dozen miles north of San Pedro. For large events that draw people from outside of the immediate Harbor Area, this transit center could serve as a hub for event goers. Special buses (possibly charter busses in arrangement with the MTA) could run frequently to shuttle patrons from this area to San Pedro. This would even provide an opportunity for patrons to arrive entirely by public transit.

Similarly, a special shuttle bus could pick patrons up from the terminus of the Blue Line at the Long Beach Transit Plaza, providing yet another alternative to building additional parking lots, and encouraging patrons to arrive via public transit.

86J

If, in contrast, the larger number of patrons came from beyond walking distance in the immediate San Pedro area, a local event shuttle bus that drive regularly around town could help reduce the amount of parking needed.

If large numbers arrive via LAX or Long Beach airports, or via cruise ships in San Pedro Bay, other arrangements could help reduce the need for parking and cars.

Additionally, San Pedro has two park and ride lots, one near the base of the Vincent Thomas Bridge and the other near Channel Street below the Harbor Freeway. Neither of these is used to capacity, and they are less used on weekends. Both could provide some additional parking for event goers, in special arrangements with the MTA.

However, though the MND espouses "alternative transit opportunities", it doesn't deliver the needed data or background to be able to judge which of such alternatives might be able to work. Rather, it assumes through a type of divination that anyone who reads the report cannot be privy to, that the parking is simply needed.

86K

Granted, empty parking lots, which do not draw vehicles to fill them, will not have a significant impact on our transit system. If they are landscaped, they may not offer a significant visual impact either. However, because the tideland area is limited in size, and because there are many unique activities which can only be

Comment Letter 86. Continued

adequately carried out in a tidelands area, they will have a significant impact with respect to their opportunity cost. They will reduce the total number of acres in which we can develop open space, parklands and natural habitat. As a result, they will serve as deadweight which diminishes recreational and ecological opportunities for the area.

If, however, a purpose is finally presented which generates a significant number of visitor to fill these new lots, there entire process (traffic and the lots) may well pose a significant impact. But, because we don't know what the nature of those visits, we don' t know what type of trips they will be generating. For example, will they mostly generate a single trip where a person parks for a day or two without using their car? Or will they generate trips in which a person parks only for an hour or two with a large amount of turn over through the day? Will people all arrive and depart at roughly the same time (as for a specific program) or will the arrival times and departures be staggered (as they are more inclined to be for an all day long festival).

These sort of issues can substantially change the amount of impact the parking lots and their associated purposes generate. And, because the parking lots "are already there," we may be less inclined to look at public transit or other alternatives that may reduce the total demand.

Lost Opportunities & Tidelands Value

Our tidelands are some of the most valuable lands we have. Their value derives from various uses that in Southern California can only be conducted in this tideland area, either well or at all. These include commercial shipping, commercial and sports fishing, passenger travel (by boat), marine field biology and environmental studies, recreational boating, yachting, kayaking and canoeing, biological support for our marine and avian environments, recreation including birding, marine wildlife viewing, nature photography, walking (adjacent to the coastline), swimming and surfing (of various types). These uses are all consistent with the tidelands trust and its revisions.

The reason the tidelands are as valuable as they are is that we have more demand for these sort of uses within them than we have tidelands to go around. For example, the yachting and recreational boating community doesn't have slips for visiting boats, there is no community yachting facility in San Pedro. There are virtually no wetlands and mudflats left in San Pedro Bay. Indeed, 90 to 95% of the marine wetland and mudflat habitat has been lost in Southern California. In many instances, remaining or restored natural habitat areas are so rare and important biologically, that it is necessary to keep people out to help protect endangered species. We have no place along the beach or waterfront where through hikers on the California Coastal Trail can camp over night. Opportunities for a variety of water sports are very limited.

Given this contention for land, three things should be rather obvious.

86K
(cont.)

86L

Comment Letter 86. Continued

First, activities which are not essentially connected to the tidelands area should defer to those that are. Along with this, supporting infrastructure (such as offices, roadways and parking lots) should be kept nearby but outside of the tidelands area as much as possible.

Second, for uses that are appropriate within the tidelands areas, we need to find ways in which the same area can fill multiple uses as much as possible. For example, a wetland or lagoon could service a habitat area, an aesthetic (and cultural) backdrop for residences and businesses (which would be located adjacent to but outside of the wetland area), provide an area for walking around, wildlife viewing and nature photography, and depending on the nature of the environment, provide a place where people might be able to kayak, use paddle boats or peddle boats.

Third, uses that are under represented in the current mix of appropriate activities should have the "top burner" with respect to other activities. From San Pedro to Long Beach, San Pedro Bay once offered several thousand acres of wetlands and mudflats, along with a far more diverse topography than we have today. As a civilization, we have a special responsibility to restore some of this, perhaps as much as we can, when and where the opportunity presents itself.

Even with that said, as the bay has become almost exclusively the domain of commercial shipping, cultural uses of the tidelands area (which could be seen as a broad moniker for recreational and educational uses, as well as providing a geographic and aesthetic backdrop for community) have almost been entirely neglected. A few site-appropriate museums, monuments and a small wetlands represent about all that there is in this regard. Even Ports O' Call has had more value as a tourist site than it has had in intrinsic, cultural use for the community. For the most part, Ports O' Call's shops have little site-specific draw. The New England village theme is about as much about San Pedro and the harbor and bay as a Hollywood movie set.

It is really a shame, if we find ourselves moving forward with a waterfront development plan that has excess parking and pavement, looks to support tourism with hotels, cookie-cutter retail stores and chain restaurants rather than with intrinsic things to do (like area-specific recreational opportunities). Imagine a situation in which residents (and therefore tourists) could be learning to kayak, sail, bird watch, and take in experienced versions of these pass times (and others) in a beautiful and natural setting. Compare that to a sundry collection of the same old retail stores and restaurants that are found in regional malls around America—along with the usual mix of hotels.

Consider, further, that the region surrounding San Pedro Bay is already over-saturated with regional mall retail space. Vacancy rates in malls in Palos Verdes, Torrance, Carson and Long Beach are all on the high side, and more retail space is already in the works in some of the surrounding areas. Even if we manage to attract people to our area with these sort of establishments, we will only offer a thin vernier of "port community" to dress up a bunch of the same old chain corporations. The underlying reality is, that we will be the same as everywhere

86L
(cont.)

Comment Letter 86. Continued

else, and that we will squander our unique tidelands on this "sameness."

Traditional retail mall and restaurant row development in the waterfront has the potential of drawing business away from old downtown San Pedro. The precedent for this sort of drain is established elsewhere, and we have no reason to presume that San Pedro will necessarily be any different and do better than that. Yes, there are some success stories as well. The message, however, is that the outcome cannot be billed as necessarily rosy for the local downtown area.

Since we don't know from the current MND what sort of development is expected or realistic for the area, it is hard to judge exactly how much we may be squandering a rare and special opportunity to make the most of our tidelands resource to provide for something unique and area-specific. Moreover, we can't know, if the port is truly sincere about taking input from the public as to the nature of what the master plan will be. If we could know, the public input process in forming that plan would be largely a sham.

Signs

The signs (for Ports O' Call, the San Pedro Fishermen's Park and the entry gateway sign for the Port of Los Angeles) are too flashy and vulgar. Though, they won't impact the viewshed from outer space, they do impact the view for people who are unfortunate enough to be in the vicinity of these large and unnecessary structures.

The MND shows three views of the San Pedro Fishermen's Park sign (a distant image, a near by day time image, and a nearby nighttime image). However it does not once show the view of the flip side of the sign that says "Port of Los Angeles."

These garish signs are a waste of the small footprint they sit on and present unneeded visual clutter.

Greenbelt around the port

One of the objectives of waterfront development should be the creation of a greenbelt around the port—to serve as largely an open space and natural area to buffer the community from the port and to provide some visual relief to the visual blight caused by industrial sprawl within the port.

This objective itself likely poses a challenge for the port to articulate, because the mere statement of this objective would be tantamount to an admission that the port causes significant visual blight and negatively impacts the viewshed. This is a position that the port has consistently opposed, often laughably arguing that large crane complexes that clutter the scenery where blue ocean waters used to be do not constitute significant visual blight. Compared to the original environment, or even the drained ocean environment, virtually every port-

86L
(cont.)

86M

86N

Comment Letter 86. Continued

related structure, including cranes, piles of cargo containers in staging areas, large ships, chemical storage tanks, scrap metal yards, and parking or logistics areas comprise one form of visual blight or another for the viewshed from San Pedro Hill.

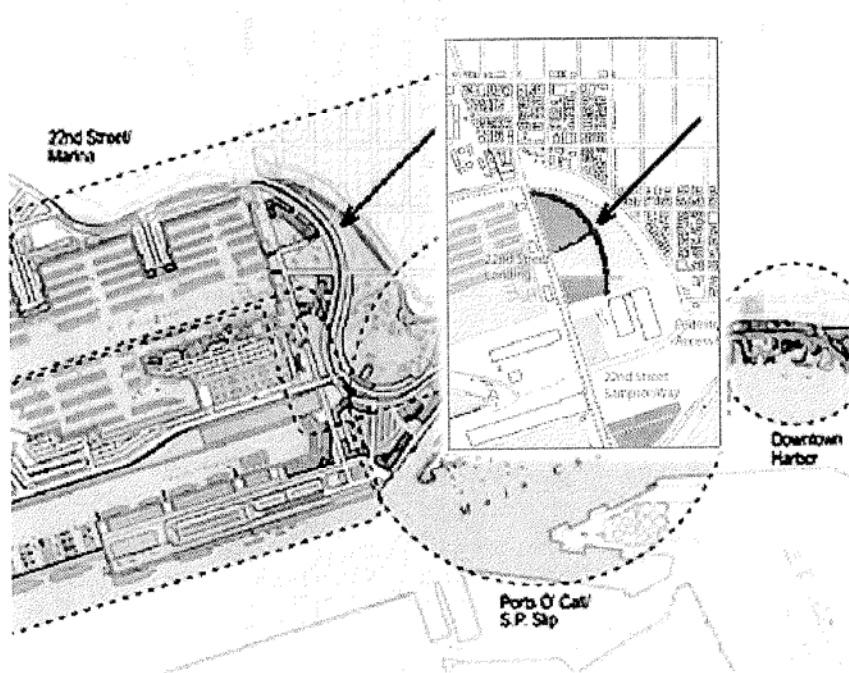
Obviously, beauty is in the eye of the beholder. And, it is possible to look at the large cranes that dot the harbor in a loving and appreciative manner. This, however, is likely not a typical view members of the community have, nor do Californians generally likely share it. If nothing else, residential property values generally drop as one approaches the port and it becomes a larger portion of the surrounding environment, particularly in areas further inland where the port takes up a greater portion of the potential, unobstructed marine scenery.

The desire to see a greenbelt around the port (both ports as a matter of fact) has certainly been expressed to the port since the early days of the Bridge to Breakwater or Promenade project plans. It doesn't come up in this IS/MND.

**86N
(cont.)**

Comment Letter 86. Continued

Figure 1.



The above illustration is taken from two Harbor Department images.

The background image is drawn from one version of the "master plan" on a department web site on July 21, 2005 (<http://www.spwaterfront.com/i/key-plan.jpg>) The black arrow points to the realigned Harbor Boulevard in that image.

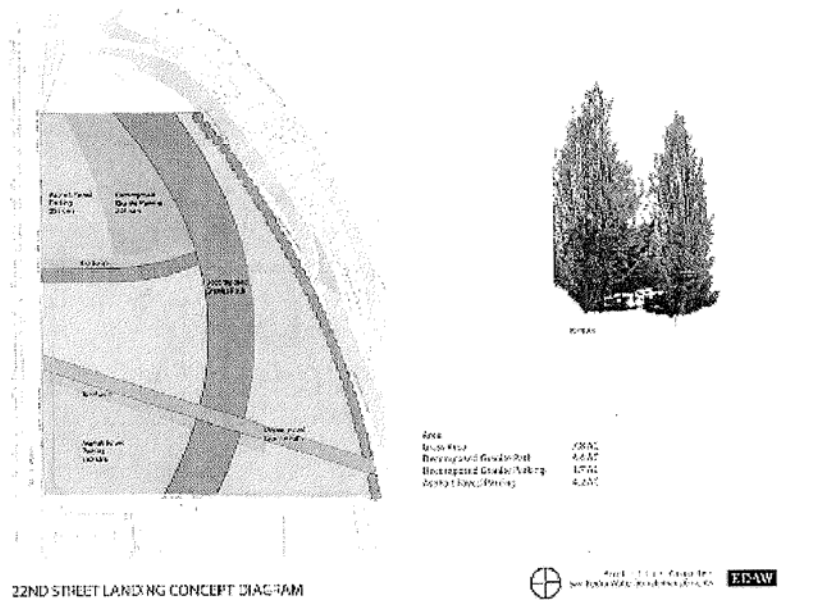
The inset image is taken from figure 2-9 in the MND. The black arrow in it points to an unusually wide pedestrian path for parking areas shown next to the image. This path coincides with the realigned Harbor Boulevard. Other features also align with the same version of the "master plan."

These seem to suggest that the department is predisposed to select the particular version of the master plan, even before the formal process to select which master plan of at least two should be the one in use.

860

Comment Letter 86. Continued

Figure 2.

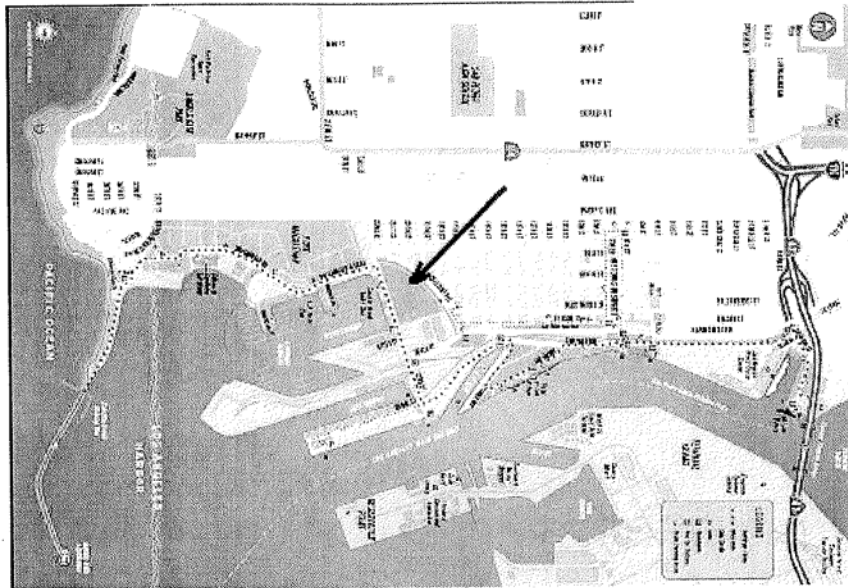


This is taken from image 2-22 of the MND. It shows a detail of the 22nd Street parking lot area and the division of the large open space (shown in Figure 3) with the a decomposed granite path (which would ostensibly become a realigned Harbor Boulevard).

**860
(cont.)**

Comment Letter 86. Continued

Figure 3.



This image is drawn from figure 2-25 of the MND. It shows Harbor Boulevard without any realignment. The arrow points to what is a large green area in that image, ostensibly planned to be open space. This is the area that would be cut in half by the realignment of Harbor Boulevard. These differences are entirely unexplained in the MND, making it a sloppy and unclear document.

86P

86. Tom Politeo (July 22 2005)

Response to Comment 86A

CEQA Statutes, Section 21091(b) states that the minimum public review for a proposed Negative Declaration is 30 days. This time frame is common and well accepted across California. The closing date was then extended by an additional two weeks for a total of 45 days. Public review time of the Draft EIS/EIR of the Bridge to Breakwater Project will be a minimum of 45 days solely because it is an EIR and not an MND. In addition, the San Pedro Waterfront Enhancements Project deals with hardscape and landscaping enhancements and not major structures or infrastructure development. LAHD acknowledges the commenter's opposition to this project.

Response to Comment 86B

The San Pedro Waterfront Enhancements Project is not part of a larger, future development. CEQA states that if projects are integral parts of each other, they must be analyzed as one project because they are essentially one action. The San Pedro Waterfront Enhancements Project is not dependent on any other project and no other project is dependent on it. It has independent utility and therefore can be analyzed alone. The impacts from the project have been determined as less than significant and, therefore, do not need to be analyzed with an EIR.

Various concepts for future waterfront development under the Bridge to Breakwater Master Development Plan are undergoing review. The Draft EIS/EIR is expected to be release for public review and comment in late 2006.

The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 86C

LAHD acknowledges the commenter's opposition to the proposed parking. Please refer to Chapter 1, "Errata to the MND," for a summary of all revisions to the project. Specifically, revised Figure 2-17 provides an updated site plan for the area, which has been modified to include 16.6 acres of public open space and 1.6 acres of parking (175 spaces total). Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion. Visitors to the public open space will be encouraged to use the existing parking lot at 22nd Street and Miner. Regarding the 22nd Street and Sampson Way parking area, please refer to the revisions for Page 2-9 and revised Figure 2-16 in the Errata.

The amount of proposed parking is to serve existing port Customers and visitors to the public open space. The proposed Ports O' Call improvements would remove 150 spaces from Ports O' Call, an area that utilizes all its available

parking during events and on weekends. The 150 paved spaces will be replaced at the 22nd and Sampson site. The remaining gravel parking area will be landscaped and continue to be used for event parking. Minimal additional traffic will be generated from this project, as discussed in Section XV, “Transportation/Traffic,” Page 3-76 of the IS/MND.

Approval of this project does not preclude the 22nd Street Landing Area from being considered in future projects as a site for a larger park or wetland area. Please also refer to Response to Comment 86B.

Response to Comment 86D

LAHD is not trying to devalue the cumulative impacts of future waterfront development plans. The San Pedro Waterfront Enhancements Project is an independent project from the Bridge to Breakwater Project, and in addition to their being separate, their environmental impacts are vastly different. The San Pedro Waterfront Enhancements Project has no potentially significant impacts, while the Bridge to Breakwater Project would have impacts on a larger scale and magnitude. All the cumulative impacts associated with the Bridge to Breakwater Project will be discussed in depth in the Bridge to Breakwater EIS/EIR, while the impacts associated with the San Pedro Waterfront Enhancements project are discussed in the IS/MND. The IS/MND discusses cumulative impacts and concludes that impacts resulting from the San Pedro Waterfront Enhancements Project would not be cumulatively considerable. Please also refer to the Response to Comment 75C.

Response to Comment 86E

The San Pedro Waterfront Enhancements Project is independent of the Bridge to Breakwater Project. Approval and implementation of the project would not preclude or favor one concept for future waterfront development over any other. The Draft EIS/EIR for the Bridge to Breakwater Project is expected to be released for public review and comment in late 2006. The Board of Harbor Commissioners will weigh the options and impacts during future deliberations.

Response to Comment 86F

Please see the Response to Comment 86C.

Response to Comment 86G

Only the descriptions contained in the San Pedro Waterfront Enhancements Project IS/MND and Errata are in the scope of this project and its analysis. No widening of Shoshonean Way is proposed as part of the project; only sidewalk widening and landscape enhancements are proposed. The labeling of

Shoshonean Way as Harbor Boulevard was a clerical error and is not intended to be included in the scope of the project.

Response to Comment 86H

Please see the Response to Comment 86C. Minimal extra traffic will be generated from this project, as discussed in Chapter 3, Section XV, “Transportation/Traffic,” Page 3-76 of the IS/MND. Please also refer to revisions to Page 3-78 (RE: Transportation/Traffic) in Chapter 1 of this document.

Response to Comment 86I

The San Pedro Waterfront Enhancements Project is not part of any larger, future development such as the Bridge to Breakwater Project. The San Pedro Waterfront Enhancements Project is neither dependent on any other project nor is any other project dependent on it. It has independent utility and therefore has been analyzed alone, apart from the Bridge to Breakwater Project. Separate environmental documents will be analyzing all the impacts associated to the Bridge to Breakwater Project, including the future parking and transportation issues. The San Pedro Waterfront Enhancements Project is not a placeholder for the Bridge to Breakwater Project. LAHD acknowledges the commenter’s preference for open space. Parking is intended to serve the existing need in the 22nd Street Landing Area and visitors to the public open space. The comment will be considered during the Board of Harbor Commissioners’ deliberations on the project.

Response to Comment 86J

The project provides a multi-modal walkway for walking and bicycling and connections to existing Red Car stations. LAHD acknowledges the commenter’s recommendations for transportation. The comments will be considered during the Board of Harbor Commissioners’ deliberations on the project.

Response to Comment 86K

Please refer to response to Comment 86C for discussion regarding the need for parking along 22nd Street.

Response to Comment 86L

LAHD acknowledges the comment regarding tidelands use. The project is consistent with the Tidelands Trust to support Port- and maritime-related uses.

The comment will be considered during the Board of Harbor Commissioners' deliberations on the project.

LAHD would like to clarify that there is no retail development space in the San Pedro Waterfront Enhancements Project. The project is intended to support and enhance existing Port uses. The Bridge to Breakwater Project is a master waterfront development plan currently undergoing environmental review. Various concepts for future waterfront development under the Bridge to Breakwater Project will be discussed in a Draft EIS/EIR, which is expected to be released in late 2006 for public review and comment.

Response to Comment 86M

LAHD acknowledges the comment regarding the signage at the Ports O' Call. The impacts were analyzed in the IS/MND and found to be less than significant. The view of the Port from the waterside was not provided because it would not be viewed from sensitive locations. However, in response to comments received, the LAHD has removed the Fishermen's Park sign and reduced the scale of the Berth 78 sign. Please refer to revisions for Page 3-6 through 3-9 in the Errata for more details regarding signage and the aesthetics impact analysis. Signage will be a topic of the future public design workshop.

Response to Comment 86N

LAHD acknowledges the desire for a greenbelt around the Port. The comment will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 86O

LAHD acknowledges that the configuration of the previous site plan for the 22nd Street area was similar to the alignment of project elements proposed in the Bridge to Breakwater Project. In response to comments received, the site plan has been changed, as shown in revised Figure 2-17. Please refer to revisions for Page 2-10 in Chapter 1 of this document for a more detailed discussion of the changes. The San Pedro Waterfront Enhancements Project is meant to compliment and enhance existing port uses and not influence concepts for future waterfront development plans. Please refer to revisions to Page 2-14 for further discussion regarding how the San Pedro Waterfront Enhancements Project relates to the Bridge to Breakwater Project.

Response to Comment 86P

The map in Figure 3 is depicting the location of the Angels' Walk project element. It should not be used as a map of the San Pedro Waterfront

Enhancements Project as it is only one project element. The entire San Pedro Waterfront Enhancements Project can be seen in Figure 2-9, “Project Concept Plan,” in the IS/MND and in the revised plan contained in Chapter 1, “Errata to the IS/MND” of this document. The 22nd Street Landing Area site plan changes can be seen in revised Figure 2-17 at the end of Chapter 1 of this document.

Comment Letter 87. Gene Puleri (July 19, 2005)

Jan GreenRebstock - parking

Page 1

From: "general" <general@tftinteriors.com>
To: <Jgreenrebstock@Portla.org>
Date: 7/19/05 4:12PM
Subject: parking

I'm a member of CBYC and I'm for parking across from our club on 22nd. street.

Gene Puleri
#5016

87A

87. Gene Puleri (July 19, 2005)

Response to Comment 87A

LAHD acknowledges the commenter's support for parking at 22nd Street. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 88. Cathy Ragland (July 7, 2005)

From: "Cathy Ragland" <raglands@earthlink.net>
To: <jgreenrebstock@portla.org>
Date: 7/7/05 9:23PM
Subject: Waterfront Enhancements Project

I have reviewed the San Pedro Waterfront Enhancements Project Mitigated Negative Declaration. I wish to submit the following comments.

>

General

I was unable to attend the informational meeting on February 24 presenting San Pedro Waterfront Enhancements. I did attend a meeting of the PCAC Coordinated Plan Subcommittee on February 9 at which the projects were presented. I came away with the impression that the enhancements were relatively benign beautification/ public access improvement projects that would not require a full EIR. Some of the drawings in the June 2005 document, particularly the >22nd Street plan, depict projects that are far more ambitious than anything I had seen before. I fear that my neighbors, some of whom have made heroic efforts to keep up with the constantly changing development plans, are not aware of the contents of this document and the deadline for comment. I urge the Port to extend the deadline, and to post these documents and the most recent revisions of the waterfront development project description on the web (I could not find them). This would make it easier for people who cannot attend every meeting to stay informed.

88A

The document states that the enhancements are consistent with the waterfront development master plan. I want to point out that there is still an ongoing debate in the community about some key elements of that plan. It looks like the Port is preparing to invest quite a bit of money in these enhancement projects, some of which may have to be altered or demolished during subsequent construction of a consensus project.

Signs

I like the Berth 78 piers and the expansion of "Fisherman's Park", but I do not like the proposed signs. They are too big, and the flashy design sets a tone that is at odds with the objective of preserving the unique small-town character of San Pedro. They are more consistent with the big modern development envisioned by the Port and EEK/Gafcon, than the low-profile, limited-

88B

Comment Letter 88. Continued

development concept preferred by most members of the community. If there is a need to mask a view of storage tanks at Fisherman’s Park, why not just plant a few more strategically placed trees?

**88B
(cont.)**

Cabrillo Beach

I really like the idea of a wider pedestrian walkway along the inner beach.

The drawing appears to show the walkway between the aquarium and the inner beach as stopping traffic from Stephen White Drive from entering the beach parking. If this is what is intended, it would create a “significant” change in traffic patterns that should be fully evaluated/mitigated. It would lead to an increased use of 22nd Street to Via Cabrillo Marina, an area that is already experiencing traffic hell.

88C

22nd Street Site

At the February 9 meeting of the Coordinated Plan Subcommittee, Sal Zambrano gave a report on the proposed enhancements. He talked about a modest increase in the amount of parking on the 22nd Street tank farm site, and the placement of sod on about 6 acres between 22nd Street and the proposed re-aligned Harbor Blvd. At the time, I suggested that the sod should cover more than six acres.

88D

The Coastal San Pedro Neighborhood Council has passed a resolution asking the Harbor Department to immediately place sod on the entire site and remove all restrictive fencing so that the public could utilize the open space during the waterfront development planning process. I welcome the Port’s decision to place sod on at least part of this site. However, other elements of the “enhancement” plan are very troubling. The total amount of “green” open space proposed is less than the amount of hard ground cover. In total, 800 new parking spaces are proposed. I do not object to increasing the parking for existing businesses (Yacht Club and 22nd Street Landing),

88E

Comment Letter 88. Continued

but the amount of new parking in the proposal is completely out of line with any reasonable estimate of what may be actually needed.

**88E
(cont.)**

The document states that there would be a “less than significant impact on traffic” as a result of the project, based on an estimate of 5 vehicle trips per day per acre of city park. If that is the case, then about 39 parking spaces should be required to serve the new 7.8 acre park. Why 800 new parking spaces? If the Port intends to utilize 800 new parking spaces, then there are certainly “significant” traffic concerns.

88F

In terms of visual impacts, the document fails to consider the Crescent Ave. Bike Path as a public scenic viewpoint. Since this park overlooks the 22nd Street project area, it is not appropriate to exclude it. What about private scenic viewpoints? Do they not matter? I do not believe that anyone would consider big parking lots to be an aesthetic “enhancement”.

88G

The diagram shows a picture of a poplar tree and a row of green dots. Presumably, the dots at the base of the slope represent a row of poplar trees, which can grow to 75 feet. Residents have made it very clear that they will oppose any project that obstructs views.

88H

The inclusion of some crushed granite paths to provide access to the entire park is fine, but dividing the open space into small parcels limits its usefulness for recreation. This project is clearly designed to preserve the footprint of the EEK/Gafcon development plan. The 22nd Street “enhancement” project should not go forward as proposed, given the widespread opposition to the realignment and elevation of Harbor Blvd. and to the hotel/timeshare developments proposed for this site.

88I

--- raglands@earthlink.net

88. Cathy Ragland (July 7, 2005)

Response to Comment 88A

Please refer to the response to Comments 14H and 41D. The Errata detailing recent revisions to the project has been posted on the Port's website for a 10 day public review period before the Board of Harbor Commissioners' deliberations on the project.

Various concepts for waterfront development are being analyzed in the Bridge to Breakwater Project EIS/EIR. The San Pedro Waterfront Enhancements Project is a separate project. Please refer to the revisions to Page 2-14 in Chapter 1 of this document for further discussion of the relationship between the San Pedro Waterfront Enhancements Project and future waterfront development plans.

Response to Comment 88B

LAHD acknowledges the commenter's opposition to the choice of signs at Berth 78 and Fishermen's Park. The impacts of the signs were evaluated in the IS/MND and determined to be less than significant. However, in response to comments received, LAHD has removed the Fishermen's Park sign from the project and has substantially scaled down the Berth 78 identity sign. Please refer to revised Figure 2-13 and revisions to Pages 2-6 through 2-8 for more details.

Response to Comment 88C

LAHD acknowledges the commenter's support of the proposed pedestrian walkway at Cabrillo Beach. The project would not stop traffic at Stephen White Drive from entering beach parking. The project involves enhancements to the street paving to indicate pedestrian crossing. No significant impacts to traffic would occur.

Response to Comment 88D

Please refer to revisions to Page 2-10 in Chapter 1 of this document for details regarding changes to the 22nd Street Landing Area. Revised Figure 2-17 provides an updated site plan. LAHD acknowledges the Coastal San Pedro Neighborhood Council's resolution and the commenter's opinion regarding green space. The project will now provide 16.6 acres of public open space and 1.6 acres of parking in the 22nd Street Landing Area. Configuration of the parking and open space will be the subject of a future public design workshop.

Response to Comment 88E

Please refer to the response to Comment 88D and 88F.

Response to Comment 88F

After further evaluating parking needs in the 22nd Street Landing Area and after additional public comment, LAHD has revised the proposed project to include 175 parking spaces to serve the existing uses at the Port and visitors to the public open space. The parking would serve existing traffic to the area and new trips would not be generated except for a small amount due to the open space visitors.

Response to Comment 88G

Aesthetic impacts were evaluated in the IS/MND and found to be less than significant. All designated scenic viewpoints were taken into consideration during this environmental analysis. The construction of the 1.6 acre surface lot, which would provide needed parking to 22nd Street area customers and open space visitors, would not block views or degrade visual conditions within the Port. Landscaping and configuration of the parking and open space areas will be the subject of a future public design workshop.

Response to Comment 88H

In response to comments received, the poplar trees proposed along the base of the Crescent Avenue bluff have been removed. Landscaping for the general project area will be a topic of discussion at the future public design workshop.

Response to Comment 88I

The waterfront enhancements project is not intended to determine what the outcome will be on future waterfront development plans. Please refer to the response to Comments 88A and 88D. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 89. Susan Rawcliffe (July 22, 2005)

Susan Rawcliffe
Traditional and Experimental Clay Flutes
P.O. Box 924 San Pedro, CA 90733 310-547-2043
SoundWorks@toast.net www.artawakening.com/soundworks



July 22, 2005

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

Dear Dr. Ralph G. Appy:

We were promised a park on 22nd street, not parking. There's not ONE park below Gaffey for our kids to play in. They play in alleys and on the streets.

89A

The streets around the area CAN NOT handle the increased traffic that will come with increased parking. They are already congested. Consider 22nd St. and Pacific Avenue on a weekend. And if there will not be increased traffic, there is no need for parking. For whom are these parking lots intended? There are already several under utilized lots in the area (see photos).

89B

The Port has switched the plans. We need to revitalize our downtown. Parking should be used to support the downtown businesses. Belmont Shores is an example of a success story. We can have that rather quickly - the infrastructure is already in place and San Pedro would have a unique charm. Parking on 22nd street would be bad for the majority of existing business and a serious misuse of the Tidelands Trust.

89C

We want the beautiful park for our community that we were promised. It would be good for our children, good for the businesses of San Pedro, and good for the Port's presence in this community. It's even in your own publicity images.

89D

Please also hold in mind the aesthetic considerations. The huge signs are HIDEOUS at the new Fisherman's area. We love our town! Please don't promote such a callous branding of San Pedro.

89E

Thank you for your attention.

89. Susan Rawcliffe (July 22, 2005)

Response to Comment 89A

LAHD acknowledges the commenter's desire for a park in the 22nd Street Landing Area. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for details regarding changes to the project. Specifically, LAHD proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area.

Response to Comment 89B

The traffic impacts of the project were analyzed in the IS/MND and found to be less than significant. The parking areas would not generate more traffic, but would rather serve existing uses. Please refer to the response to Comment 89A.

Response to Comment 89C

Revisions to the San Pedro Waterfront Enhancements are shown in Chapter 1 of the document. LAHD acknowledges the commenter's opposition to the parking area proposed for the 22nd Street Landing Area; however, LAHD does not agree that the parking would be bad for businesses in the area. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for details regarding parking needs. In addition, the project is being constructed for Port maritime-related uses and does not violate the Tidelands Trust.

Response to Comment 89D

Please see response to Comment 89A.

Response to Comment 89E

LAHD acknowledges the commenter's opposition to the choice of signage at the Fishermen's Park. The impacts from the signs were analyzed in the IS/MND and were determined to be less than significant. However, in response to comments received, LAHD has removed this project element. Signage will be a topic at the public design workshop.

Comment Letter 90. Angela Reynolds (July 22, 2005)

July 22, 2005

Mr. Ralph Appy
 Director of Environmental Management
 Port of Los Angeles

Dear Mr. Appy:

Following are my comments on the San Pedro Waterfront Enhancements Project:

Project Segmentation

CEQA guidelines define a project as the whole of the action that may produce direct or foreseeable indirect physical change to the environment. The project described in the San Pedro Waterfront Enhancement MND is a part of the "Bridge to Breakers" Master Plan, which has yet to be studied in an EIR. The project analyzed in the MND should be included in the Master Plan EIR. Analyzing it as a related project violates the intent of CEQA, that is to give the decision makers and the public an accurate picture of environmental impacts of the entire Bridge to Breakers Master Plan project.

90A

Cumulative Analysis

The MND is inadequate because it does not consider the cumulative impacts of the Master Plan project as a whole. It should be studied as part of the Master Plan EIR, which will include a cumulative analysis.

90B

Methodology

The project should be considered as a whole and not as separate parts. In this type of analysis, there will certainly be, at the very least, impacts to air quality that cannot be mitigated below significance as San Pedro is part of the SCAQMD, a non-attainment area. Any environmental impacts that cannot be adequately mitigated must be presented in an EIR.

90C

Please include me in all future noticing for environmental review of Port of Los Angeles projects.

90D

Thank You,

Angela Reynolds
 1062 W. 36th Street
 San Pedro, CA 90731

90. Angela Reynolds (July 22, 2005)

Response to Comment 90A

The commenter suggests that the San Pedro Waterfront Enhancements project is part of the larger Bridge to Breakwater Project—as being segmented or piecemealed—and that the San Pedro Waterfront Enhancements Project should be analyzed as part of the Bridge to Breakwater CEQA analysis and not through a separate CEQA process.

The proposed San Pedro Waterfront Enhancements Project has not been segmented or piecemealed from the Bridge to Breakwater Project, and it is a separate and independent project.

LAHD recognizes that in the State CEQA Guidelines, under the discussion of the definition of a “project,” a lead agency must describe the “whole of the action,” evaluating the environmental impact of all phases of a project, and is not permitted to segment or piecemeal a project into small parts (State CEQA Guidelines Sections 15063, 15378). Under the segmenting rule, all interrelated and interdependent components of a project and all future phases of a project must be analyzed in one CEQA document. Activities related in location or similar purposes are not required to be included as part of a single project within the CEQA document where the activities have independent utility and do not rely on other projects’ approval for its own approval. For example, when one action is not a reasonably foreseeable consequence of another action, the separate actions do not need to be evaluated together.

The Bridge to Breakwater Project is not a future phase of, and is not a reasonably foreseeable consequence of, the San Pedro Waterfront Enhancements Project. The project objectives of the waterfront enhancements project are to enhance public access to and along the waterfront, increase the amount of open space and connectivity of existing public spaces, and to provide alternative transportation opportunities. The stated project objectives of the Bridge to Breakwater Project are much broader, and are intended to be implemented over a 30-year timeframe. Each project stands separately, and neither project relies upon the other’s approval for its own justification.

Additionally, when related activities can proceed without essential public services that would be provided by the other action, the separate actions do not need to be evaluated together. The waterfront enhancements project does not provide essential public services for the Bridge to Breakwater Project. The waterfront enhancements project includes primarily surface improvements such as hardscape and landscape areas throughout the Port. While the Bridge to Breakwater Project would ultimately be located in or around areas currently within the footprint of the San Pedro Waterfront Enhancements Project, it would not require that those components be completed in order for the Bridge to Breakwater Project to be implemented in the future. Both projects stand on their own and exercise independent utility.

The segmenting rule, that an agency may not treat interrelated components of a project as separate projects in separate CEQA documents, relates to the prohibition of an agency from avoiding evaluation of the combined environmental impacts of the larger project (thereby discounting the overall effect of the larger project, such as cumulative impacts, and thereby avoiding the preparation of an EIR). It should be noted that LAHD is not avoiding the preparation of an EIR for the Bridge to Breakwater Project, as a full EIS/EIR is currently under preparation. The impacts of this separate project will be fully disclosed along with any cumulative impacts from all reasonably foreseeable probable future projects, including the proposed waterfront enhancements project. The impacts from the waterfront enhancements project were evaluated on their own merits and determined to be less than significant with mitigation incorporated, allowing for the preparation of an MND for the proposed project. The San Pedro Waterfront Enhancements Project has not been segmented from the Bridge to Breakwater Project for the purposes of avoiding full disclosure of environmental impacts.

The San Pedro Waterfront Enhancements Project is not part of a larger, future development. CEQA states that if projects are integral parts of each other, they must be analyzed as one project because they are essentially one action. The San Pedro Waterfront Enhancements Project is not dependent on any other project and no other project is dependent on it. It has independent utility and therefore can be analyzed alone. The impacts from the project have been determined as less than significant and, therefore, do not need to be analyzed with an EIR.

Response to Comment 90B

Cumulative impacts of the project are discussed in Chapter 3, Section XVII, “Mandatory Findings of Significance,” Page 3-83 in the IS/MND. The project is only developing surface enhancements and is not expected to cause significant impacts of any kind or result in impacts that are cumulatively considerable. Direct and cumulative impacts from future waterfront development plans, like the Bridge to Breakwater Master Plan, will be analyzed in a Draft EIS/EIR, which is expected to be released for public review and comment in late 2006.

Response to Comment 90C

This project was studied in conjunction with other cumulative projects. As an individual project, air quality impacts have been found to be less than significant. Because the impacts are below thresholds, they are considered to be cumulatively less than significant even though the area is currently in nonattainment. For more information, please see Section III, “Air Quality,” on Page 3-12 of the IS/MND. For issues relating to separating the project into parts, please see response to Comment 90A.

Response to Comment 90D

The commenter will be included in future noticing and correspondence for the proposed project.

Comment Letter 91. Pamela Roehrig (July 22, 2005)

From: <Karatpatch@aol.com>
To: <jgreenrebstock@portla.org>
Date: 7/22/05 7:33AM
Subject: 22nd Street parking

My name is Pamela Roehrig and my address is 2838 So. Gaffey Street, San Pedro 90731. I am entirely in favor of additional parking across the street from Cabrillo Beach Yacht Club and the neighboring businesses on 22nd Street. The parking area is absolutely needed.

Thank you.

Pamela Roehrig
310-831-6474
karatpatch@aol.com (mailto:karatpatch@aol.com)

91A

91. Pamela Roehring (July 22, 2005)

Response to Comment 91A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 92. Fran Siegel (July 20, 2005)

Fran Siegel
2130 South Pacific Avenue
San Pedro, CA 90731

July 20, 2005

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

Dear Dr. Appy:

I have reviewed the San Pedro Waterfront Enhancements Project Mitigated Negative Declaration, and I am writing to submit my comments. While I am pleased that this project is underway, I have listed my concerns below. I assume that you will agree that replacing the waterfront with a giant parking lot and billboards is hardly an "enhancement".

WHY SO MUCH PARKING?

The entire project appears to be designed around parking lots. In fact 25% of the entire project (11 acres of parking), most of which is located at the 22nd Street Waterfront area is absurd and a terrible disappointment. The report specifies that "the project is meant to improve the existing waterfront amenities for the benefit of existing users, and enhance the aesthetic conditions within the project area." The report continues: "Therefore the project is not considered growth-inducing, nor would it generate a substantial increase in vehicle trips to the area." In conflict with this statement is the amount of parking spaces. Parking spaces=cars. If this is the case then an environmental study must be in order. I am opposed to your plan to develop parking on this precious coastal property.

92A

22nd STREET LANDING The recent bike and walking paths just below Crescent Street that are just above this field are already well used and loved by our community. The field is a natural extension of this. The well-landscaped open waterfront park, perhaps with an inlet or unique coastal water feature, was what most residents understood would be a major feature of the Waterfront Enhancements Project. Furthermore, the peculiar configuration of the proposed twin parking lots connected by an overly wide path at 22nd street is obviously a "reservation" for something else (perhaps two high rises?)

92B

PUBLIC RELATIONS

I think that it is dishonest for the port to request a response from the San Pedro community on plans that are not the full picture. At this point I think that this port would be wise to come clean with the people of San Pedro. The port has generated a long history of this type of miscommunication. If they want the people of San Pedro to work WITH them then they should be honest, rather than just going through the motions. This is insulting and makes for bad community relations.

92C

DOWNTOWN

I believe that the entire plan should be centered around San Pedro's Historic Downtown commercial district and radiate outwards. Parking should put visitors in locations that are central to these commercial districts. There are numerous successful examples of this (Pasadena, Culver City, Belmont Shores, etc.) Local business owners, would clearly benefit from this configuration. Parking, should be located compactly in multi-level structures in areas downtown. If parking were centrally located within the area of stores and shops people would be more likely to purchase items because their cars would be conveniently nearby. Visitors should take trolleys to the predominately pedestrian beach and park(s), but return to our commercial areas for lunch, dinner or shopping before they leave San Pedro. Mass parking on 22nd Street is contrary to the revitalization and survival of our historic downtown and unique Ports O'Call.

92D

SIGNAGE AT FISHERMAN'S PARK

Loud garish 55 foot tall 40x60 foot lighted signage is another form of visual pollution. Throughout successful urban developments the focus has been on beautifying the aesthetics of the ACTUAL surroundings, not creating cheap looking advertising-like Billboards. WE NEED OUR WATERFRONT CLEANED UP. Not cheap signs that make us think we are

92E

Comment Letter 92. Continued

at a has-been theme park. The unsuccessful abandoned area near the Aquarium of Long Beach has just that. Let's NOT repeat the same mistake!

Additionally I feel that it is important to note that while comments were officially requested for the San Pedro Waterfront Enhancements Project, the Port did not make it easy to obtain the materials.

- When I tried to obtain a hard copy I was told that they had run out.
- A representative of the Port attended the Neighborhood council meeting WITHOUT providing hard copies
- The website address that was given to download materials was not straightforward
- Last minute changes to the plans including the mysterious parking lots on 22nd street were not presented to the community at multiple earlier meetings. Therefore, most of the public still believes that they are getting a park at the 22nd Street landing site.

Please incorporate these comments, concerns and suggestions into the record regarding the San Pedro Waterfront Enhancements Project.

Sincerely,

Fran Siegel
San Pedro Resident

**92E
(cont.)**

92F

92. Fran Siegel (July 20, 2005)

Response to Comment 92A

LAHD acknowledges the commenter's opposition to the parking on the site across from 22nd Street Landing Area. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of revisions to the project, which include reductions in parking. For revisions to the 22nd Street Landing Area, please focus on revised Figure 2-17 and revisions to Page 2-10 for a more detailed discussion. After reviewing the need for parking in the 22nd Street Landing Area and considering additional public input, LAHD has revised the proposed project to include 175 parking spaces.

The parking area would serve existing traffic and would not generate new trips. The project's effects on growth are considered to be negligible. This is based on the conclusion that upon construction completion, the project would generate approximately 223 new trips per day from 5th Street to the beach. The project does not include land uses that generate significant amounts of new people or traffic. The traffic generation is a factor of the proposed public open space.

While the project is not significantly growth inducing, it will cause a small amount of additional daily trips, including trips to the new open space area on the 22nd Street site. New traffic generated would be minimal and would not cause significant growth.

Response to Comment 92B

The coastal water feature was part of an earlier version of the Bridge to Breakwater Project and was never envisioned to be part of the San Pedro Waterfront Enhancements Project. The San Pedro Waterfront Enhancements Project is not a reservation for something else. The site enhancements are intended to serve the existing community and Port need and in no way imply a decision on the site's use in future projects. Please also refer to response to Comment 92A.

Response to Comment 92C

LAHD has represented the project as proposed under the San Pedro Waterfront Enhancements Project IS/MND and Errata and has made information on the project available to the public as required by CEQA.

Various concepts for future waterfront development plans under the Bridge to Breakwater Project are undergoing review. The Draft EIS/EIR is expected to be released for public review and comment in late 2006. Please refer to revisions to Page 2-14 in the Errata for more detail regarding the relationship of the San Pedro Waterfront Enhancements Project to future waterfront plans.

Response to Comment 92D

Shared parking strategies with downtown San Pedro are being considered as part of future waterfront development plans.

Response to Comment 92E

Aesthetic impacts, including those from the proposed sign, were analyzed in the IS/MND and were determined to be less than significant. LAHD acknowledges the commenter's opposition to the choice of signage incorporated in the project. In response to comments received, the LAHD has removed the Fishermen's Park sign from the project. Signage will be discussed at a future public design workshop.

Response to Comment 92F

Please refer to the response to Comment 14H and 41D. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 93. Andrew Silber (July 18, 2005)

The Whale & Ale
327 West 7th Street
San Pedro, Ca 90731
310 832 0363 www.whaleandale.com

**The Honorable Mayor Antonio Villaraigosa
Office of the Mayor of Los Angeles
CA 90012**

Re: Waterfront Development, San Pedro

Dear Mayor Villaraigosa,

As you are probably aware, this region of Los Angeles has been badly neglected by city administrations for many decades until around 2001 when it began to receive some of the attention that it so richly deserves.

We are proud to be a part of Los Angeles and look upon it as a wonderful city. However previous mayors and councils have dismissed this beautiful part of LA as an industrial zone.

Now that an attempt is being made to develop the Los Angeles waterfront wisely, I urge you to support and further the steps already taken towards making San Pedro a world class tourist destination.

Please bear in mind that LA has very few stretches of coastline in its purview, and yet it is know worldwide as a coastal/beach city.

93A

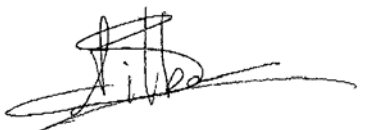
Comment Letter 93. Continued

While those stretches belonging to LA (Venice, San Pedro) have been neglected in the past by mayors who lacked vision and imagination, there is no reason why the damage cannot be undone by a leader with perception and determination. Other small cities between Malibu and Seal Beach, (without the power, money or prestige of the second city of the United States), have done wonders with their waterfront and I am sure that, with your guidance, so can Los Angeles.

**93A
(cont.)**

Thank you for taking the time to consider this request.

Yours sincerely,



Andrew Silber
Owner – The Whale & Ale

93. Andrew Silber (July 18, 2005)

Response to Comment 93A

LAHD acknowledges the commenter's support for waterfront development in San Pedro.

Comment Letter 94. Robert Silence (July 22, 2005)

Robert Silence
1356 West 37th Street
San Pedro, CA 90731

July 22, 2005

Dr. Ralph G. Appy
Port of Los Angeles, Environmental Management Division
425 S. Palos Verdes St.
San Pedro, California 90731

Re: "Parking Space" does not constitute "Open Space"

Dear Dr. Appy:

The special interests of big business are taking over the world, one politician at a time. To do my part to counteract this trend, I am reminded of the adage: "Think Globally; Act Locally"

To this end, I am hereby voicing my opposition to parking lots being placed anywhere in the vicinity of 22nd Street. Despite whether it may be illegal, or may be carefully constructed to just fit in under the law, it's just plain wrong.

Sincerely,

ROBERT SILENCE

94A

94. Robert Silence (July 22, 2005)

Response to Comment 94A

LAHD acknowledges the commenter's opposition to parking lots in the vicinity of 22nd Street. Please refer to Chapter 1 of this document for a summary of changes to the project, including reductions in parking. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 95. Donald Stein (July 25, 2005)

From: "Don Stein" <westind@verizon.net>
To: "Jan GreenRebstock" <JGreenRebstock@portla.org>
Date: 7/25/05 2:28PM
Subject: RE: San Pedro Waterfront Enhancement Project

Didn't know address is required. It is: Donald Stein, 70-699 Halper Lake Drive, Rancho Mirage, CA 92270. Summer Address: P.O.Box 2254, Friday Harbor, WA 98250. Correspondence addressed to Rancho Mirage is sent to WA weekly so use it as the mailing address. Thanks. Don Stein

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

From: Jan GreenRebstock [mailto:JGreenRebstock@portla.org]
Sent: Monday, July 25, 2005 12:27 PM
To: Don Stein
Subject: Re: San Pedro Waterfront Enhancement Project

Hi Don - we have received your comment. Please also include your address, as requested in the attached public notice. Thanks, Jan

>>> "Don Stein" <westind@verizon.net> 07/25/05 7:42 AM >>>
As a long time member of Cabrillo Beach Yacht Club (55 years) which was preceeded by many years of sailing and related activities on Terminal Island and in Fish Harbor, I can attest to the need for adequate facilities for recreational uses in Los Angeles Harbor. With the fishing and canning activity long gone, it would seem encumbent upon the Port to provide for other means of income and development in addition to shipping functions. I support the proposed parking across 22nd Street from Cabrillo Beach Yacht Club where the need for additional parking for guests and members is essential for its operations and especially for guests attending functions.

I have been traveling and not able to respond in a more timely manner. I do hope you will give due consideration to this issue.

Donald Stein, Staff Commodore CBYC
Tel: (360) 378-8870
Fax: (360) 378-7152

95A

95. Donald Stein (July 25, 2005)

Response to Comment 95A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which include the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Crosswalks across 22nd Street to connect parking with existing uses will be installed. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 96. Maggie Tennesen (July 21, 2005)

From: Maggie Tennesen <mtennese@earthlink.net>
To: <jgreenrebstock@portla.org>
Date: 7/21/05 10:19AM
Subject: Parking in San Pedro

Dear Jan,

With regard to the San Pedro Waterfront Enhancement Project, I wish to express my strong objection to removing park space for kids and replacing it with 800 parking spaces for cars. We have enough parking. We need more parks.

Please make my views heard at the Friday's open meeting.

Best,

Maggie Tennesen
1878 W. 261 St.
Lomita, CA 90717
Phone: 310-530-0439
Cell: 310-738-9107
Fax: 310-539-1409
E-mail: mtennese@earthlink.net
Web: www.maggietennesen.com

CC: Antonio Villaraigosa <mayor@lacity.org>, Janice Hahn <hahn@council.lacity.org>

96A

96. Maggie Tennesen (July 21, 2005)

Response to Comment 96A

LAHD acknowledges the commenter's opposition to the proposed parking along 22nd Street, as described in the MND. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of revisions to the project, which include reductions in parking. For revisions to the 22nd Street Landing Area, please focus on revised Figure 2-17 and revisions to Page 2-10 for a more detailed discussion. After reviewing the need for parking in the 22nd Street Landing Area and considering additional public input, LAHD has revised the proposed project to include 175 parking spaces (1.6 acres) and 16.6 acres of public open space. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 97. Michael Tennesen (July 21, 2005)

From: tennesen@earthlink.net
To: Jan GreenRebstock <JGreenRebstock@portla.org>
Date: 7/21/05 9:03PM
Subject: Re: SAN PEDRO WATERFRONT ENHANCEMENT PROJECT

Dear Jan,

Telling me to watch the Port of Los Angeles Web site to know when this matter will appear is an attempt to blow me off. Why don't you let me and the other concerned citizens on this email know when it comes up, please.

97B

Michael Tennesen

Jan GreenRebstock wrote:

> Hi Michael,

>

> Thanks for your comment letter. The Port is not holding a public meeting this Friday regarding the project. Public comment will be received by the Board of Harbor Commissioners, at one of their regularly scheduled meetings, before considering project approval and the Mitigated Negative Declaration for the San Pedro Waterfront Enhancements Project. At this point we are not sure which board meeting date this will occur. Please watch the board meeting agendas posted on the Port of Los Angeles website: www.portoflosangeles.org.

>

> Thanks,

>

> Jan

>

> ~~~~~

> Jan Green Rebstock

> Environmental Specialist

> Port of Los Angeles

> 310.732.3949

> jgreenrebstock@portla.org

>

>

>

>>>>tennesen@earthlink.net 07/21/05 9:06 AM >>>

>>>

> Dear Jan,

>

> With regard to the San Pedro Waterfront Enhancement Project, I wish to express my strong objection to removing park space for kids and replacing it with 800 parking spaces for cars. We have enough parking. We need more parks.

>

> Please make my views heard at the Friday's open meeting.

>

> Best,

>

> Michael Tennesen

> 1878 W. 261 St.

> Lomita, CA 90717

> Phone: 310-530-0439

> Cell: 310-892-9107

> Fax: 310-539-1409

97A

97. Michael Tennesen (July 21, 2005)

Response to Comment 97A

Please see the response to Comment 96A.

Response to Comment 97B

The Port of Los Angeles website is the official venue for public notification: it is the most accurate and immediate way to stay abreast of the Board of Harbor Commissioners' agenda. At the time comments on the IS/MND were received, the San Pedro Waterfront Enhancements Project had not been placed on the Board's agenda for consideration. The Port has issued a press release announcing the posting of the Errata, Comments, and Response to Comments to the IS/MND to the Port's website for public review prior to the Board's consideration of the project. An email announcement was also distributed.

Comment Letter 98. Michele Thibeault (July 25, 2005)

Michele A. Thibeault
430 West 40th Street
San Pedro, CA 90731
310 831 8205/ thibeau7m@aol.com

July 25, 2005

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

Fr: Michele Thibeault

Dear Dr. Appy:

Regarding the port's use of the 22nd Street location as a parking lot, allow me to ditto the concerns of my many friends and acquaintances living here in picturesque, historic San Pedro. We urge you to uphold the environmental integrity of our town's natural wetlands and disallow any activity (parking) which would hamper its development into a premier coastal parkland. More green belt and parks -- nothing less, nothing more.

Thank-you,

Michele A. Thibeault
430 W 40th Street
San Pedro, CA 90731

Educator and Point Fermin resident

98A

98. Michele Thibeault (July 25, 2005)
Response to Comment 98A

Please see the response to Comment 96A.

Comment Letter 99. Dale Thompson (July 18, 2005)

Page 1 of 1

From: Dale Thompson [sail4dale@sbcglobal.net]
Sent: Monday, July 18, 2005 4:32 PM
To: jgreenrebstock@portla.org
Subject: Cabrillo Beach development
L.A. Harbor Department
Environmental Management Division
425 S. Palos Verdes St., San Pedro, CA 90731
Attn: Dr. Ralph Appey
re: San Pedro Waterfront Enhancement Project

As a member of the Cabrillo Beach Yacht Club, I would like to also express my support for the parking that is proposed across 22nd St. from the Club.

Cabrillo Beach Yacht Club has for many years requested additional parking with the Port of Los Angeles as the parking currently available is inadequate. The Club currently does not have parking for visitors or guests for any of our club and community functions.

The proposed parking will fill a very large need for the Yacht Club.

Staff Commodore Dale Thompson

99A

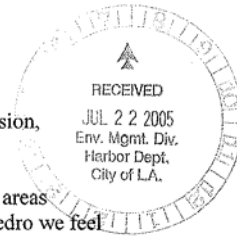
file://G:\SoCal_Team\2_PROJECTS\POLA\04591.04%20PD#22_SP Surface Enhancem... 7/21/2005

99. Dale Thompson (July 18, 2005)

Response to Comment 99A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which include the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Crosswalks across 22nd Street to connect parking with existing uses will be installed. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 100. Amy Thornberry, Jim Pike, and Heather Dreiske (July 22, 2005)



Dear Ralph G. Appy, Port of Los Angeles Environmental Management Division,
And others concerned:

We are adamantly opposed to allowing Rancho Palos Verdes to use our park areas (potential and existing) for parking lots. As residents and investors in San Pedro we feel this to be abominable and would anything BUT add to beautification of our town. As a family we enjoy the newly created Crescent Ave Bike Path and see it as a true improvement. We walk often around the Marina and 22nd Street Landing. We feel the proposed addition of 800 new parking spaces and 700 at Sampson and 22nd St to be an obvious overestimate of what is needed for San Pedro residents.

100A

As investors and residents, we envision a true beautification of our harbor area. We feel that if our land is used as a parking pit for already more beautiful areas, San Pedro will not improve and it's businesses will fail to prosper and residents will move on when they are able (usually they move to Rancho Palos Verdes).

Regarding other parts of the plan:

We like the Berth 78 Piers and the expansion of "Fisherman's Park," but we do not like the proposed signs. Having grown up in Monterey, Ca, and seen the successful beautification and redevelopment of their Cannery Row, we feel it is possible to grow and prosper financially BY maintaining the unique small town character cherished by the community here in Pedro, as prospers Monterey. Their property values are among the highest in the nation and they are an international tourist destination, not by adding huge flashing signs and parking lots, but by adding greenery and preserving small town charm.

100B

We hope the same for San Pedro.

Thankyou

Amy Thornberry and Jim Pike
1055 W. 17th St
San Pedro, Ca. 90731

Heather Dreiske
1725 S. Center
San Pedro, Ca. 90731

100. Amy Thornberry, Jim Pike, and Heather Dreiske (July 22, 2005)

Response to Comment 100A

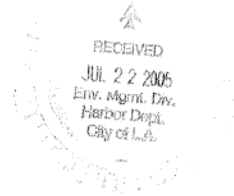
LAHD acknowledges the commenters' opposition regarding the parking areas on 22nd Street. The parking lots are not intended to serve residents of Rancho Palos Verdes. They are intended to support the existing Port uses, visitors to public open space, and event parking. LAHD acknowledges the commenter's opposition to project elements proposed for the 22nd Street area as described in the MND. Please refer to Chapter 1, "Errata to the MND," for a summary of all revisions to the project. Specifically, revised Figure 2-17 provides an updated site plan for the area, which has been modified to include 16.6 acres of public open space and 1.6 acres of parking. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion.

Response to Comment 100B

LAHD acknowledges the commenters' opposition to the choice of signage at Berth 78 and Fishermen's Park. In response to comments received, the LAHD has removed the Fishermen's Park sign from the project and has substantially downscaled the Berth 78 identity sign (See Figure 2-13 in Chapter 1, Errata to the IS/MND). The Board of Harbor Commissioners will consider the comment during their deliberations on the project.

Comment Letter 101. Kristian Todd (July 22, 2005)

July 22, 2005



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

RE: San Pedro Waterfront Enhancements Project
Mitigated Negative Declaration

Dear Dr. Appy:

The San Pedro community needs the Waterfront Enhancement Project and I support the project. This beautification and waterfront access improvements will greatly improve the waterfront for the local community, for visitors and for local business.

The San Pedro Waterfront Enhancements Project consists of:

- Improvements and construction of new pedestrian walks and plazas
- Ten acres of green public open spaces and associated parking
- Two upland pedestrian linkages
- Landscaping linking Port waterfront attractions
- Streetscape and intersection improvements
- Installation of a pedestrian rail crossing

The parking available for visitors to Ports O'Call is severely limited and expanded parking is needed to accommodate local and regional visitors. I support the San Pedro Waterfront Enhancement Project.

Please help this valuable resource

Name

Kristian Todd

Address

*14392 Gainew Lane
Huntington Beach, Ca 92647*

The deadline for comments is July 22, 2005 and may be faxed to: 310 547-4643

101A

101. Kristian Todd (July 22, 2005)

Response to Comment 101A

LAHD acknowledges the commenter's support for the project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 102. Mark Trutancih (July 21, 2005)

From: <mtrutancih@tor.moog.com>
To: <Jgreenrebstock@portla.org>
Date: 7/21/05 12:13PM
Subject: WATERFRONT RESTORATION

Dr. Ralph Appy
Port of Los Angeles
Director of Environmental Management

Dear Dr. Appy:

I have lived in San Pedro for all of my life with the exception of my college days. I have visited many places both throughout the United States and the rest of the world. Despite all of these travels I still call San Pedro home! I listened to a presentation on the Bridge to Breakwater project about a month ago while attending a dinner at the Dalmatian American Club in San Pedro. The presenter was a Port engineer named Sal and he did a very thorough job giving us the details of the comprehensive project. I especially liked the combination of large green spaces combined with new marinas, restaurants and the 7 mile boardwalk. I spent a few years working at the fish market near Ports-o-call Village while I was in high school and so I have many fond memories of the area.

I want you to know that I support the San Pedro Waterfront Enhancement Project. I feel that the proposed neon San Pedro sign will help attract visitors to Ports-o-call village. Also, it's about time the port did something in the 22nd Street area. I understand that there will be a 7 acre grass area across the street from 22nd Street Landing and parking lots for the park, Cabrillo Yacht Club, and the 22nd Street Landing area. Parking has been a big problem there for many years. I also understand that a total of 30 acres of park will eventually be around that site. Please make sure to include plenty of parking since people will need places to park and enjoy this once it is all done.

I have a large extended family and everyone that I have spoken with also agrees that these improvements will be a welcome improvement.

Sincerely,

Mark Trutancih
2650 S Patton Ave.
San Pedro, CA. 90731
310-831-6275

102A

102. Mark Trutancih (July 21, 2005)

Response to Comment 102A

LAHD acknowledges the commenter's support for the project. The San Pedro Waterfront Enhancements Project proposes to provide 16.6 acres of public open space at the 22nd Landing area, which would include 4.6 acres of grass and 12 acres of vegetative groundcover. The existing parking along 22nd Street would be expanded to include a total of 175 spaces to serve open space visitors and existing Port customers in 22nd Street Landing Area, which includes the Cabrillo Beach Yacht Club. Visitors to the open space area will also be encouraged to use the existing parking at 22nd Street and Miner Street. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in Chapter 1, "Errata to the MND," of this document for a more detailed discussion. Configuration of the parking and public open space will be the subject of a future public design workshop. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

The 30 acres of park mentioned is not a part of the San Pedro Waterfront Enhancements Project, but is a concept of the Bridge to Breakwater Project. The Bridge to Breakwater Project is currently under environmental review, and an opportunity for public comment on the Draft EIS/EIR is expected to occur in late 2006.

Comment Letter 103. Lora Urban (July 25, 2005)

From: "Lora Urban" <lora@cus4rent.com>
To: "Jan GreenRebstock" <JGreenRebstock@portla.org>
Date: 7/25/05 1:53PM
Subject: RE: Parking on 22nd Street, San Pedro

I Live at 221 W. 22nd Street, San Pedro, CA

-----Original Message-----
From: Jan GreenRebstock [mailto:JGreenRebstock@portla.org]
Sent: Monday, July 25, 2005 12:41 PM
To: Lora Urban
Subject: Re: Parking on 22nd Street, San Pedro

Hi Lora - we have received your comment letter. Please also include your address, as requested in the public notice (attached). Thanks, Jan

>>> "Lora Urban" <lora@cus4rent.com> 07/22/05 3:54 PM >>>
Parking is an essential part for me I live on 22nd street and there is no parking except on the street. This can be very dangerous at times. Please consider making more parking for the restaurant and Cabrillo Beach Yacht Club. Thank You

103A

103. Lora Urban (July 25, 2005)

Response to Comment 103A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 104. Joe and Cheryl Utovac (July 19, 2005)

From: "Cheryl Utovac" <utro@pacbell.net>
To: <jgreenrebstock@portla.org>
Date: 7/19/05 10:41PM
Subject: San Pedro Waterfront.....

LAHD Environmental Management Division:

Just a short note to let you know that we are very much in favor of the San Pedro Waterfront Enhancement Project, Bridge to Breakwater.

Keep up the good work, so far things look great.....

Joe & Cheryl Utovac
Utro's At The Wharf

104A

104. Joe and Cheryl Utovac (July 19, 2005)

Response to Comment 104A

LAHD acknowledges the commenter's support of the San Pedro Waterfront Enhancements Project. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project. The Bridge to Breakwater Project is currently undergoing environmental review, and a Draft EIS/EIR is expected to be released for public comment in late 2006.

Comment Letter 105. William Vaughan (July 21, 2005)

From: "Vaughan, William" <wvaughan@lmu.edu>
To: <jgreenrebstock@portla.org>
Date: 7/21/05 9:17AM
Subject: SAN PEDRO WATERFRONT ENHANCEMENT PROJECT

Dear Jan,

In regards to the San Pedro Waterfront Enhancement Project, I wish to express my strong objection to removing park space and replacing it with 800 parking spaces for cars. We have enough terminal service. We need more parks and quality of life enhancement.

PLEASE make my views heard at the Friday's open meeting and call me in your need.

Best,

William Vaughan
940 La Alameda Ave.
San Pedro, CA 90731
(310)345-5783

105A

105. William Vaughan (July 21, 2005)

Response to Comment 105A

LAHD acknowledges the commenter's opposition to project elements proposed for the 22nd Street Landing Area as described in the MND. The project would not remove existing park space. Please refer to Chapter 1, "Errata to the MND," for a summary of all revisions to the project. Specifically, revised Figure 2-17 provides an updated site plan for the area, which has been modified to include 16.6 acres of public open space and 1.6 acres of parking. Please refer to the revisions for Page 2-10 regarding the 22nd Street Landing Area in the Errata for a more detailed discussion. Configuration of parking and open space elements will be the subject of a future public design workshop. The comment will be considered by the Board of Harbor Commissioners' deliberation on the project.

Comment Letter 106. William Vaughan (July 21, 2005)

WILLIAM VAUGHAN
940 la alameda avenue, san
pedro, California 90731
(310) 345-5783,
williamvaughan@peoplepc.com

07/22/2005

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

A resident opposed to the new definition of "parkland" as having any resemblance to "event parking", I am astounded at the consideration of preciously potential open space, waterfront land, opportunity for community quality, obvious need relative to greater Los Angeles' would be converted to short falls in livability quotients, shortsighted values, private land grab, lawless anti social action and further lining of self interested wealthy pockets.

Given the president has already been set for the removal of coastal access from general public interests, I can understand a decision to continue this callous road to a "Trump event shuttle staging area". But that doesn't make it right...!

Oh, if only we could for once take the high road in the San Pedro Waterfront Enhancements Project, build air, allow water, install vegetation, add to the need, not shave away our hopes and dreams.

Can the community of San Pedro celebrate in a realized dream by inviting, from all over the world, peoples, businesses, revelers, travelers, artists, families, TAX REVENUES, and a long term livability quotient to finally take hold? Not if we drop the ball. Please, say no to Donald. Say no to quick and slippery relationships and invest in the people of San Pedro, Los Angeles, Southern California, please. Please, no more parking lots.

Thank you.

Sincerely,

William Vaughan

106A

106. William Vaughan (July 21, 2005)

Response to Comment 106A

Please see the response to Comment 105A. The parking enhancements proposed in the San Pedro Waterfront Enhancements IS/MND is strictly for Port-related uses only. In addition, there are currently no agreements or future plans to provide parking facilities for non-Port related activities, including Ladies Professional Golf Association events. LAHD acknowledges the commenter's opposition to more parking lots. The Board of Harbor Commissioners will consider the comment during deliberations on the project.

Comment Letter 107. Andrea Vona (July 22, 2005)

Andrea Vona
1619 S. Centre Street
San Pedro, CA 90731

July 22, 2005

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

Dear Dr. Appy:

I am writing to submit my comments to the Mitigated Negative Declaration for the San Pedro Waterfront Enhancement Project. I am a resident of San Pedro and a direct receptor to the proposed project.

Section 2.4.6 and Parking

Within the project description and the discussion of transportation/traffic impacts, the IS/MND states that this project "is intended to be used by community residents and visitors who are already near the Port for other purposes. The IS/MND also states, "Therefore, the project is not considered growth inducing, nor would it generate a substantial increase in vehicle trips to the area." Since the project is not intended to be growth inducing, the need for the construction of an 800 space parking area has not been justified or explained. In addition, the visitor projections as cited by the Institute of Transportation Engineers in the discussion of transportation/traffic impacts, do not support the need for additional parking spaces as presented in the project description. Lastly, the large existing parking area located at 22nd Street and Miner was not considered as an area of alternative parking in this plan.

107A

Section 2.3 Project Objectives

The project objective of "providing alternative transportation opportunities to reduce vehicle trips" is a favorable and strong project objective. To further support this objective I recommend the creation of a linkage from the newly constructed bicycle path along Crescent Avenue to the San Pedro Slip Overlook, Ports O'Call, and Fisherman's Park. In its current draft, the Angel's Walk Map does not show any connection from the neighborhoods adjacent to Crescent Ave to the waterfront improvements, with the exception of access to 22nd Street.

107B

Thank you for the opportunity to comment on this document and for all of the hard work that has gone into planning the waterfront improvements. Please do not hesitate to contact me at (310) 833-5118 if I can provide any clarifications or additional input.

107. Andrea Vona (July 22, 2005)

Response to Comment 107A

The 22nd Street Landing Area is currently a vacant lot. The original project design in this area, as described in the IS/MND, proposed 5.9 acres of parking. Due to the comments received on the IS/MND regarding this project element, LAHD further evaluated parking needs in the 22nd Street Landing Area. After additional public input the project was modified as shown in revised Figure 2-17 (See Chapter 1, “Errata to the MND,” of this document). The total proposed parking in this area was reduced from 800 spaces to 175 spaces (1.6 acres). Please refer to the revisions for Page 2-10 in Chapter 1, “Errata to the MND,” of this document for more detail.

The project’s effects on growth are considered to be negligible. This is based on the conclusion that upon construction completion, the project would generate approximately 223 new trips per day throughout the entire project area. The project does not include land uses that generate significant amounts of new people or traffic. The traffic generation is largely a factor of the proposed open space.

Response to Comment 107B

LAHD acknowledges the commenter’s recommendations regarding the bike path connection to the proposed development. An access point is proposed at 13th Street along the slope of Bloch Field to the Ports O’ Call area along with a pedestrian pathway through the existing Ports O’ Call parking lot. The Board of Harbor Commissioners will consider the comment during deliberations on the project.

Comment Letter 108. Genesa Wagoner, M.D. (July 7, 2005)

Jan GreenRebstock - TEXT.htm

Page 1

Hello, I am writing to comment on the SP Waterfront project. I am a homeowner on 19th St, near Crescent Avenue, so I have a strong interest in what happens at the 22nd St site. In addition, I have been a pediatrician in San Pedro for the last 10 years so I feel that I have a very good sense for what San Pedro is and should be and how we need to preserve the good things about San Pedro even while updating the area. I am very concerned about the proposed 800 parking spaces for this site. I can't understand why 800 spaces are needed in this area. Most in the area are interested in maintaining most of this site as open area/park area, not concrete and asphalt that will destroy the view of the waterfront. This area should not be over developed with timeshares and hotels that will mar the look and feel of the project. Please consider making this area green and keeping it in line with the more peaceful, small town feel of San Pedro. I also agree with the other comments that were sent by Cathy Ragland. My interests are in line with hers and I feel that she represents the feelings of most that live in the area. Thank you for considering my comments. Genesa Wagoner, MD

108A

108B

Comment Letter 108. Continued

From: "Cathy Ragland" <raglands@earthlink.net>
To: <jgreenrebstock@portla.org>
Date: 7/7/05 9:23PM
Subject: Waterfront Enhancements Project

I have reviewed the San Pedro Waterfront Enhancements Project Mitigated Negative Declaration. I wish to submit the following comments.

>

General

I was unable to attend the informational meeting on February 24 presenting San Pedro Waterfront Enhancements. I did attend a meeting of the PCAC Coordinated Plan Subcommittee on February 9 at which the projects were presented. I came away with the impression that the enhancements were relatively benign beautification/ public access improvement projects that would not require a full EIR. Some of the drawings in the June 2005 document, particularly the >22nd Street plan, depict projects that are far more ambitious than anything I had seen before. I fear that my neighbors, some of whom have made heroic efforts to keep up with the constantly changing development plans, are not aware of the contents of this document and the deadline for comment. I urge the Port to extend the deadline, and to post these documents and the most recent revisions of the waterfront development project description on the web (I could not find them). This would make it easier for people who cannot attend every meeting to stay informed.

The document states that the enhancements are consistent with the waterfront development master plan. I want to point out that there is still an ongoing debate in the community about some key elements of that plan. It looks like the Port is preparing to invest quite a bit of money in these enhancement projects, some of which may have to be altered or demolished during subsequent construction of a consensus project.

Signs

I like the Berth 78 piers and the expansion of "Fisherman's Park", but I do not like the proposed signs. They are too big, and the flashy design sets a tone that is at odds with the objective of preserving the unique small-town character of San Pedro. They are more consistent with the big modern development envisioned by the Port and EEK/Gafcon, than the low-profile, limited-

Comment Letter 108. Continued

development concept preferred by most members of the community. If there is a need to mask a view of storage tanks at Fisherman's Park, why not just plant a few more strategically placed trees?

Cabrillo Beach

I really like the idea of a wider pedestrian walkway along the inner beach.

The drawing appears to show the walkway between the aquarium and the inner beach as stopping traffic from Stephen White Drive from entering the beach parking. If this is what is intended, it would create a "significant" change in traffic patterns that should be fully evaluated/mitigated. It would lead to an increased use of 22nd Street to Via Cabrillo Marina, an area that is already experiencing traffic hell.

22nd Street Site

At the February 9 meeting of the Coordinated Plan Subcommittee, Sal Zambrano gave a report on the proposed enhancements. He talked about a modest increase in the amount of parking on the 22nd Street tank farm site, and the placement of sod on about 6 acres between 22nd Street and the proposed re-aligned Harbor Blvd. At the time, I suggested that the sod should cover more than six acres.

The Coastal San Pedro Neighborhood Council has passed a resolution asking the Harbor Department to immediately place sod on the entire site and remove all restrictive fencing so that the public could utilize the open space during the waterfront development planning process. I welcome the Port's decision to place sod on at least part of this site. However, other elements of the "enhancement" plan are very troubling. The total amount of "green" open space proposed is less than the amount of hard ground cover. In total, 800 new parking spaces are proposed. I do not object to increasing the parking for existing businesses (Yacht Club and 22nd Street Landing),

Comment Letter 108. Continued

but the amount of new parking in the proposal is completely out of line with any reasonable estimate of what may be actually needed.

The document states that there would be a “less than significant impact on traffic” as a result of the project, based on an estimate of 5 vehicle trips per day per acre of city park. If that is the case, then about 39 parking spaces should be required to serve the new 7.8 acre park. Why 800 new parking spaces? If the Port intends to utilize 800 new parking spaces, then there are certainly “significant” traffic concerns.

In terms of visual impacts, the document fails to consider the Crescent Ave. Bike Path as a public scenic viewpoint. Since this park overlooks the 22nd Street project area, it is not appropriate to exclude it. What about private scenic viewpoints? Do they not matter? I do not believe that anyone would consider big parking lots to be an aesthetic “enhancement”.

The diagram shows a picture of a poplar tree and a row of green dots. Presumably, the dots at the base of the slope represent a row of poplar trees, which can grow to 75 feet. Residents have made it very clear that they will oppose any project that obstructs views.

The inclusion of some crushed granite paths to provide access to the entire park is fine, but dividing the open space into small parcels limits its usefulness for recreation. This project is clearly designed to preserve the footprint of the EEK/Gafcon development plan. The 22nd Street “enhancement” project should not go forward as proposed, given the widespread opposition to the realignment and elevation of Harbor Blvd. and to the hotel/timeshare developments proposed for this site.

--- raglands@earthlink.net

108. Genesa Wagoner, MD (July 7, 2005)

Response to Comment 108A

LAHD acknowledges the commenter's opposition to the proposed parking along 22nd Street, as described in the MND. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of revisions to the project, which include reductions in parking. For revisions to the 22nd Street Landing Area, please focus on revised Figure 2-17 and revisions to Page 2-10 for a more detailed discussion. After reviewing the need for parking in the 22nd Street Landing Area and considering additional public input, LAHD has revised the proposed project to include 175 parking spaces (1.6 acres) and 16.6 acres of public open space. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

LAHD would like to clarify that this plan does not include any hotels or timeshares. The IS/MND analyzed all traffic impacts caused by the project and they were found to be less than significant.

Response to Comment 108B

Please see response to Comment Letter 88 for responses to comments from Cathy Ragland.

Comment Letter 109. Peter Warren (July 19, 2005)

July 19, 2005

Ralph Appy
 Director of Environmental Management
 Port of Los Angeles
 425 South Palos Verdes St.
 San Pedro

Dear Dr. Appy:

These are my comments on the San Pedro Waterfront Enhancements Project Mitigated Negative Declaration.

The project provides too much parking and for no apparent reason or useful purpose. About 25% of the plan is for parking. Accordingly, it fails to provide a key goal of the purpose of the project, which is to 'provide recreation and open space to the public'. Only an engineer would define paved parking as 'open space.' In particular, the concentration of this parking at the 22nd Street area deprives the community of a precious opportunity to create a large and continuous open recreation and wildlife area along the bridge to breakwater. While there is no apparent use for all this parking, should it be utilized, it would further the pollution in the area. Point Fermin area already suffers from 5-6000 times the USEPA goal for cancer risk due to toxic air pollution, any increase to the dangerously high levels of pollution is an obvious cause for concern.

109A

I find the proposal for Ports O' Call to be deficient and harmful to the community and in violation of requirements for the mitigation of environmental impacts. The extraordinary 55-foot tall 40-x-60-foot lighted sign proposed for Fisherman's Park is so obscene and unnecessary that it approaches the humorous.

109B

I also object to developing an overflow parking lot at Sampson Way and 22nd Street. Overflow parking should be addressed by multi-level structures beneath Harbor Boulevard and near the downtown area, where they could be below and above ground.

109C

The most illogical parts of the project include plans to put parking between people and the waterfront and the defecation of the automobile. We have here an opportunity to create a great park along the lines of Griffith Park, Central Park, The Tuileries or Regent Park. If we build it, the will come and they can park in discrete facilities that do not occupy prime waterfront area.

Were this plan to go ahead, 50 years from now, others will be jackhammering this plan into oblivion.

Conclusions made in the proposal as to absence of impacts verge on the absurd. I point you to the illogic of the section on the addition of 1,500 parking spaces along 22nd Street, which are stated to constitute "Less-Than-Significant-Impact" because "the project is not considered growth-inducing, nor would it generate a substantial increase in vehicle trips to the area."

109D

It is shortsighted and high-handed for the port to conclude that an environmental impact study is unnecessary. However, creation of a great park, perhaps with a coastal inlet that would recreate the marsh in the area near 22nd Street, would be a more creative and, in the long run, a far more attractive and unique use of this environment. It would provide an opportunity to truly develop and acknowledge the unique character of San Pedro.

109E

109F

Sincerely,
 Peter M. Warren
 619 West 38th Street.

109. Peter Warren (July 19, 2005)

Response to Comment 109A

LAHD acknowledges the commenter's opposition to the proposed parking along 22nd Street, as described in the MND. Please refer to Chapter 1, "Errata to the MND," of this document for a summary of revisions to the project, which include reductions in parking. For revisions to the 22nd Street Landing Area, please focus on revised Figure 2-17 and revisions to Page 2-10 for a more detailed discussion. After reviewing the need for parking in the 22nd Street Landing Area and considering additional public input, LAHD has revised the proposed project to include 175 parking spaces (1.6 acres) and 16.6 acres of public open space. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

The project adds minimal traffic, as the parking would largely accommodate existing trips in the area. Therefore, the impacts to air quality are negligible.

Response to Comment 109B

Aesthetic impacts of the project were analyzed in the IS/MND and were found to be less than significant. LAHD acknowledges the commenter's opposition to the proposed sign at Ports O' Call Fishermen's Park. In response to comments received, the LAHD has removed this project element.

Response to Comment 109C

The 22nd Street and Sampson Way area is currently used for event parking and this would continue under the proposed project. LAHD acknowledges the recommendation for moving the parking area and changing its design.

Response to Comment 109D

The project's effects on growth are considered to be negligible. This is based on the conclusion that upon construction completion, the project would generate approximately 223 new trips per day. The project does not include land uses that generate significant amounts of new people or traffic. The traffic generation is largely a factor of the proposed open space (16.6 acres). New traffic generated would be minimal and would not cause significant growth.

Response to Comment 109E

All environmental impacts of the project were analyzed in the IS/MND and found to be less than significant or mitigated to less than significant levels. An

EIR is required if a fair argument can be made based on substantial evidence that a significant impact could occur. Therefore, the project does not require an EIR.

Response to Comment 109F

LAHD acknowledges the commenter's support for the creation of a larger park and coastal habitat. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project and for future waterfront development plans.

Comment Letter 110. Stephen White (July 21, 2005)

July 21, 2005
Stephen White
1803 S. Centre St.
San Pedro, CA 90731
(714) 240-1005



Mr. Ralph G. Appy, Ph.D.
Director of Environmental Management
Port of Los Angeles Environmental Management Division
425 South Palos Verdes St.
San Pedro, CA 90731

Ref: San Pedro Waterfront Enhancements Project, Mitigated Negative Declaration, dated June 2005, 168 pages

Mr. Ralph G. Appy:

I have reviewed the above referenced report and offer the following comments. In reviewing the report it is not clear what correlation is made to the Bridge to Breakwater Project as developed by the Port of Los Angeles through Gafcon, business interests, and the community. The Bridge to Breakwater Project prepared a comprehensive land use plan, encompassing commercial, commerce, retail, and park space, providing specific details of use and density of development for each type.

Specifically an error is found in this MND in that a surface parking development is proposed for several acres of property west of 22nd St., figure 2-22, not consistent with any plan on file, and in conflict with previous Bridge to Breakwater Project comments that surface parking lot developments be severely restricted. It is suggested that the Port of Los Angeles rather propose to construct one or more of the parking garage structures in locations and sizes as detailed in the Bridge to Breakwater Project Plan. The Port could however consider proposing utilization of the acreage west of 22nd St. for temporary use as a contractor construction staging and lay down area for development of the Bridge to Breakwater Project. This area is geographically central to the project and may assist in lowering overall construction costs by improving construction logistics.

The second comment concerns traffic mitigation and analysis, item 3-76. This report presents information that appears accurate and complete for the Work that is proposed to occur in this phase of the project. It is assumed however, that a comprehensive project analysis has been performed for traffic and utilities for the final anticipated build out of this project. Notes from the Fire, Electrical, Storm Drain, Sewer, and other sections of the report appear to indicate that utilities are assumed to be adequate for the build out of this project. This report is a proposal to construct final surface treatments of this project, landscape and hardscape. It is then assumed with risk that road construction and utility installation will not conflict with the proposed surface construction. This appears to be a very high risk without the benefit of a detailed road, storm drain, sewer, electrical, gas plan. If the preceding has been performed this paragraph can be ignored in its entirety.

110A

110B

Comment Letter 110. Continued

A general comment on the organization of the project development and coordination. This project, originally titled the Bridge to Breakwater Project, proposed to occur in phases, is suggested to retain the project name, and reference back and expand upon the preliminary project concept, rather than traverse on tangents to new projects" San Pedro Waterfront Enhancements Project." A single correlated plan for the entire infrastructure development will greatly reduce the likelihood of confronting serious conflicts in the future.

110C

Respectfully,



Stephen White

110. Stephen White (July 21, 2005)

Response to Comment 110A

The San Pedro Waterfront Enhancements Project is an independent project and is completely separate from the Bridge to Breakwater Project. The San Pedro Waterfront Enhancements Project is not dependent on any other project and no other project is dependent on it, i.e. the Bridge to Breakwater Project. While LAHD acknowledges the commenter's recommendation to coordinate land uses during construction, both projects are separate and independent from each other. Please refer to revisions to Page 2-14 in the Errata for more detail.

For a summary of the changes to the proposed project, please review Chapter 1 of this document.

Response to Comment 110B

There were no significant impacts found in the analysis of the San Pedro Waterfront Enhancements Project. If the commenter is referring to the separate project Bridge to Breakwater, then the infrastructure and utility capacity will be analyzed in a separate document for that project.

Response to Comment 110C

The San Pedro Waterfront Enhancements Project is not part of the larger Bridge to Breakwater Project. CEQA states that if projects are integral parts of each other, they must be analyzed as one project because they are essentially one action. The San Pedro Waterfront Enhancements Project is not dependent on any other project and no other project is dependent on it. It has independent utility; therefore, it is not an integral part of any other project and can be analyzed alone. The Bridge to Breakwater Project will be analyzed separately under an EIS/EIR, which is expected to be released for public comment in late 2006.

Comment Letter 111. Jocelyn Wilson (July 18, 2005)

San Pedro Waterfront Enhancement Project1.txt
From: Jocelyn Wilson [ariondesign@earthlink.net]
Sent: Monday, July 18, 2005 2:41 PM
To: jgreenrebstock@portla.org
Subject: San Pedro Waterfront Enhancement Project

L.A. Harbor Department
Environmental Management Division
425 S. Palos Verdes St., San Pedro, CA 90731
Attn: Dr. Ralph Appey
re: San Pedro Waterfront Enhancement Project

My husband and I are members of the Cabrillo Beach Yacht Club and tenants of the club marina. We would like to express our support for the parking that is proposed across 22nd St. from the Club. The need is great for additional parking for our guests, club members and marina tenants-- especially during events. The club has worked with the Port for years, trying to mitigate the inadequate parking. The proposed parking solution is the answer to this ongoing problem.

Sincerely,

Jocelyn Wilson
CBYC Staff Commodore, 1995
46 Dapplegray Lane
Rolling Hills Estates, CA 90274

111A

111. Jocelyn Wilson (July 27, 2005)

Response to Comment 111A

LAHD acknowledges the commenter's support for the parking at 22nd Street. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 112. Edward Wolf and Helen Morran-Wolf (July 19, 2005)

From: Edward Wolf <minuetinc@yahoo.com>
To: <jgreenrebstock@portla.org>
Date: 7/19/05 10:08PM
Subject: Please develop more parking on 22nd

Please continue the intended plan of developing additional parking on 22nd Street opposite the Cabrillo Beach Yacht Club. We are in dire need of more parking and that huge lot is the perfect place. Right now it is a giant dust bowl that leaves our boats in the near by marina covered with dirt when ever the winds blow, and it is especially bad in the winter.

Sincerely yours,

Edward Wolf and Helen Morran-Wolf

112A

112. Edward Wolf and Helen Morran-Wolf (July 19, 2005)

Response to Comment 112A

LAHD acknowledges the commenters' support for the parking at 22nd Street. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 113. Robert and Patricia Wright (July 21, 2005)

From: "Pat & Bob Wright" <wright2604@cox.net>
To: <jgreenrebstock@portla.org>
Date: 7/21/05 10:03PM
Subject: San Pedro Waterfront Enhancement Project

We would like to express our strong support for the parking that is proposed across 22nd Street from Cabrillo Beach Yacht Club and 22nd Street Landing/Restaurant. We are long-time San Pedro residents and members of Cabrillo Beach Yacht Club. CBYC has for years explored various means of acquiring additional parking with the Port of Los Angeles as currently available parking is inadequate.

The proposed parking lots would fill a big need in the community for additional space for day to day use and special events in the area.

Robert and Patricia Wright
2604 Anchovy Avenue
San Pedro, CA 90732
(310) 548-5178

113A

113. Robert and Patricia Wright (July 21, 2005)

Response to Comment 113A

LAHD acknowledges the commenters' support for the parking at 22nd Street. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Comment Letter 114. Herb Zimmer (July 21, 2005)

FROM :PRIORITY ONE PRINTING

FAX NO. :3108339598

Jul. 22 2005 07:54AM P1



July 21, 2005 .

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

Via fax: 310-547-4643

RE: San Pedro Waterfront Enhancements Project
Mitigated Negative Declaration

Dear Dr. Appy:

Completion of the San Pedro Waterfront Enhancements Project is a necessity for the healthy future of our community.

Project benefits most important to me as a local business owner and resident are:

- Establishment of a virtual "green zone" which acts as a buffer between the highly industrialized port and the community.
- The enhanced recreational, educational and commercial opportunities that the project brings.
- The much needed aesthetic improvements to an area that has been deteriorating for many years.
- Continuing the momentum that will lead to the eventual completion of the overall Bridge-to-Breakwater Project.
- The beginning of the end of the "Why would we want to go to that rough waterfront town?" reputation that has plagued the community for decades.

Obviously, there are some concerns about air and water quality, added noise and possible traffic problems during construction. We believe proper mitigation can and will overcome these obstacles.

How can we not do this project? It is our future.

Sincerely,

Herb Zimmer

Our Priority is You!

350 W. 5th Street, Suite 103 • San Pedro, California 90731
(310) 831-8804 • Fax (310) 833-9598

114A

114. Herb Zimmer (July 21, 2005)

Response to Comment 114A

LAHD acknowledges the commenter's support of the San Pedro Waterfront Enhancements Project. Impacts to air quality, water quality, noise, and traffic were evaluated in the IS/MND and determined to be less than significant with mitigation. The comment will be considered during the Board of Harbor Commissioners' deliberations. LAHD would like to clarify that this project is separate from the Bridge to Breakwater Project. The Bridge to Breakwater Project is currently undergoing environmental review and the Draft EIS/EIR is expected to be released for public review and comment in late 2006.

Comment Letter 115. Donald Zinn (July 19, 2005)

Page 1 of 1

From: Donald Zinn [d-mzinn@sbcglobal.net]

Sent: Tuesday, July 19, 2005 12:32 PM

To: jgreenrebstock@portla.org

Subject: Support of Port of L.A. Design

I would like to express support for the Port of Los Angeles Design, especially for the open area north of 22nd Street across from Cabrillo Beach Yacht Club.

115A

Don Zinn

Staff Commodore 1986

file://G:\SoCal_Team\2_PROJECTS\POLA\04591.04%20PD#22_SP Surface Enhancem... 7/21/2005

115. Donald Zinn (July 17, 2005)

Response to Comment 115A

LAHD acknowledges the commenter's support for the project. The comment will be considered during the Board of Harbor Commissioners' deliberations.

Comment Letter 116. Petition (July 22, 2005)

July 21, 2005

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



Dear Dr. Appy:

Enclosed are copies of a number of signature pages from a petition, which expresses opposition to the use of the 22nd Street waterfront as a parking lot, as specified in the Port's "Waterfront Enhancements Project".

Please be aware that the vast majority of local residents are opposed to the use of this land for parking, and that we prefer and expect the park that was featured in earlier descriptions of the project.

There are many more signatures on the way, however, since today is the deadline for public comment, we wanted you to have this sampling of signatures so that you would be aware of the general public's point of view.

Please add these pages to the public record regarding the San Pedro Waterfront Enhancements Project.

Thank you!

116A

Comment 116. Continued

We, the undersigned residents of San Pedro VEHEMENTLY OPPOSE The Trump Organization's proposed plan to use the 22nd street area for parking for thousands of vehicles attending the upcoming LPGA tournament and future events.

WE REFUSE to be a DUMPING GROUND, and a place for Rancho Palos Verdes to displace its traffic problems and its eyesore. The notion that these tournament attendees will contribute substantially to the economy of San Pedro is ill-founded. Picking them up from a non-central location like lower 22nd Street and bussing them over to the Ocean Trails Golf Course does not allow for significant economic contribution. It is, in fact, a plan that completely circumvents our entire downtown business district. It will make for traffic jams, more pollution, and the continued perception of San Pedro as a dumping ground.

In addition, we do not want to set the dangerous precedent that our 22nd Street waterfront should ever be used for, or developed as, a giant parking lot - as currently specified in the Port's "San Pedro Waterfront Enhancements Project".

WE WANT PARKS, NOT PARKNG LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street - now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

116B

116C

116B
(cont.)

| | | | |
|--|------------------------------|---|-----------------------------------|
| <i>Veralee Bassler</i>
Name (Signature) | VERALEE BASSLER
(Print) | <i>[Signature]</i>
Name (Signature) | FRANK O'BRIEN
(Print) |
| 3702 WEYMOUTH AVE
Address | San Pedro - 90731
Address | 564 W 3rd St SPCA 90731
Address | FOBCO.T@aol.com
email |
| <i>[Signature]</i>
Name (Signature) | (Print) | <i>Melanie Jones</i>
Name (Signature) | Melanie Jones
(Print) |
| 1020 Paseo del Mar
Address | San Pedro CA
Address | 619 W. 38th St., San Pedro 90731
Address | email |
| <i>[Signature]</i>
Name (Signature) | Ricardo Ponce
(Print) | <i>[Signature]</i>
Name (Signature) | (Print) |
| 17875 CRENSHAW AVE
Address | SP/CA 90731
Address | [Signature]
Address | [Signature]
Address |
| Ramy R. Ponce
email | Ramy.R.Ponce@ca.gov
email | [Signature]
email | [Signature]
email |
| <i>James Bassler</i>
Name (Signature) | JAMES BASSLER
(Print) | <i>[Signature]</i>
Name (Signature) | Carrie Twine
(Print) |
| 3702 WEYMOUTH AVE
Address | San Pedro, 90731
Address | 125 N. Pacific Ave
Address | nowiam@packell.net
email |

Comment 116. Continued

WE WANT PARKS, NOT PARKNG LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street – now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

Manuel Lopez Aranda Peguero
Name (Signature) (Print)

1205 S. Grand Ave
Address
San Pedro C.A. 90731
email

JEFF DOBULO
Name (Signature) (Print)

2007 Ironbrook Drive
Address

Michael Lopez
Name (Signature) (Print)

511 SHEPARD ST.
Address

Paul P Mirich
Name (Signature) (Print)

Business address
505 So. Centre St.
Address SP 90731
juxpactor@aol.com
email

David Dwe Litch
Name (Signature) (Print)

3912 1/2 BLUFF PL SP.
Address

Enrique Salceda
Name (Signature) (Print)

118 S. Grand Ave San Pedro 90731
Address
e.salceda@sbcglobal.net
email

Fred Rente
Name (Signature) (Print)

Address
Fredrente@hotmail.com
email

Fred Rodica
Name (Signature) (Print)

6308 ALBANY ST. Huntington Park
Address

JAY McCAFFERY
Name (Signature) (Print)

1017 S. BEACON ST.
Address
JMcCAFF@aol.com.
email

Tammie Hervey
Name (Signature) (Print)

3910 1/2 Bluff Place
Address San Pedro CA 90731

Jim McLay
Name (Signature) (Print)

387 W. 28th St.
Address

Jim McLay
Name (Signature) (Print)

235 W. 7th St. San Pedro, CA. 90731
Address Business Address
jmcclay@adventuresources.com
email

Comment 116. Continued

WE WANT PARKS, NOT PARKING LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street -- now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

W. Hernandez / *V. L. HARRIS*
Name (Signature) (Print)

1257 S. PABLO DR. MON
Address

email

Sam Domencich / *Sam Domencich*
Name (Signature) (Print)

SAN PEDRO
Address

email

Charles Brackett
Name (Signature) (Print)

2818 Peck S.P.
Address

email

[Signature] / *[Signature]*
Name (Signature) (Print)

[Signature]
Address

email

Juan Haly / *IVAN HALAJ*
Name (Signature) (Print)

6341 VIA CALIFORNIA RPY
Address

email

Jennifer Simon / *Jennifer Simon*
Name (Signature) (Print)

San Pedro Ca 90732
Address

2207 W. 31st Street

Bob / *BOURRA*
Name (Signature) (Print)

947 W 25th
Address

email

Harvey / *AIRIN*
Name (Signature) (Print)

26712 Rolling Vista Lane
Address

email

E.B. CASAS / *[Signature]*
Name (Signature) (Print)

3432 SO. PECK AVE #304
Address

S. P. 90731

email

Rafael Di Sng Li
Name (Signature) (Print)

825 - 10th ST
Address

San Pedro CA

email

[Signature] / *[Signature]*
Name (Signature) (Print)

212C RICHMOND RD. N.P.V.
Address

email

[Signature] / *Yolanda Garcia*
Name (Signature) (Print)

967 W 23rd St
Address

San Pedro, CA 90731

Comment 116. Continued

WE WANT PARKS, NOT PARKNG LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street – now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

Ed Willa / Ed Willaene
Name (Signature) (Print)

235 W. 7th ST.
Address
SAN PEDRO / BUSINESS
email

Gladys Orasco / Gladys Orasco
Name (Signature) (Print)

235 W 7th St. San Pedro.
Address
gladyso@adventresources.com
email

Michelle Lindsey / Michele A. Lindsey
Name (Signature) (Print)

365D Newton St. #7 Torr, CA
Address
Michellelindsey777@msn.com
email

Willie Carson / Willie Carson
Name (Signature) (Print)

658 22nd ST SAN PEDRO
Address
CA 90731
email

Alton Ritch / Alton Ritch
Name (Signature) (Print)

486 W 22ND ST San Pedro Ca
Address
alton.ritch@gmail.com
email

Phil Jones / Phil Jones
Name (Signature) (Print)

482 W 22nd ST
Address
email

GRIEGASHER / GRIEGASHER
Name (Signature) (Print)

1183 W. 16th ST. SP 90731
Address
GRIEGASHER@COX.NET
email

Tom Politeo / Tom Politeo
Name (Signature) (Print)

P.O. Box 1256 SP. 90733
Address
NO PARKING@POLITEO.NET
email

Name (Signature) (Print)

Address

email

Name (Signature) (Print)

Address

email

Name (Signature) (Print)

Address

email

Name (Signature) (Print)

Address

email

Comment 116. Continued

We, the undersigned residents of San Pedro **VEHEMENTLY OPPOSE** The Trump Organization's proposed plan to use the 22nd street area for parking for thousands of vehicles attending the upcoming LPGA tournament and future events.

WE REFUSE to be a **DUMPING GROUND**, and a place for Rancho Palos Verdes to displace its traffic problems and its eyesore. The notion that these tournament attendees will contribute substantially to the economy of San Pedro is ill-founded. Picking them up from a non-central location like lower 22nd Street and bussing them over to the Ocean Trails Golf Course does not allow for significant economic contribution. It is, in fact, a plan that completely circumvents our entire downtown business district. It will make for traffic jams, more pollution, and the continued perception of San Pedro as a dumping ground.

In addition, we do not want to set the dangerous precedent that our 22nd Street waterfront should ever be used for, or developed as, a giant parking lot - as currently specified in the Port's "San Pedro Waterfront Enhancements Project".

WE WANT PARKS, NOT PARKING LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street - now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

[Signature] FRED CRAWFORD
 Name (Signature) (Print)
 523 W. 39TH ST.
 Address
 SAN PEDRO, CA. 90731
 email

[Signature] ENRIQUEZ
 Name (Signature) (Print) 310567
 784 5TH ST. 3983
 Address
 SAN PEDRO CA 90731
 email

[Signature] DAVID KAUFMAN
 Name (Signature) (Print)
 Address
 email

[Signature] ADAM HALEY
 Name (Signature) (Print)
 1840 S. C. AEROSPACE BLVD S.P.
 Address
 email

[Signature] PAUL F. DENZIN
 Name (Signature) (Print)
 625 S. MEZA ST. 310-
 Address S.P. CA. 90731 213-2132
 email

[Signature] ROBERT W. KUNEDY
 Name (Signature) (Print)
 625 S. MEZA ST
 Address S.P. CA 90731
 email

[Signature] Steve Stralich
 Name (Signature) (Print)
 1108 W 31ST ST. SP 90731
 Address
 soundbySteve@hotmail.com
 email

[Signature] DON HAMMOND
 Name (Signature) (Print)
 1848 W. 1ST ST. SAN PEDRO, CA 90732
 Address
 email

Comment 116. Continued

WE WANT PARKS, NOT PARKNG LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street – now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

Mark Nowek, MARK NOWEK
Name (Signature) (Print)
761 W. 30th Str. SP
Address

email

Paula A. Reuben, Paula A. Reuben
Name (Signature) (Print)
291 W. 22nd St. #103
Address
SP 90731

email

Candice Gawnce, Candice Gawnce
Name (Signature) (Print)
558 Shepard St SP.
Address

email

Lida Lowrey / Austin Lowrey, LIDA LOWREY / AUSTIN LOWREY
Name (Signature) (Print)
1419 S. PACIFIC AVE
Address
lidalowrey@stpcapital.net
email

Robert Silence, ROBERT SILENCE
Name (Signature) (Print)
1250 W 37 ST 90731-0013
Address
rsilence@hotmail.com
email

Karen A. Lovy, KAREN A. LOVY
Name (Signature) (Print)
1356 W. 37th St.
Address
karenlovy@hotmail.com
email

Carrie Scoville, CARRIE SCOVILLE
Name (Signature) (Print)
415 W. GIBSON AVE, SAN PEDRO
Address
90731

email

Vol M, _____
Name (Signature) (Print)
3233 S. Walker Ave SP 90731
Address
jdcorvette@Telus.org
email

John G. Miller, John G. Miller
Name (Signature) (Print)
1474 PASEO DEL MAR
Address
igorila@earthlink.net
email

Joan Colombo, JOAN COLOMBO
Name (Signature) (Print)
222 S. MRS A #36
Address
JColombo1@erw.com
email

Colleen Trodahl, Colleen Trodahl
Name (Signature) (Print)
1633 W. 22nd St
Address
ctspikes@yahoo.com
email

Natalia Riznyk, Natalia Riznyk
Name (Signature) (Print)
1445 Brett Place #104 San Pedro, CA 9073
Address
email

Comment 116. Continued

We, the undersigned residents of San Pedro **VEHEMENTLY OPPOSE** The Trump Organization's proposed plan to use the 22nd street area for parking for thousands of vehicles attending the upcoming LPGA tournament and future events.

WE REFUSE to be a **DUMPING GROUND**, and a place for Rancho Palos Verdes to displace its traffic problems and its eyesore. The notion that these tournament attendees will contribute substantially to the economy of San Pedro is ill-founded. Picking them up from a non-central location like lower 22nd Street and bussing them over to the Ocean Trails Golf Course does not allow for significant economic contribution. It is, in fact, a plan that completely circumvents our entire downtown business district. It will make for traffic jams, more pollution, and the continued perception of San Pedro as a dumping ground.

In addition, we do not want to set the dangerous precedent that our 22nd Street waterfront should ever be used for, or developed as, a giant parking lot - as currently specified in the Port's "San Pedro Waterfront Enhancements Project".

WE WANT PARKS, NOT PARKNG LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street - now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

Daniel Nord
 Name (Signature) (Print) DANIEL NORD
 2130 S. PACIFIC AVE. S.P.
 Address

email
Tom Sured
 Name (Signature) (Print)
 2130 S. Pacific Ave S.P.
 Address

Reidens, Ron Lincoln
 Name (Signature) (Print)
 475 W. 13TH ST. S.P.
 Address

email
Craig Anton
 Name (Signature) (Print)
 1312 S. Pacific Ave
 Address
 email ckrant@pacbell.net

Tom Butzen
 Name (Signature) (Print) Tom BUTZEN
 1054 W. 31ST ST. SAN PEDRO
 Address 90731

email
Eugene Daub
 Name (Signature) (Print) EUGENE DAUB
 295 W. 15TH ST
 Address S.P.

email eugenedaub@cox.net

Anne O'Brien
 Name (Signature) (Print)
 295 W. 15TH
 Address
 San Pedro AnneO'Brien@cox.net.
 email

Helen Chien
 Name (Signature) (Print)
 761 W. 30th
 Address
 email

Comment 116. Continued

WE WANT PARKS, NOT PARKNG LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street – now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

Ingrid Tostey
Name (Signature) (Print)

Name (Signature) (Print)

1320 1/2 W. 35th St -
Address
SAN PEDRO, CA. 90731

Address

email

Sandra L. Eranson
Name (Signature) (Print)

Name (Signature) (Print)

1078 W 36th St
Address
San Pedro Ca 90731

Address

email

Steven Guerrero
Name (Signature) (Print)

Name (Signature) (Print)

205 La Alameda Ave, San Pedro
Address CA 90731
ExoMonkey@sbayglobal.net
email

Address

email

Name (Signature) (Print)

Name (Signature) (Print)

Address

email

Address

email

Name (Signature) (Print)

Name (Signature) (Print)

Address

email

Address

email

Name (Signature) (Print)

Name (Signature) (Print)

Address

email

Address

email

Comment 116. Continued

Yahoo! Mail - mdalred@yahoo.com

http://us.f315.mail.yahoo.com/ym/ShowLetter?box=Inbox&MsgId=...



Print - Close Window

We, the undersigned residents of San Pedro VEHEMENTLY OPPOSE The Trump Organization's proposed plan to use the 22nd street area for parking for thousands of vehicles attending the upcoming LPGA tournament and future events.

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WE WANT PARKS, NOT PARKNG LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street – now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

Mona Dallas Reddick
Mona Dallas Reddick/ Mona Dallas Reddick / _____
Name (Signature) (Print) Name (Signature) (Print)

3712 Almeria ST., 90731 _____
Address Address

mdalred@yahoo.com _____
email email

Georgia Wymore
Georgia Wymore / _____
Name (Signature) (Print) Name (Signature) (Print)

3702 Almeria SL 90731 _____
annie86522@sbcglobal.net

Comment 116. Continued

Yahoo! Mail - mdalred@yahoo.com

http://us.f315.mail.yahoo.com/ym/ShowLetter?box=Inbox&MsgId=...

email email

 Robert Reddick

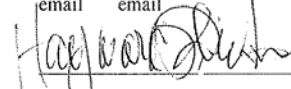
Name (Signature) (Print) Name (Signature) (Print)

3712 Almeria ST.

Address Address

robert@reddick@rand.org

email email

 HAYWARD NISHIOKA

Name (Signature) (Print) Name (Signature) (Print)

3721 Almeria st. San Pedro Ca 90731

Address Address

Nishio@earthlink.net

email email

 Darlene Prunckle

Name (Signature) (Print) Name (Signature) (Print)

3720 Almeria St San Pedro, CA 90731

Address Address

dprunckle@cox.net

email email

Name (Signature) (Print) Name (Signature) (Print)

Address Address

email email

Comment 116. Continued

We, the undersigned residents of San Pedro VEHEMENTLY OPPOSE The Trump Organization's proposed plan to use the 22nd street area for parking for thousands of vehicles attending the upcoming LPGA tournament and future events.

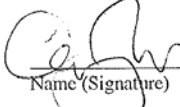
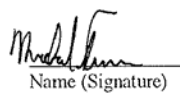
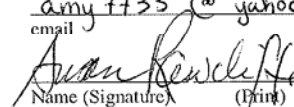
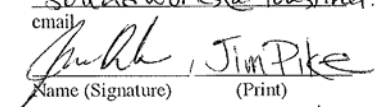
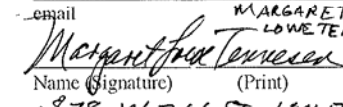
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WE WANT PARKS, NOT PARKNG LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street - now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

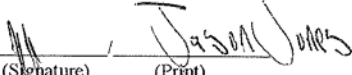
| | | | |
|---|--|---|------------------------------|
| 
Name (Signature) | AMY THORNBERRY
(Print) | 
Name (Signature) | Michael Tennessee
(Print) |
| 1055 W. 17th St. 90731
Address | | 1878 W. 261 St Lomita
Address | |
| amy7733@yahoo
email | | tennessean@earthlink.net
email | |
| 
Name (Signature) | Susan Rawcliffe
(Print) | _____
Name (Signature) | _____
(Print) |
| P.O. Box 924 S.P. 90733
Address | | _____
Address | |
| soundworks@toast.net
email | | _____
email | |
| 
Name (Signature) | Jim Pike
(Print) | _____
Name (Signature) | _____
(Print) |
| 1055 W. 17th St.
Address | | _____
Address | |
| _____
email | | _____
email | |
| 
Name (Signature) | MARGARET
LOWE TENNESSEAN
(Print) | _____
Name (Signature) | _____
(Print) |
| 1878 W. 261 ST. LOMITA
Address | | _____
Address | |
| mtennesse@earthlink.net
email | | _____
email | |

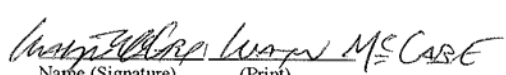
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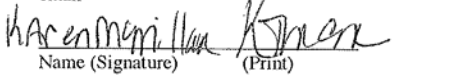
WE WANT PARKS, NOT PARKNG LOTS!!!

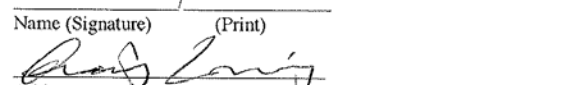
NO TO TRUMP'S DUMP of thousands of cars on 22nd Street – now and in the future!

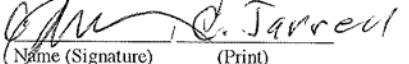
NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS


 Name (Signature) / (Print)
 717 Dodson Ave
 Address San Pedro, Ca. 90732
 email


 Name (Signature) / (Print)
 251 W. 10th St #10
 Address
 waynecap7@hotmail.com
 email


 Name (Signature) / (Print)
 1216 S Mesa St. SP Ca
 Address
 kmc2005@yahoo.com
 email


 Name (Signature) / (Print)
 PO Box 1173 San Pedro 90732
 Address
 email


 Name (Signature) / (Print)
 345 W 6th St #222
 Address
 EP 90731
 email

Name (Signature) / (Print)
 Address
 email

Name (Signature) / (Print)

Name (Signature) / (Print)

Address

Address

email

email

Name (Signature) / (Print)

Name (Signature) / (Print)

Address

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email

email

Name (Signature) / (Print)

Name (Signature) / (Print)

Address

Address

Comment 116. Continued

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NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

Nicholas Braun
 Name (Signature) (Print)
 801 W 28th St #6 S.P.
 Address
 nichbraun@a.palms.net
 email

M. S. Miller
 Name (Signature) (Print)
 3655 S Walker Ave
 Address
~~marciesmiller@sbccglobal.net~~
 email

R. Fräsche
 Name (Signature) (Print)
 505 W. 37th St S.P.
 Address
 rfrasche@lausd.k12-ca.us
 email

John Mascoch
 Name (Signature) (Print)
 1025 S. ALMA ST. S.P.
 Address
 email

Sandra Hammersmark
 Name (Signature) (Print)
 30097 Ave Classica R PV CA 90275
 Address
 email

Jane Tymoczyn
 Name (Signature) (Print)
 2109 Paseo Del Mar
 Address
 email

Joan Padron
 Name (Signature) (Print)
 1516 Via Arroyo PVE 90274
 Address
 email

MARTIL MARINOVICH
 Name (Signature) (Print)
 787 W 24th St Apt #1 San Pedro, Ca
 Address
 email

Comment 116. Continued

WE WANT PARKS, NOT PARKNG LOTS!!!

NO TO TRUMP'S DUMP of thousands of cars on 22nd Street – now and in the future!

NO TO APPROVAL OF THE PARKING PERMITS FOR TRUMP'S EVENTS

Ted Twine / **Ted Twine**
Name (Signature) / (Print)

125 N. Pacific Ave.
Address
tedtwine@pacbell.net
email

St. Kelly / **STEPHEN KOSIY**
Name (Signature) / (Print)

1037 GARDEN ROSE
Address
SKOSIY@AOL.COM
email

Terry McHale / **Terry McHale**
Name (Signature) / (Print)

1673 W 26th ST
Address
terrysjuiceplus@mac.com
email

Name (Signature) / (Print)

Address

email

Diana L. McEwen / **Diana L. McEwen**
Name (Signature) / (Print)

1466 W. HAMILTON AVE. S.P. 90731
Address
SEASCAPE00@JUNO.COM
email

Name (Signature) / (Print)

Address

email

Name (Signature) / (Print)

Address

email

Name (Signature) / (Print)

Address

email

Name (Signature) / (Print)

Address

email

Name (Signature) / (Print)

Address

email

Name (Signature) / (Print)

Address

email

Name (Signature) / (Print)

Address

email

Comment 116. Continued

Nosotros, los habitantes de San Pedro, ESTAMOS COMPLETAMENTE EN CONTRA DEL plan de La Organización de Trump de usar el area de la calle 22 como un estacionamiento para los vehiculos de la gente que va al torneo de LPGA u otros eventos en el futuro.

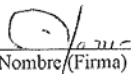
RECHAZAMOS ser un basurero para la gente de Rancho Palos Verdes, y un lugar en que ellos tiran sus problemas de tráfico. La noción de que la gente que asiste al torneo va a contribuir a la economía está mal construida. Recogerlos de la calle 22, que no es un local central, y llevarlos en el autobús al campo del torneo de golf, el Ocean Trails Golf Course, no crea una contribución económica significativa para la ciudad de San Pedro. Al contrario, es un plan que completamente circonventa todo lo que es el centro de San Pedro. Va a crear más tráfico, más contaminación, y va a anadir a la percepción que la gente ya tiene a que San Pedro es un basurero.

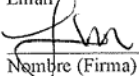
Además, no queremos establecer el precedente que nuestro malecón de la calle 22 sea usado ni desarrollado como un estacionamiento - como está detallado en el "San Pedro Waterfront Enhancement Project."

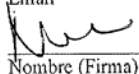
QUEREMOS PARQUES, NO ESTACIONAMIENTOS

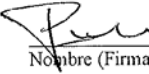
NO A LOS MILES DE COCHES DE TRUMP – AHORA Y EN EL FUTURO!

NO AL PERMISO DE ESTACIONAMIENTO PARA LOS EVENTOS DE TRUMP

 / JAVIER DIAZ
 Nombre (Firma) (Letra molde)
862 W. 7th ST SAN PEDRO
 Dirección
90731

Email _____
 / LARRY HODGSON
 Nombre (Firma) (Letra Molde)
376 W 6th S.P
 Dirección

Email _____
 / Norma Beraud
 Nombre (Firma) (Letra Molde)
117 S centre S.P
 Dirección
 Email _____

 / Esperanza Mercado
 Nombre (Firma) (Letra Molde)
404 W O'Farrell S.P.
 Dirección

Email _____
 Nombre (Firma) (Letra Molde)

Dirección _____
 Email _____

Nombre (Firma) (Letra Molde)

Dirección _____
 Email _____

116. Petition (July 22, 2005)

Response to Comment 116A

LAHD acknowledges the commenters' opposition of the proposed parking lot and preference for open space. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project.

Response to Comment 116B

With regard to offsite parking for the Ocean Trails Golf Course, the new parking and improvements to existing parking areas proposed in the San Pedro Waterfront Enhancements IS/MND is for Port-related uses. LAHD did receive an application for the Ladies Professional Golf Association (LPGA) for event parking, which was later recalled by LPGA. If a permit had been issued to LPGA, the short-term lease (limited to the day or days of the event) would have been for the use of the existing event parking lot at 22nd Street and Sampson and would have expired before the construction of the proposed project. There are no future plans to provide any parking facilities for the Ocean Trails Golf Course in Palos Verdes as part of the proposed project.

Response to Comment 116C

LAHD acknowledges the commenters' opposition of the proposed parking lots at 22nd Street and the preference for parks. The comments will be considered during the Board of Harbor Commissioners' deliberations on the project. Please refer to revised Figure 2-17 at the end of Chapter 1, "Errata to the MND," in this document for a new site plan of the proposed parking in the 22nd Street Landing Area. The proposed parking has been reduced from a total of 800 spaces to 175 spaces (1.6 acres). Configuration of the parking and public open space (16.6 acres) will be discussed at a future public design workshop.