

February 26, 2007

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

Subject: Comments on the San Pedro Waterfront Project Notice of Preparation

Port investment in downtown San Pedro is sorely needed now. In particular, I have the following comments on the proposed project and the NOP:

1. Your document was hard to follow because of constant reference to berth numbers without a map showing these. This should be included in your next publication.
2. Essentially, what we have now is a waterfront with no general access. You have to be a paying customer at a restaurant to overlook the water, except at the new north promenade. Creation of public access to the waterfront should be the main thrust of this redevelopment.
3. I like the downtown watercuts, as these will increase public access to the water.
4. I love the idea of a 7th Street Pier!!
5. A public plaza at the foot of 6th Street (in front of the Marine Musuem) will be very important in linking the waterfront to our downtown. The design of this plaza is critical, and extensive public input is needed in the design process.
6. The Port should investigate, as an option, removing the old motel/section 8 housing north of the Swinford off-ramp, and building your cruise terminal parking structure in this space.
7. A second parking structure should be built a little further south and closer to downtown, for the purpose of serving both tourism and downtown visitors. One option to be studied should be the construction of a pay-to-park multi-story structure in the Boys & Girls Club parking lot.

8. The existing cruise terminal structure needs to be remodeled or reconstructed from the ground up, as it is looking quite shabby. This should be a world-class piece of architecture.
9. The Port needs to adopt a plan and a time schedule for removing the Westways Liquid Bulk Terminal and the Jankovich fueling station from the west side of the main channel.
10. I AM TOTALLY OPPOSED TO PLACING A NEW CRUISE TERMINAL IN CABRILLO BAY (aka the "Outer Harbor")!!! THIS BAY SHOULD BE PRESERVED AS PUBLIC OPEN RECREATIONAL SPACE. THE CRUISE INDUSTRY IS TOTALLY OUT OF PLACE HERE. An alternative for a temporary cruise ship berthing on the main channel should be studied as a part of this project.
11. Finally, I applaud you for removing major Ports O'Call redevelopment from this Waterfront Improvement Project. Conceptualizing the right use for this land will take a lot of time, but waterfront access should be made a priority and happen first. The Port should study the development of a major auditorium and public plaza in this area. Keep major retail downtown in order to complement the City's efforts at economic development.

Sincerely,

Sue Castillo
809 S. Grand Avenue
San Pedro, Ca 90731

Jayme S. Wilson
Ports O'Call Berth 77
San Pedro, CA 90731
310 548-8080

February 28, 2007

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

Dear Sirs:

RE: San Pedro Waterfront

I support the San Pedro Waterfront Project and the co-equal analysis of the '2007 Community Growth Alternative' as presented by the San Pedro Peninsula Chamber of Commerce.

The proposal for a 30 foot wide promenade at the waters at Berth 75 through 78 raises additional issues that need to be evaluated through the EIR process:

Ports O'Call Restaurant is an historic structure, built in 1961 on pilings at the pierhead similar to restaurants in all the famous waterfront cities of the world. Moving this structure 30 feet back from the waters edge will not only jeopardize the historical integrity of the restaurant it will jeopardize its economic viability. In addition, the movement would require the demolition of nine additional businesses.

Construction of the proposed 30 foot Promenade will require the demolition and reconstruction of 20 buildings and businesses totally approximately 60,000 square feet. Reconstructing these business to current retail standards including ADA, Life-Safety and aesthetics will require at a minimum 120,000 square feet of new construction.

The water cut at Berth 78 should be evaluated as an extension of 13th Street and is needed to provide docking space for Spirit Cruises new larger Dinner Cruise vessel. The existing docking areas are limited to 90 feet because of bulkhead and pierhead line configuration.

Two new 10,000 square foot marine retail buildings are needed to meet market demand.

The 75,000 square foot Conference and Event Center is needed meet the demand for marine related meeting space and to act as a draw to generate mid-week and non peak season visitors to the waterfront.

The inclusion of the above elements in the environmental review process will provide the Los Angeles Harbor Department and the Community the necessary information to make the informed choices about the future of the Los Angeles Waterfront.

Sincerely,

Jayme S. Wilson

David G. Nichol
23736 Maidstone Pl.
Harbor City, California 90710

**Comments Regarding
San Pedro Waterfront Project of 23 January 2007**

This Project is very appropriately renamed from the **Bridge to Breakwater** to the current name of **San Pedro Waterfront Project**. **This Project is a Joke.**

Gone is the Vision, Planning and Improvement for San Pedro. It is some fluff and no substance. It is stated that it includes the "infrastructure improvements" but only includes the first 5 years of projects. How can one know what infrastructure is necessary if the entire plan is not included.

At least the September 2005 version of the Bridge to Breakwater Plan showed extensive planning and vision. It would appear that all the planners left or were replaced. **This is No Plan.**

Gone is the Development that is so desperately needed for San Pedro. It takes Development to create **Jobs** and it takes Development to attract people to the Waterfront to support Jobs and that is all Gone.

Go back to the **September 8, 2005 Master Development Plan** and restart there.

Respectfully

David G. Nichol

Dr. Ralph Appy-Director of Environmental Management
L.A. Harbor Department
425 S. Palos Verdes St.
San Pedro, CA 90731

Until or unless a consensus is achieved on the Waterfront Master Plan, the following suggestions can be implemented within the scope of any plan.

1. Lobby the State and Local Tourism Councils for funds based on the fact that the working aspect of the Port of Los Angeles (San Pedro, Wilmington and Terminal Island) is a built in attraction and magnet for tourists.

A. Adopt Tom Warren's proposal to utilize empty warehouse space on 22nd Street for an international marketplace. And, since we have an extensive car culture in the Harbor Area, possibly a classic car museum in an empty warehouse space. Perhaps the Chamber of Commerce could partner with the car clubs for "Cruisin Pedro Nights" on a regular basis to draw visitors.

B. Mike Paleselich's condemnation for the razing of Beacon Street was right on, it should have been restored. But we can recreate the ambiance at Ports O' Call with facades of Shanghai Reds, Bank Cafe, White Swan, etc. Pitch the proposal to the producers of Home Improvement programs to mitigate the cost and promote Ports O' Call.

C. Create observation areas/decks with docents (community service credit for highschool students, script provided by Tourism Councils), to provide a history of the port and its progression to world class status, and give visitors and opportunity to witness close up the "landing of cargo bound for their communities."

D. Reinststate the electric trolley service as a connector to the downtown business/arts district, or put out a bid process for Hansom cab operators to connect downtown with Red Car service.

2. Partner with MTA to provide a Dash Bus painted red, as the Red Line Connection to downtown business/arts district and refurbish several of their larger buses (already red) as Red Line Tour Extension of the rail terminus at 22nd Street. Tour route would proceed west on 22nd Street to Via Cabrillo, south to Cabrill Beach (aquarium, Bath House, beach and fishing piers), west on Stephen White Drive to Pacific Ave., south to Shephard Street/Paseo Del Mar. Along Paseo Del Mar to Royal Palms and Nature Conservatory. A second Dash Red Car Connection from the foot of Gaffey Street at Paseo Del Mar to provide service to Angels Gate Park encompassing the Fort MacArthur Museum, Bird and Mammal Rescue Centers, Angel's Gate Cultural Center, Isaak Walton League and Hosteling Interational. Docents or DVD players synchronized to provide background on points of interest along tour route.

3. Consult with Harbor Bettline Railway regarding use of existing tracks to extend Red Car Service to Wilmington Banning's Landing and cargo handling observation decks. Since Matson Navigation was a forerunner of the modern Cruise industry, a cruise museum installation at their terminal might be a consideration.

4. Partner with Spirit Cruises to offer a ferry service to Terminal Island with Dash Connection Tour

encompassing fish canning industry and Japanese fishing village. A museum for these entities could be housed in the Fire Department Building on Ferry Street.

S. Even though ur port is the jewel in LA's crown, lets not forget our working class herritage and provide affordable recreation and accomodations for working class visitors. Utilizing the port property on the former tank farm propery for an interim RV/Campground should be a consideration. Campground operators would bid an a mid-term lease (5-10 years) and be required to install and maintain amenities until a permanent use for the property is established.

A Native Daughter,
Andrea Anderson Luse

Subject: Enviromental Management
Creation Date: 3/2/07 2:50PM
From: Andrea Luse <magriffegallery@yahoo.com>
Created By: magriffegallery@yahoo.com

Recipients

portla.org
PO2.Dom1
CEQACOMMENTS (Ceqacomment)

Post Office
PO2.Dom1

Route
portla.org

Files	Size	Date & Time
MESSAGE	4009	03/02/07 02:50PM
Mime.822 5373		

1765 West 27th Street
San Pedro, CA 90732-4617

February 22, 2007

ceqacomments@portla.org
Los Angeles Harbor Department
c/o Spender D. MacNeil and Ralph G. Appy
915 Wilshire Blvd, Los Angeles, CA 90017-3401
spencer.d.macneil@usace.army.mil
U.S. Army Corps of Engineers, Los Angeles District, Regulatory Branch

To Whom It May Concern:

At the Promenade / Waterfront presentation on Tuesday, January 23rd, there were too many disconnected segments. Communication between community interests and the Port of Los Angeles needs to improve to provide a plan to suit the commercial, tourist, residents', and local visitors' needs.

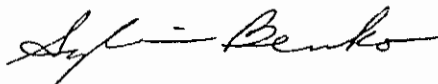
I heard John Papadakis speak at my Rotary Club (Palos Verdes Sunset) just after the meeting and he gave a very impassioned talk on the principles he espouses.

If the overall waterfront makeover will take 36 years to implement, please outline the sequence so we longtime homeowners (36 years for my husband and me) in San Pedro can understand the plan.

As Councilwoman Janice Hahn has said let's get the Ports O'Call Village revitalized very soon. Then coordinate the planning of facilities, traffic, cruise centers, etc.

Thank you.

Very truly yours,



Sylvia Benko

From: Beth Elliott <beth-elliott@sbcglobal.net>
To: <ceqacomments@portla.org>, <spencer.d.macneil@usace.army.mil>
Date: 2/28/07 12:14PM
Subject: San Pedro Waterfront

While we want very much to upgrade amenities in our neighborhood and enjoy the promenade, the negative environmental impact of your port expansion proposal is much to great!

Please see attachment.

Thank you

Beth Elliott

Danielle Elliott

icons and images

for

savages and savants

From: Beth Elliott & Danielle Elliott
231 West 10th St
San Pedro, Ca. 90731

Re: San Pedro Waterfront

1. CLEAN UP OUR EXISTING CRUISE BUSINESS BEFORE WE ADD MORE
2. RELOCATE HAZARDOUS CHEMICAL FACILITIES AND TANK FARMS
3. NO DREDGING NEXT TO THE MARITIME MUSEUM

WE REQUEST A MORE COMPREHENSIVE ANALYSIS OF THE IMPACT TO THE MARINE AND NEIGHBORHOOD ENVIRONMENTS OF DREDGING THE OUTER HARBOR TO ADD CRUISE SHIPS.

We would like to see a harbor improvement plan without this addition.

SAN PEDRO WATERFRONT
Port of Los Angeles

FEBRUARY 29, 2007

To Those Concerned:

We have followed, with great interest, for many years, the attempts to develop a cohesive and extraordinary plan for the development of the Harbor Waterfront.

We yearn to see something spectacular, something akin to what we see in Sydney, Australia; in Seattle, in Boston Harbor, in Europe, to name a few. The designers you have employed to develop the concept and architecture and fabulous re-use of our great old buildings most certainly have researched these inventive uses of old industrial spaces. Who are the designers and where are the breathtaking results?

Any plan that ignores the problems, and continues to include the tank farms in the proposals shows a total lack of imagination, and a total lack of conscience regarding the hazardous conditions created by their presence.

So what to do with the tanks? Please refer to Time Magazine article, "Walk on the Wild Side", January 29, 2007. It references both the new art park, along the shoreline, in Seattle, and the inventive Duisburg-Nord Park, Germany. It mingles greenery and light with relics of the former storage tanks of the Thyssen Steelworks.

Read them. Study their work and you will see the parallels with those creative solutions and the potential for this port.

Sincerely,

James and Veralee Bassler
3702 Weymouth Ave
San Pedro 90731

(310-832-6274)

Mona Dallas Reddick, Ph.D.
3712 Almeria Street
San Pedro, CA 90731

February 27, 2007

To: U. S. Army Corps of Engineers, Los Angeles District, Regulatory Branch
and the Los Angeles Harbor Department, c/o Dr. Spencer D. MacNeil and
Dr. Ralph G. Appy

Re: The San Pedro Waterfront

I am requesting that the Port and US Army Corps of Engineers make substantial revisions in the current San Pedro Waterfront development plan. On issue after issue the projected impact is substantial and negative, and the proposed mitigation measures are insufficient or non-existent to justify carrying out the plan as now designed.

My father made his living through a Port-linked business, and thus I have always had great respect for the maritime trade. However, in the last few decades, the Port has repeatedly disregarded the health, safety, and overall welfare of its local communities in its pursuit of unchecked growth. So much has already been taken away from us: the relatively clean air we once enjoyed, the expanses of blue water, an inner harbor beach for swimming, a night sky that didn't look like a vision of the inferno.

Now the Port proposes to destroy the last area of harbor still left to the community. No one wants a mega cruise ship obstructing views of the mountains, harbor, Angels Gate Lighthouse, and causing untold pollution of noise, light, and fuel particulates. How can the Port justify degrading the San Pedro community any further and in this most visible manner? Berthing cruise ships in the outer harbor must not be allowed.

Lacking in the waterfront plans are any provisions for moving the hazardous chemical facilities and tank farms, which endanger all of us living or working in the Port area. By allocating resources to the development of cruise ship terminals while allowing such hazards to remain can only be construed as an arrogant disregard for the community.

The current plan offers next to nothing for promoting the downtown area. In fact, the proposed water cuts may, in fact, damage the very museum dedicated to the Port history.

The traffic issue as it affects Downtown has been inadequately addressed. As things stand now, traffic on Harbor Blvd. between the Freeway and Downtown completely stalls out when the cruise ships are in port. The Port has done nothing to alleviate the present problem, and yet an increase in cruise-ship generated traffic will certainly result under the new plan. Increasing traffic in this bottlenecked area will detract, not enhance, Downtown business. Please keep in mind that we want a downtown shopping area for residents as well, not just an arcade with tourist trinkets.

For once, please do what is in the best interests of the community. Abandon these terrible plans for our waterfront. Create something intelligent and environmentally sound.

Sincerely,

Mona Dallas Reddick

February 28 2007

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

Subject: Comments Submittal Regarding San Pedro Waterfront NOP/NOI

Dear Dr. Appy and Dr. MacNeil,

Please see below my comments applicable to the San Pedro Waterfront Notice of Intent/Notice of Preparation. I look forward to resolution of the listed issues prior to release of the Draft EIR/EIS for the Subject Project.

Comments Applicable to Respective Environmental Factors Potentially Affected

• AESTHETICS

- A. Comments regarding plans for Cruise Ship Operations and construction of associated land-side facilities in Outer Harbor.
1. I request that the aesthetic impact on Cabrillo Beach be depicted through construction of a model to simulate the proposed structures and referenced Cruise Ships in a manner to ensure accuracy in scale for height, length, width, and night time glare.
 2. Please note that Cabrillo Beach provides access for the Public to the ocean and ocean activities which would be severely impacted by installation of Cruise Ship operations and construction of the associated structures in the Outer Harbor.
 3. The severe impact of the referenced Cruise Ship operations and construction of the associated structures cannot be mitigated to any reasonably acceptable degree.
- B. Applicable to plans for Structured Parking (Preferred) on water side at Berth 90-92 and for Surface Parking Lot (Structured Option) at Bloch Field and Sampson Way.
1. I request that the aesthetic impact on the adjacent areas be depicted through construction of a model to simulate the proposed structures in a manner to ensure accuracy in scale for height, length, and width.
 2. Please note that the impacts of elevated structures and/or large parking lots in the noted locations will degrade the view access for areas to the west, including for businesses and residents, and will reduce the appeal of the area's unique water-side attractions.

• AIR QUALITY

1. I request that the health costs resulting from the planned operations of the Cruise Ship operations in the Outer Harbor as referenced for Berths 45-50 be calculated and specified in the Plan.
2. I recognize that the requirements applicable to Cruise Ships for use of Auxiliary Marine Power/or Equivalent and of Low Sulfur Fuel at .2% Sulfur Content in propulsion engines will decrease damage and costs to Public health compared to ships where such measures are not implemented. I also recognize more significantly that the installation of Cruise Ship operations in the Outer Harbor as referenced for Berths 45-50 will result in great increase of particulate matter emissions in the area where the air quality exceeds maximum allowable thresholds for risk by several orders of magnitude for cancer-causing toxic matter.
3. The residents and Port workers would suffer greatly from any expanded large ship operations in the Outer Harbor.

4. The operation of Cruise Ships in the Outer Harbor as described in the Plan cannot be allowed as such operations will result in significant impact to Public health (from the Cruise Ships, associated harbor craft, heavy duty vehicles servicing the Ships/Terminals, and the resulting car traffic to/from the Terminals) which cannot be mitigated given current technological capabilities even with implementation of Low Sulfur Fuel and AMP.
- RECREATION
 1. I request that impact on the wind patterns/waterways (micro climate) in proximity to the proposed Outer Harbor Cruise Ship operations both harbor-side and ocean-side be estimated through construction of a model to simulate the proposed structures and referenced Cruise Ships in a manner to ensure accuracy in scale for height, length, and width.
 2. Please note that Cabrillo Beach provides uniquely advantageous natural conditions for ocean activities including kite-boarding, sailing, and wind-surfing which would be severely impacted or eliminated by installation of Cruise Ship operations and construction of the associated structures in the Outer Harbor.
 3. The severe impact of the referenced Cruise Ship operations and construction of the associated structures on RECREATION cannot be mitigated to any reasonably acceptable degree.
 - TRAFFIC
 1. I request that expected traffic counts (quantities of cars, trucks, and heavy duty vehicles) be calculated and specified in the Plan.
 2. Please note that the expected significant increase in traffic and the planned roadway modifications would result in severely deteriorating conditions for business owners and residents in proximity to the Outer Harbor.
 3. The severe impact of the referenced Cruise Ship operations on TRAFFIC cannot be mitigated to any reasonably acceptable degree.

Recommendations

- A. Delete plans for Cruise Ship Operations and construction of associated land-side facilities in Outer Harbor.
- B. Delete plans for Structured Parking (Preferred) on water side at Berth 90-92.
- C. Delete plans for Surface Parking Lot (Structured Option) on water side at Bloch Field and Sampson Way.

I will appreciate your consideration of my comments and resolution of the referenced issues prior to release of the Project's Draft EIR.

Sincerely,

Signature on file

Richard Havenick
3707 Parker Street
San Pedro, CA 90731

Copies to: Coordinated Plan Subcommittee of the Port Community Advisory Committee

From: "Macneil, Spencer D SPL" <Spencer.D.Macneil@spl01.usace.army.mil>
To: "Jan GreenRebstock" <JGreenRebstock@portla.org>, "Lena Maun-DeSantis" <LMaun-DeSantis@portla.org>
Date: 1/3/2007 12:55:40 PM
Subject: FW: From a concerned citizen

In case you did not already receive the comment below.

Spencer D. MacNeil, D.Env.
Senior Project Manager
U.S. Army Corps of Engineers, Los Angeles District, Regulatory Branch
2151 Alessandro Drive, Suite 110
Ventura, California 93001
(805) 585-2149 (telephone)
(805) 585-2154 (facsimile)

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

From: RLN ADV [mailto:adv@randomlengthsnews.com]
Sent: Wednesday, January 03, 2007 12:29 PM
To: Macneil, Spencer D SPL
Subject: From a concerned citizen

Spencer,

I support the bridge to breakwater proposal but only with a much greater emphasis on connecting the project with the MTA's light-rail system I also believe that any revitalization of the waterfront in excess of several hundred million dollars would be foolish without linking it to the city's mass-transit system.

Thank you!

**

Teresa Audelo
Advertising Production
Random Lengths News
1300 S. Pacific Ave
San Pedro, CA 90731
310-519-1442
fax 310-832-1000
www.randomlengthsnews.com

February 28, 2007

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

Re: Comment Regarding the San Pedro Waterfront Project

Dear Dr. MacNeil and Dr. Appy:

The current proposal has some exciting ideas for waterfront access in San Pedro, but we are compelled to submit a comment that we don't support the proposed cruise center relocation. We realize some of the other proposals are contingent upon relocating the cruise center, but this relocation is quite undesirable in and of itself, including the parking and road modifications associated with it.

An outer harbor cruise center is too close to the marina and would frequently inhibit the flow of pleasure vessels. It's also too close to Cabrillo Beach. Huge cruise ships are not a suitable aesthetic for enjoying a beach environment. Neither of these consequences of the relocation are desirable.

The Los Angeles Cruise Center is primarily a point of arrival and departure. It is not a port of call where cruisers disembark to shop, eat, or sightsee. The plan includes significant projects for the sole purpose of accommodating the cruise ship lines, while doing nothing for San Pedro but forcing its residents to endure the consequences every day. Harbor Boulevard is our route in and out of San Pedro, and we don't want it downsized. Neither do we want to see the land adjacent to Bloch Field used for another parking lot, let alone a multi-storied parking structure with bright lighting. These consequences of the relocation are not desirable. The local open space is extremely limited in the Miner Street area. We should be creating recreational and park areas for San Pedro residents to enjoy.

We've read about the forecasted demands of new cruise ships being built. We can't resist an editorial comment that it seems counterintuitive to increase ship sizes – who wants to vacation with two or three thousand additional people? And now ports are expected to spend billions on reconfigurations to accommodate larger ships.

On a personal note, we've lived in our San Pedro home more than 21 years and are just completing a \$400,000 plus renovation to the home. We've saved 20 years for this improvement. We went to great additional expense on exterior finishing to ensure the remodeled home fit into our neighborhood. Because of our level on Carolina Street, a permanent cruise center building would obstruct a large portion of a beautiful view of water and sailboats that we intended to enjoy for years to come. The visual appeal would be adversely affected. We love San Pedro, and we realize we live near a working harbor. Even so, the proposal is very disappointing all around.

To summarize, the extreme lengths the LAHD is proposing to accommodate the cruise ship lines have not been justified to us. The plan is attempting to do many things in a small area. Maybe our harbor cannot physically support them. The impact to dwindling open space near Miner Street is also detrimental.

February 28, 2007
Dr. Spencer D. MacNeil and Dr. Ralph G. Appy
Comment Regarding the San Pedro Waterfront Project
(continued)

We appreciate the opportunity to comment.

Sincerely,

Submitted by e-mail

Robert E. Endicott
Katherine M. Endicott

2631 Carolina St.
San Pedro, CA 90731-6509

February 28, 2007

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

Re: EIR – San Pedro Waterfront Project NOP/NOI

Dear Sirs:

By proposing this project the Port Staff has ignored its legal responsibility to our community and the legitimate EIR process. They have disregarded the years of public comment that they are obliged to act upon, and have created an illegal piecemealed plan to implement industrial expansion of their business at the expense of local and regional residents.

The plan subordinates the outer Harbor near Cabrillo Beach (Cabrillo Bay) with a giant cruise terminal, berths, parking lots for car storage, and connector roads.

Please create an option that leaves out destruction of our outer harbor. Right now, the options set forth are 1 berth or 2 berths in the outer harbor.

The current scenario implies that if we don't add cruise terminals/ships/parking lots, etc. we can't have the other improvements. WE NEED DEVELOPMENT AND IMPROVEMENTS WITHOUT DESTROYING THE OUTER HARBOR.

LEAVE CABRILLO BAY FOR RECREATION AND COMMUNITY USES!

The NOP document for this proposed project lists Significant negative impacts in almost every area BUT Many negative impacts are poorly delineated or not mentioned at all. For example, it appears that the outer harbor is the berth site because the new 'super-sized' ships are bigger than the biggest that we've seen, and they can't even maneuver in the existing situation near the bridge. These ships will dwarf the entire landscape of the outer harbor and nearby residences.

I don't recall any mention of massive ships in the NOP document, which sites only 2-3 story buildings as minimal obstructions to views. In fact, your document states that "the proposed project is not visible because of intervening topography and/or development" and that "proposed project features, including multi-story buildings and parking structures, could potentially obstruct views from surrounding areas." Where are the Super Sized Cruise Ships, as tall as skyscraper and as long as a city block? They're flat little outlines on a piece of paper.

You are responsible to put this very real image in front of the eyes of the public. ARIAL DRAWINGS WITH OUTLINES OF CRUISE SHIPS ARE DECEPTIVE.

Cruise ships are the highest polluting type of ship per call. Let's CLEAN UP OUR EXISTING CRUISE BUSINESS BEFORE WE ADD MORE. THERE ARE NO SPECIFIC REGULATIONS IN THE PLAN REGARDING TOXIC POLLUTION associated with the project – only discretionary suggestions.

LOCATE ANY NEW CRUISE SHIP DEVELOPMENTS ADJACENT TO EXISTING ONES, near our downtown (in case guests would like to stroll and support our businesses) and freeway access. BUILD DOWNTOWN BUSINESS. Don't bring traffic, noise, light, and parking lots to the outer harbor.

Architectural plans and handshake deals to move forward with this terminal and development have already been made, even though the NOP/EIR and public review process have not even begun. PORT STAFF HAS

ALREADY DETERMINED THAT THEY ARE GOING AHEAD WITH THIS PROJECT. THAT'S WRONG and may be illegal.

Disney Cruises plays loud branded music over their loud speakers while they're in port. Last year during the Disney Cruise 'test', many San Pedrans were forced to listen to a high volume "When You Wish Upon A Star" theme song repeating ALL DAY long while the ship was berthed. **BRANDING OUR ENVIRONMENT IS NOT ACCEPTABLE.**

Disney is suing the City of Anaheim because it is considering putting subsidized housing for middle-class workers (read Disney employees) near the park.

That's the kind of indirect impact that we can expect if we giveaway this waterfront to Disney and the likes.

ALSO, THE PORT'S NEW STRATEGIC PLAN TALKS ABOUT INCREASING LAND-SIDE AND WATER-SIDE SECURITY ZONES AROUND THE CRUISE SHIP TERMINALS. THIS WILL IMPEDE PUBLIC WATERFRONT ACCESS RESULTING IN PRIVATIZING THE WATERFRONT.

RELOCATE HAZARDOUS CHEMICAL FACILITIES AND TANK FARMS. The plan leaves all the hazardous facilities in place. Separate the industrial from the residential !!!

The language that this is an "INDUSTRIALIZED AREA WITHIN THE PORT" must be changes. Thousands of people live nearby. **CHANGE THE LANGUAGE!**

WHAT ARE WE GOING TO DO WITH ALL THE SLUDGE from dredging (and what's in the sludge)? How many huge piles, like the one near the Harbor Freeway entrance on Pacific, are we going to dump on or around this community? Or underwater, destroying more marine habitats? Don't tell us that by dumping sludge in the Harbor, you're creating "shallow water habitats".

In some portions of the NOP documentation, the language states that there will not be significant economic/community development impacts from the project. In other portions of the document, the language states that there will be significant economic/community growth and benefits. The shifting language is based on Staff's need to create selling points for various aspects of its plan. This shows the determination of Staff to pursue its goals, and a sloppy and inconsistent approach to some very important issues. **STOP MANIPULATING THE FACTS** for financial gain.

According to the documentation, the EIR must:

"take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts."

STAFF MUST DEVELOP THIS PLAN IN CONJUNCTION WITH A REVISED MASTER PLAN AND THE PORT OF LOS ANGELES COMMUNITY PLAN, AS WELL AS IN CONJUNCTION WITH THE CRA AND DEVELOPMENT PLANS FOR SURROUNDING COMMUNITIES. (new condo's + housing, business plans, community redevelopment, etc.).

Does the revenue generated from terminal and berthing fees really outweigh the negative environmental, economic, health, and quality of life aspects of this portion of the project? **THERE MUST BE A MORE COMPREHENSIVE ANALYSIS**, including externalized infrastructure and health care costs.

I AM REQUESTING THAT PORT STAFF CREATE A NEW OPTION, based on the many years of community input, for this destructive, short-sighted and self-serving business expansion plan.

Thank you for considering the points in this letter.

Sincerely,

DanialNord
2130 South Pacific Avenue
San Pedro, CA 90731

F R A N S I E G E L
2130 S Pacific Ave. San Pedro, Ca 90731
Tel: 310-514-8496 fs10002@yahoo.com

City of Los Angeles Harbor Department
c/o Dr. Spencer MacNeil and Ralph Appy
915 Wilshire Blvd.
Los Angeles, CA 90017-3401
Re: EIR – San Pedro Waterfront Project NOP/NOI
2/28/07

Dr. Spencer MacNeil and Ralph Appy,

I am a resident of San Pedro who is deeply concerned about the hazardous environment surrounding my home. The Port's "Revised Waterfront Project" is deeply flawed. It is obvious to anyone who is paying attention that the project is designed to expand the port instead of beautifying the Waterfront. Why is it that after so many years of mistrust the Port still does not pay any attention to the voice of community that surrounds it?

I DO NOT agree to having the Port take over the outer Harbor near Cabrillo Beach with a giant cruise terminal, berths, parking lots for car storage, and connector roads. LEAVE CABRILLO BAY FOR RECREATION AND COMMUNITY USES!

RELOCATE HAZARDOUS CHEMICAL FACILITIES AND TANK FARMS. The revised plan leaves all the hazardous facilities in place. Separate the industrial from the residential !!!

LOCATE ANY NEW CRUISE SHIP DEVELOPMENTS ADJACENT TO EXISTING ONES near our downtown so that guests can stroll and support our local businesses.

I hope that someone reads my letter.

Thank you for your attention to this matter.

Fran Siegel

Re: San Pedro Waterfront Development

Dear Sirs,

I have reviewed the port plans and believe there is not sufficient attention being paid to the pollution this creates in the port areas. I live in Lomita and the black dust from port pollution discolors everything we have: our cars, our outdoor furniture, our homes, EVERYTHING. And I hate thinking of what it is doing to our lungs.

DEVELOPMENT IS NOT OK AT THE PRICE OF OUR CITIZEN'S HEALTH.
CLEAN THIS UP OR DON'T DO IT AT ALL!!!

Michael Tennesen

--

Michael Tennesen

e-mail: michael@michaeltennesen.com

web: www.michaeltennesen.com

Phone: 310-530-0439

Cell: 310-892-9107

Address: 1878 W. 261 St.
Lomita, CA 90717
U.S.A.

From: Richard <utooez@adelphia.net>
To: "ceqacomments@portla.org" <ceqacomments@portla.org>
Date: 1/2/2007 11:27:35 AM
Subject: San Pedro Waterfront Project

I recently purchased a home in San Pedro to the tune of One Million dollars. I am very happy that new construction and revitalization is coming to the San Pedro waterfront. I am however concerned that there is nothing you can do about the mentally ill that are housed in San Pedro. There are many businesses for the downtrodden, homeless shelters, drug rehabilitation and the like that have made San Pedro home. More so than any of the other South Bay beach cities. One needs only to make a market run to find some mental case talking to him/herself while jaywalking and staring at motorist in a menacing way. I don't think your studies have taken this into consideration. Would you want your family living and shopping on Gaffey, the main street here?? I would think not. I would ask that a list be made of these businesses and offers of relocation be made. This would make your plans more attractive to people of my caliber. Otherwise a lot of money is going to be wasted to make a beautiful place for druggies and retards to congregate. In my investigation I found that there are many mentally ill people and drug addicts in the area of the proposed project. I presently go around to Western Avenue to enter/exit the city of San Pedro never even getting close to this waterfront area due to their numbers. By cleaning up Gaffey Avenue you would do a lot for the success of your plans. I would encourage you to look at each and every business on Gaffey for possible face lifts. This along with my earlier idea of relocating the downtrodden would make your project a huge success not only in the revitalization of the waterfront but of the City of San Pedro, Ca. Now that would be great.

Richard Anthony Arellano Sr., South Shores, San Pedro, Ca.

February 27, 2007

Kenneth Fullam
755 W 21st Street
San Pedro, CA 90731

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

RE: Comments on the San Pedro Waterfront EIS/EIR

These comments pertain to the Ports O' Call section of the waterfront.

- 1) Option "A" for the location of a new Ports O' Call Restaurant is bad because it would reduce the size of the new Fisherman's Park and require demolishing the historic brick building and the historic 2-story schoolhouse with the bell on top. According to the maps and diagrams on the sanpedrowaterfront.com web site it looks like these would be the only buildings that remain from the southern part of Ports O' Call, also known as Whaler's Wharf. Perhaps the current Ports O' Call restaurant wouldn't need to be relocated if its outdoor dining area was converted into a section of the new waterfront promenade.
- 2) There should be some mitigation for the other buildings in Whaler's Wharf that have already been demolished. This includes the church, the 2-story colonial house, and Nan's Doll House (see photos in the email). Whaler's Wharf was a masterpiece of architect Vernon Leckman where he created an authentic New England fishing village with far more architectural details than similar coastal shopping centers like Shoreline Village in Long Beach and Seaport Village in San Diego. It was a place you could go and feel like you're actually in New England. That's why scenes from NBC's show "Providence" and many movies were shot there. Perhaps the mitigation could be to construct similar buildings and landscaping in the new Ports O' Call shopping area or maybe create a miniature golf course that recreates Whaler's Wharf. A miniature golf course would also provide recreational benefits.
- 3) Aesthetically, I'm concerned that the layout of the future Ports O' Call area is too spread out around the parking lot. Patrons would lose the feeling of being in a unique shopping village and it would be too much like a typical commercial shopping center. Ports O' Call has long been known as a "most uncommon shopping experience." Perhaps there could be more than one "Paseo" like maybe a New England themed one that connects the red car station to the Ports O' Call

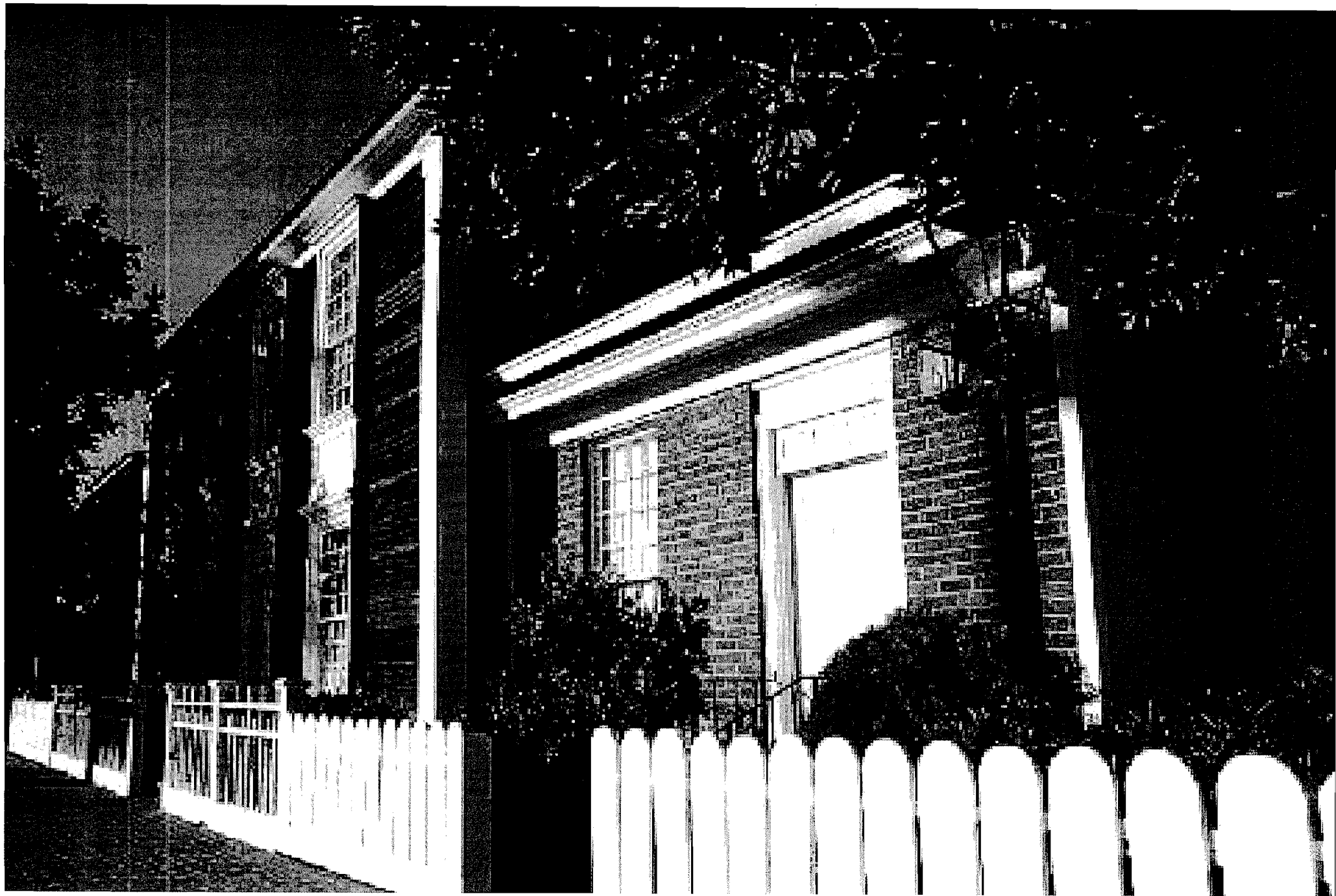
restaurant and the other, palm-tree lined, Paseo. I agree that there should be some changes for the new Ports O' Call because the current one has seen better days and business has declined since the 90's. Perhaps a regularly scheduled, historic ferry service between Ports O' Call and Shoreline Village in Long Beach could attract more customers to both of these shopping areas. It could be an attraction in itself, like the red car line.

Thank you for listening to my comments on the San Pedro Waterfront EIS/EIR.

Sincerely,

Ken Fullam
kenfullam@aol.com







WRITTEN PUBLIC SCOPING COMMENTS ON THE 2006/07 SAN PEDRO WATERFRONT PROJECT NOP/NOI DUE NO LATER THAN 2/28/07

Steve Blount
9371 Alderbury Street
Cypress, CA 90630-2806
Days: 562-803-8675, ext. 18
Evenings & Weekends: 714-995-2128
stblount@ca.rr.com
February 28, 2007

RECEIVED
FEB 28 2007
City of L.A.

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

Overriding Principle & Tradeoff

In order for anything worthwhile and of benefit to the Port of Los Angeles and to San Pedro to come about, the port has to decide and commit to making money from people not cargo on the west side of the Main Channel. This means the hallmark of this dedication, is that the port will move all energy and liquid bulk related enterprises (principally The Yankovich Company & the Westway Liquid Bulk Terminal) to the east side of the main channel and that the people of San Pedro must accept a cruise terminal at Berth 46 (Kaiser Point). Implied within the spirit of moving across the channel all energy and liquid related businesses is that all presently standing warehouses and storage sheds, (the Crescent Avenue structures and those that line Minor and Signal Streets & Warehouse 1) be razed, and that those areas and surrounding areas be optimized for the recreation and education of those living in San Pedro and those visiting at the invitation of those that call San Pedro home, and the maximization of the revenue streams of the cruise industry and terminal for San Pedro businesses and maximization of taxes that support San Pedro services, agencies, infrastructure and organizations.

San Pedro and the Port of Los Angeles are two plates of a massive earth quake fault. The two sides must recognize each other and not stress each other to point of massive upheaval. Unlike the theory of quakes that holds that small earthquakes relieve stress so that a large earthquake is less likely, the small earthquakes that have happened through the years resulting from various waterfront development plans have increased the likelihood of a major earthquake if the port persists in the implementation of its latest proposal. Everyone can supply their ideas of how this major earthquake will manifest itself – malicious compliance, open rebellion, work slowdowns, loyal opposition, law suits, rioting in the streets and on and on.

San Pedro must understand that anyone familiar with the cruise industry is rabid with anticipation of the revenue and tax possibilities with increasing the ports capacity to accommodate more cruise ships, not just for the port but also for the businesses of San Pedro, meaning that all such individuals will pursue expanding the cruise ship capacity in the Port of Los Angeles at all costs.

Cruise Industry

My interest in the cruise industry began when I started writing my capstone project on an aspect of the cruise industry as part of the requirements for my MBA in Entrepreneurship. Within my MBA emphasis I had a concentration in Economics.

Despite the ups and downs of the world's economies and events that have a profound effect on international relations and the well being of people, the cruise industry continues to increase year after year at the average rate of 7.6 percent since 1980. Only one year in the last twenty-five did it fail to increase, and that was not in 2002, it was in 1994 in North America, worldwide the number of people taking a cruise has always increased annually. In fact the largest increase in cruise passengers occurred in 2002, with an increase of 12.34%. Even in 2005 with Katrina and the other hurricanes that ravaged Florida the number of people taking a cruise went up. According to the Cruise Lines International Association, "Since 1980, nearly 100 million passengers have taken a deep-water cruise (2+ days). Of this number, 61% of the total passengers have been generated in the past 10 years. Thirty-seven percent of total passengers have been generated in the past five years . . . To date, approximately 16% of the U.S. population target market have ever cruised."

In 2007 and the following three years fifteen cruise lines will take delivery of thirty-five ships. at a cost approaching 19 billion dollars. Carnival and MSC Cruises lead the way with four each, and Royal Caribbean, Celebrity, Costa, Norwegian Cruise Line, and AIDA with three each. Princess, Holland American, and Seabourn are each expecting two ships by the end of 2010. That is to say they are confident in embracing the risk with an investment in the future to the tune of 19 billion dollars that the cruise industry will expand to meet the increased capacity.

"According to the U.S. Maritime Administration, occupancy rates on North American cruises during the third quarter of 2006, were 112% [exceeded double occupancy – third & fourth person in a stateroom] – the highest level in four years." "According to the Cruise Industry and its Outlook, 2006-2010, the Art of Commoditising Exclusivity, from DVB Research & Strategic Planning . . . passenger demand in North America will rise to from 9.11 million in 2004 to 10.84 million this year [2007] to 12.22 million in 2010." Page 14, February issue of Marine Log.

"The current cruise ship orderbook is at its highest level ever, with 37 ships valued at \$19.5 billion." My estimate was for 34 ships for \$19 billion, and counting the new Disney ships, announced a few days ago, to be delivered in 2011 & 2012, the totals by my count now climb to thirty-six new cruise ships at a cost of \$20 billion. One estimate by a cruise industry expert puts the cost of the new Disney ships not at \$500 million each, but at, between, \$860-\$890 million apiece, sending the price of anticipated newbuilds to a new total of \$20.5 billion.

The cruise lines are confident to the tune of \$20.5 billion that the increased capacity will be used. The cruise lines do not have a contingency plan. What do you do with an unused or under utilized 112,000, ton cruise ship? That is confidence.

Of the thirty-four ships becoming operational by 2010, seventeen of them are post-Panamax, with most of them remaining post-Panamax after the expansion of the Panama Canal is completed in 2015. This means that to reposition these ships to the West Coast they would have to sail around Cape Horn at the southern tip of South America. So the fear of monster cruise ships coming to San Pedro on a regular basis is unfounded – the larger the ship the longer the cruise. The larger ships go on seven-day cruises, with the smaller ships staying with three and four day cruises. Even with the larger ships one would see the ship in port for less than twelve hours once a week. The smaller ships would be seen twice a week for less than twelve hours at a time.

While it may be true that some time in the future ships could be twenty stories high, it is not likely that they would call on the Port of LA, or at most every four years. Even Project Genesis, the world's largest cruise ship envisioned to date, being built for Royal Caribbean Cruise Line at 220,000 gross tons, and able to accommodate 5,400, passengers rises above the water only 213 feet, which means, accounting for thirty feet of superstructure above the top deck, it is well below the twenty stories that some fear will blot out the sun. As with most ships the top two decks are variously named sky, sport, and sun decks. They typically only occupy a small portion of the total ship, and are wrapped around the superstructure of the ship - the exhaust/ventilating stack and the ships external electronic equipment and apparatus. Please note the picture on page 8. On the Disney ships Wonder and Magic the top deck is appropriately called, The Stack. It is a lounge for teenagers only.

The Grand & Golden Princess ships do have eighteen decks, but the top four decks are partial decks with the names of Sky, decks 17 & 18, Sports, deck 16, and Sun, deck 15, open to the sun with a pool below and still not a full deck. The Golden Princess will begin regular seven day cruises from Los Angeles beginning in October 2007 after going around Cape Horn & through the Strait of Magellan – meaning she is post-Panamax and San Pedro will only see her for less than twelve hours every seven days. She will be the largest at 2,600 passengers to frequently call (seven days or less) at San Pedro on a regular basis. Larger ships and many others will come to San Pedro perhaps once in its lifetime on its maiden voyage to four times a year for twelve hours or less every seven days or more. The largest ship in the Princess fleet to debut in 2007 is the Emerald Princess able to accommodate 3,080 passengers. It will be cruising in the Greek Isles, the Mediterranean Sea, and Eastern & Southern Caribbean. The Diamond Princess slightly larger than the Golden Princess will be in San Pedro waters once every fifteen days (twice a month) beginning in October. At present the Celebrity Cruise Line ship Summit calls on San Pedro twice a month (every fourteen days) at the start and finish of cruises to the Hawaiian Islands. The Summit is considerably smaller than the Princess cruise ships. Starting in September RCL's Radiance of the Seas begins 14 night round-trip voyages to Hawaii. The ship minus its sky, Sun/Observation, and Sport decks has ten decks. RCL's Monarch of the Seas sailing throughout the year for seven-night cruises without its sport & pool decks has ten decks. RCL's Vision of Seas throughout the year will be embarking on three and four night cruises has minus its sky, sport & pool decks eight decks.

The two new Disney ships, as yet un-named, would be most likely be post-Panamax at 122,000 tons each carrying 4,000 passengers, and would operate in the Caribbean, while the Disney Magic at least, if not also the Disney Wonder, would be homeported in San Pedro. The new Disney ships would be two decks higher, which means that they would have twelve decks in all.

In order to get an idea of how small the cruise ships would appear from around the harbor please consider the pictures on pages 9 and 10. The picture on page 9 was taken at 40th, and Bluff Drive. The top picture appearing on page 10, was taken at Crescent Avenue and Centre Street, and the bottom picture on page 10, was taken at the curve of Lookout Point Park.

Cruise Terminal

The Los Angeles Harbor west of the Main Channel could pass as a sun drenched bay in the Caribbean, with the mystique of a pirate cove and an exotic playground of the rich. On the bluffs above it is a fort. Scenes from the latest Pirates of the Caribbean movie have been filmed around the bluffs and passed for the refuge of the Black Pearl, the ship of the notorious pirate Captain Jack Sparrow.

Those that have a view of the harbor should think of themselves as the wealthy that have retired to an exotic Caribbean or Grecian isle, or the exalted ones of a pirate hideout (San Pedro is Pirate Town), or as an aristocrat favored by the crown with high office in the government of one of its richest colonies.

Each residence overlooking the harbor is a villa where the High Commissioner, Prime Minister, Lord Mayor, Governor General, Prince, Princess, Crown Prince, Grand Duke, Duke, Duchess, Earl, Count, Countess, Baron, Baronet, Sovereign, Consort, Regent, Czar, Tsar, Tsarina, Emperor, Empress, Field Marshal, Marquis, and Viscount of Crescent Avenue, Bluff Drive and all byways that serve those that look down on the harbor hold court.

There is no other experience and vacation like that of a cruise. Each ship is a floating Las Vegas with changing scenery, and a credit card and paperless economy. Once booked the vacation is virtually hassle and stress free. Every need and want is catered to and satisfied, everyone is special, all are equal. There are a multitude of options not only of activity when one wants to indulge, but also of cost or expense for the cruise, beginning with time of year sailing, length of cruise, specific ports and number of ports called upon, when the cruise is booked, when booking is made relative to when the cruise takes place, placement and configuration of one's stateroom, number of people in one's group, how one books and with whom, ad infinitum. 127,200,000 (44 % of the total US population) is the size of the US target market, which includes those 25 years or older and that have household earnings of \$40,000 or more per year. The affluent market is still a whopping 15,440,000 people.

Agreements, and rules and regulations can be instituted to safeguard the community from being overrun, used and abused by the cruise lines like what has occurred in some of the communities in Alaska.

Pedestrian Bridge

There is a need for a pedestrian bridge at 7th, street, but not at 13th Street. The 5 million dollars or more that it would be spent going over Harbor Boulevard, the railroad tracks, Sampson Way, and possibly Beacon Street would be better spent connecting downtown San Pedro with Gibson Park and the maritime museum area. A pedestrian bridge at 7th, Street would serve as the linkage everyone has been talking about forever that brings people to downtown. As it is who would want to cross there on foot. By contrast the 13th, Street pedestrian bridge would only connect the neighborhood with Ports-O-Call. The neighborhood is just as likely to go right to 22nd, Street attractions or go left to Downtown attractions. Please consider the pictures on pages 11 & 12 for 13th, Street and page 13, for 7th, Street.

Museum & Research District

My recommendations for the area around the Los Angeles Maritime Museum includes the following in order to create a museum and research district similar to the Smithsonian Institute in Washington D.C., that does not include water cuts: build permanent office structures for Lane Victory, LA Maritime Institute and Southern California Marine Institute, move Southern California Marine Institute from Fish Harbor to Berth 87 next to the LA Maritime Museum, create dock space for Southern California Marine Institute boats R/V Yellowfin & Sea Watch parallel to the shore, create dock space for the Lane Victory parallel to Sampson/Harbor for maximum visibility (see page 11, for an example of the contrast between a ship's side view versus bow view), enlarge LA Maritime Museum, and museum office, storage and processing areas, clear out all small boat slips along Nagoya Way and Samson Way roadways, create dock space for Exy & Irv Johnson, Swift of Ipswich & Bill of Rights again parallel to the promenade, and create dock space similar to the Long Beach Queen Mary setup for the Ralph J. Scott fireboat between the LA Maritime Museum and Fire Station #112. I want again to emphasize placing the boats parallel and visible from roadways in order to create maximum interest in getting closer to them. I also recommend quickly building the structures as empty shells so over time the non-profit staffs can customize the interiors that could include thematic community rooms such as the I. Roy Coats Brass Room on the second level of the LA Maritime Museum. This will necessitate eliminating boat slips at berths 81, 82, and 83. Please note on page 12, the present office complex of the Los Angeles Maritime Institute.

Energy & Liquid Bulk Relocation

In regard to energy relocation I recommend Westway, berths 69-71, be moved to berth 240Z, formerly the Southwest Marine shipyard, move Jankovich, berths 74 & 75 to berth 240Z, former Southwest Marine shipyard. This affords the opportunity to upgrade to desired capacity, flexibility, ease, and safety of product transfer, the opportunity to eliminate underperforming assets & unsafe assets, the opportunity to protect from terrorist attack & isolate from danger to the public and environment. This is a sore point with the people of San Pedro after being promised that all energy related and volatile and environment polluting liquid operations would be transferred, at the least across the Main Channel and seeing for years nothing to show for it. Immense good will would be generated if the Port of Los Angeles committed and showed progress toward removing such operations and would make the construction of cruise ship terminal at Kaiser Point infinitely more acceptable. Finally this would make it possible to clean up these areas and make them environmentally safe and compatible, and make it possible for a marine biology center be placed there "with the collaboration of a consortium of educational institutions." Also, I would recommend as a second choice to the marine biology center to tear down the warehouse and storage sheds at berths 53-55, and replace them at berths 69-71, thus keeping all commercial cargo handling on the Main Channel, and allowing for people (San Pedro residents & tourist) related enterprises for areas west of the Main Channel waterfront.

A worthy replacement for Westway at berths 70-71 would be the California Maritime Academy. It makes sense for it to be in San Pedro because of the learning and experience opportunities in the ports of Los Angeles and Long Beach. The Port of Los Angeles High School is close at hand to serve as a prep school for the academy or to have its educational experience significantly enhanced by the presence of the academy in the harbor. Furthermore, because the academy is a quasi-military school its students qualify to reside in the lower elevation of Fort MacArthur base housing. CSULB is twenty minutes away and the Office of the Chancellor for the California 23 campus State University system responsible for 404,000 students and 44,000 faculty and staff is a couple of bridges away, and down the road from the proposed site is Harbor Community College and the University of Southern California, which means unlimited opportunities to

collaborate and to make history and change the world. With support from the Chancellor and the passing of legislation authorizing and approving the transfer it is a done deal, simple enough.

Consider the following quotes to get a feel for the potential and possibilities. From the Pacific Maritime magazine, February 2007 edition, pages 24-25, “. . . the Academy celebrated its 75th anniversary in 2005. Today, the school is part of the California State University (CSU) system . . . It admitted its largest freshman class ever last fall (250). Cal Maritime offers Bachelor’s Degree programs in Business Administration, Facilities Engineering Technology, Global Studies and Maritime affairs, Marine Transportation, Marine Engineering Technology, and Mechanical Engineering. It also delivers extended learning programs for individuals in the workplace looking to expand or upgrade their skills in maritime and facilities-operation related fields . . . Cal Maritime also offers training and certification resources for maritime security and hazardous spill incident management and remediation. . . While not a military academy, Cal maritime does operate under a Corps of Cadets structure. (Interested students can pursue tracks leading to a commission in the Navy, Coast Guard, Marines or Merchant Marines upon graduation.)”

Parking Structure/E-Bus/Water Taxi

In order to eliminate a “drive by” scenario, and relieve or eliminate traffic congestion, and air pollution a parking structure of at least five levels should be built at berths 88 & 89, able to accommodate 3,000 vehicles. Patrons of the cruise terminal at Kaiser Point, downtown, the museum district, and Ports-O-Call would be transported to their destination by electric buses. The fleet of 20 electric buses that can go anywhere in San Pedro would cost at today’s price \$300,000 apiece for a total of \$6,000,000. Cabrillo Beach, 22nd, Street Landing, Kaiser Point cruise terminal, and Ports-O-Call by water taxi would be transported by water bus and taxi. This in lieu of spending another \$15 million to extend the electric red car to Cabrillo Beach or another 5,000 feet. Please see examples of the electric busses and trolleys on pages 16-19, and watercraft on page 20.

Catalina Express/Island Express

Relocating of Catalina Express and Island Express to Berths 74-76 replacing Jankovich would make more sense than moving them a few feet out from the shadow of the Vincent Thomas Bridge. Moving to Berths 74-76 provides more public visibility, quicker access to open water, and less terrorist risk to their enterprise and to the public than being anywhere close to the Vincent Thomas Bridge, and it would provide the opportunity to expand and build a new terminal and docks to wish and dream specifications.

Recreation Areas

The area that is transected by Minor and bounded by Mesa, Crescent, 22nd, and Sampson Way should be reserved for recreation, incorporating facilities for soccer, softball, baseball, and football utilizing multiple use stadiums for football, baseball, soccer, and softball and gymnasiums, (possibly within the stadiums) that accommodate tennis, volleyball, basketball, gymnastics and other net oriented sports as well as venues for music, speeches, community forums, dinners, presentations, drama, and tournaments or matches of the one-on-one variety, such as boxing and wrestling. Part of the utilization of these areas could be four-field baseball complexes, four-court basketball complexes, and eight court tennis and volleyball centers. The purpose would be to build quality facilities that would draw teams from the outside and provide the attraction to have tournaments and playoff contests in San Pedro. San Pedro could be the youth and amateur athletics capital of the West, and the playoff center of the West. The recreational opportunities in these areas could provide rope courses, rock climbing and other popular team building apparatus for conferences, retreats, and seminars. The facilities envisioned would provide quality kitchen areas for area restaurants to set up shop for the events.

either catering or off of a menu. This could lead to a permanent and perpetual Taste-of-San Pedro. Consider the pictures of examples of three baseball facilities on pages 21-23. The largest one is on page 22, Blair Field in Long Beach. The second stadium, on page 21, is Duane Winters Field in Fullerton, and the smallest on page 23, is the home field for Cypress Community College. Even though the Cypress College Charges have won state championships in 1991, 1994, 1997, and 2003, they have what amounts to just a diamond and a backstop (pathetic) to showcase their skills.

San Pedro deserves first-class - the best facilities to train, to keep the success of its athletic programs improving and successful, and to show the world how good San Pedro is. An example of what a modest size first-class stadium can attract is that in 2008, Duane Winters Field will be the site for the Pony 13 (13 year olds) world series which includes all teams from the 4 U.S. zones, and the Asia, Caribbean, and Mexican zones. As the parents are proud to say, "We are looking forward to hosting the finest 13 year olds the world can send us."

Promenade

The promenade along the wall and heavy traffic area of berths 69-71 is nonsensical where people would be forced to dodge and yield to rail and truck traffic while viewing an unsightly concrete wall, roadbed, and warehouses. Fifteen or twenty feet are adequate widths for areas actually on the water and next to businesses such as in the Ports-O-Call area. Thirty feet looks odd next to businesses, and will inconvenience businesses and take up valuable space that could be utilized to create revenue. Please see pictures of how uninviting Signal Street is on pages 23 and 24 and the cruise ship terminal promenade on page 26 to see how wide thirty feet really is.

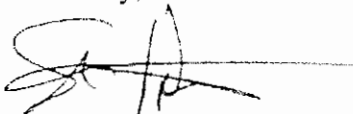
Relocation/Expansion of Restaurants

On a negative note, why is Ports-O-Call Restaurant being punished by having to relocate? Why are the San Pedro Fish Market & the Cafe International being given preferential treatment? Why not make the Acapulco Restaurant relocate to take away a barrier to the line of site from Sampson Way, Nagoya Way, Harbor Boulevard, and Beacon Street to the boats of the Los Angeles Marine Institute, and the Los Angeles Maritime Museum. If for no other reason, the Acapulco Restaurant should be relocated to make way for the fifteen to twenty-foot promenade because it is not a member of the San Pedro Peninsula Chamber of Commerce.

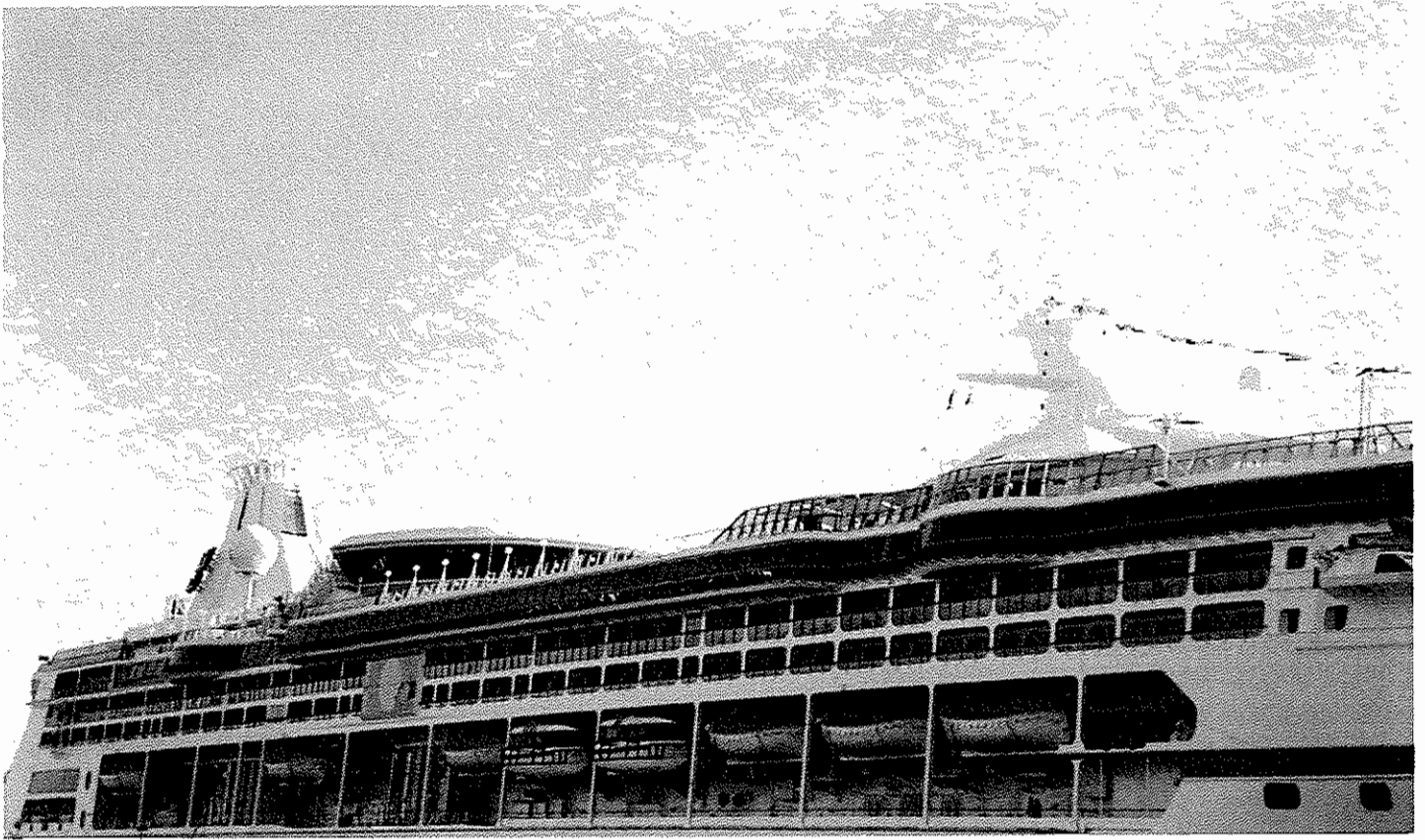
Appendix

Please review the information on pages 27-29, provided by the Travel Industry Association.

Sincerely,



Steve Blount

















BUS

ZERO EMISSIONS

and ULEV

*Buses
Shuttles
Trolleys*

The Transit Bus

The standard 22 foot, 22 seated passenger bus is designed for a variety of transit applications including circulator, shuttle, paratransit, campus and neighborhood service.



The "Anaheim Shuttle"

Where a *Unique design* is a must, the Anaheim Shuttle hits the spot with its open-air body design featuring removable windows, a central door and perimeter bench seating.



The Vintage Trolley

Our Trolley provides a Vintage low floor design, which lends itself to "old town" applications, downtown circulators and routes in an advanced technology, minimal emissions vehicle.

THE COMPANY

- Founded in 1998 by the purchase of a ten year old specialty vehicle manufacturing company
- Engineering Dept. has over fifty combined years of electric vehicle design experience
- Seven fully staffed CAD workstations
- 65 Employees
- 52,000 foot Plant
- Privately Owned
- Vehicles manufactured entirety "In House" by our skilled and experienced work force
- Manufactured with the highest quality transit components such as Dana Spicer, Bosch, Bendix, Reliance, Magnatech, Romeo Rim and TRW



The Ebus Transit Bus model can have a factory installed bike rack

*Coming
Soon!*

30-foot Hybrid

**Zero Emission
Ebus Two Bus**

THREE BODY STYLES

Electric
22' Shuttle
22' Trolley
22' Transit Bus

TWO BODY STYLES

Hybrid Electric
22' Trolley
22' Transit Bus

THREE BATTERY TYPES

Air Cooled NiCd
Liquid Cooled "Fast Charge" NiCd
Robotically exchanged lead acid

THREE FUELS

Diesel
Propane
Natural Gas

LOW FLOOR DESIGN

- 10" Street to Floor throughout bus
- 6" Street to Floor in kneeled position

<<<<<< QUIET RIDE >>>>>>

INTERIOR - 72 dB* under full acceleration
EXTERIOR - 62.5 dB* under full acceleration
• Figures taken from Altoona STURRA Test

ALTOONA TESTED

All three body style vehicles in electric drive and hybrid electric drive manufactured by Ebus have been subjected to FTA STURRA testing at the Altoona Test Facility insuring the availability of FTA funding.

ADA COMPLIANT

With a 10" floor height combined with Four Wheel Kneeling to 6", a "flip out" access ramp and one convenient tie down, all Ebus vehicles comply with all applicable ADA regulations.

ONBOARD DATA COLLECTION

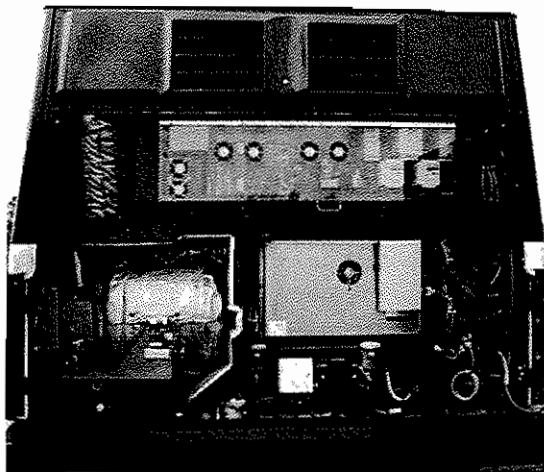
Ebus offers Data Collection Ports at the front and rear of the vehicle enabling access to operational and performance data via a laptop computer. Analysis of such data minimizes problem location and repair by trained maintenance personnel.



NiCad Batteries offer a robust battery technology and easy maintenance for operators. Battery packs are assembled and installed in custom battery boxes.

PROPULSION

Driven by a proven air cooled Reliance AC Induction motor connected to a silent chain drive gear reduction, the Ebus family of vehicles are available in a variety of energy source configurations. While customers appreciate the clean and quiet ride of the electric vehicles the question of range between battery charges limits the applications. To deal with this dilemma, Ebus offers a variety of battery technologies and charging methodologies which allow the maximum in flexibility.



The Ebus Hybrid models showcase the Capstone MicroTurbine™ powerplant. Currently available in propane, natural gas and diesel.

NiCd Batteries

Low Maintenance Saft NiCd battery packs provide 60 – 90 miles of range between charges while offering up to 2000 charge/discharge cycles (approximately seven years of typical revenue service). A fully integrated fire detection and ground-fault system ensures safe and reliable performance.

Opportunity Charging

Ebus supports SAE J-2293 Fast Charging via our optional on-board battery management system coupled with our exclusive battery cooling module and liquid cooled NiCd batteries. Fast Charging allows users to add approximately one mile of range to the batteries per minute of charging.

Need More Range?

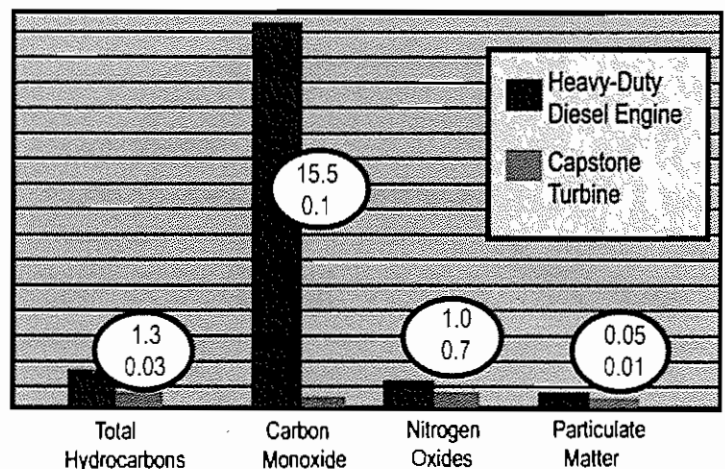
Try our Capstone MicroTurbine™ powered Hybrid Electric.

For the ultimate in range extension, add a Capstone MicroTurbine Auxiliary Power Unit (APU) fueled by propane, diesel or natural gas to generate up to 28 kW of "On-Board" generated power. This option extends the range to approximately 250 miles between "fill-ups".

Capstone MicroTurbines have been CARB certified for transit application and have produced the lowest emissions numbers ever measured by CARB for use in a transit vehicle. The MicroTurbine is clearly the most t-effective solution to extending range while maintaining clean and quiet operation.

Ultra-Low Vehicular Emissions

The Capstone MicroTurbine™ is the cleanest hybrid engine available today.



PUBLISHERS NOTE:

Based on California Air Resources Board (CARB) published in December 2000. Capstone results were measured by Capstone based on CARB testing criteria.

Greater Emissions Reductions are realized through utilization of Clean Fuels such as Propane and Natural Gas.

Ebus Customers

Anaheim, California
Atlanta, Georgia
Gulfport/Biloxi, Mississippi
Indianapolis, Indiana
Las Vegas, Nevada
Los Angeles, California
Mobile, Alabama
Monrovia, California
New Haven, Connecticut
Santa Barbara, California
Visalia, California



A fleet of new Ebus models awaiting delivery to a new fleet operation.

www.ebus.com

Ebus, Inc.

Corporate Headquarters

9250 Washburn Road
Downey, CA 90242
562.904.3474 ext. 223
fax: 562.904.3468
mobile: 720.635.6681
email: dalehill4ebus@aol.com

West Coast

Southeast Region Office

41 Road 967
Henagar, AL 35978
phone: 256.657.5148
fax: 256.657.1450
mobile: 423.802.6190
email: carlaryork@aol.com

East Coast

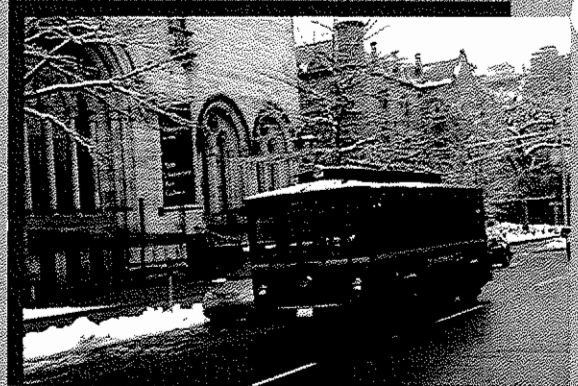
First All EV Fleet Completes First Winter in the Frigid Northeast

On June 10, 2001, The Greater New Haven Transit District in Connecticut began a downtown trolley service utilizing four Ebus all electric Antique Trolley's.

The service currently operates approximately 8 hours per day and on average, the vehicles are getting exceptional dependability and customer satisfaction according to Lee Grannis of the Greater New Haven Clean Cities organization who was instrumental in securing the funding for the project.



Lee Grannis, Coordinator of the New Haven Clean Cities is pictured on the left with Tony Colaiaacovo, Fleet Manager of the Greater New Haven Transit District on the first day of service in June 2002.

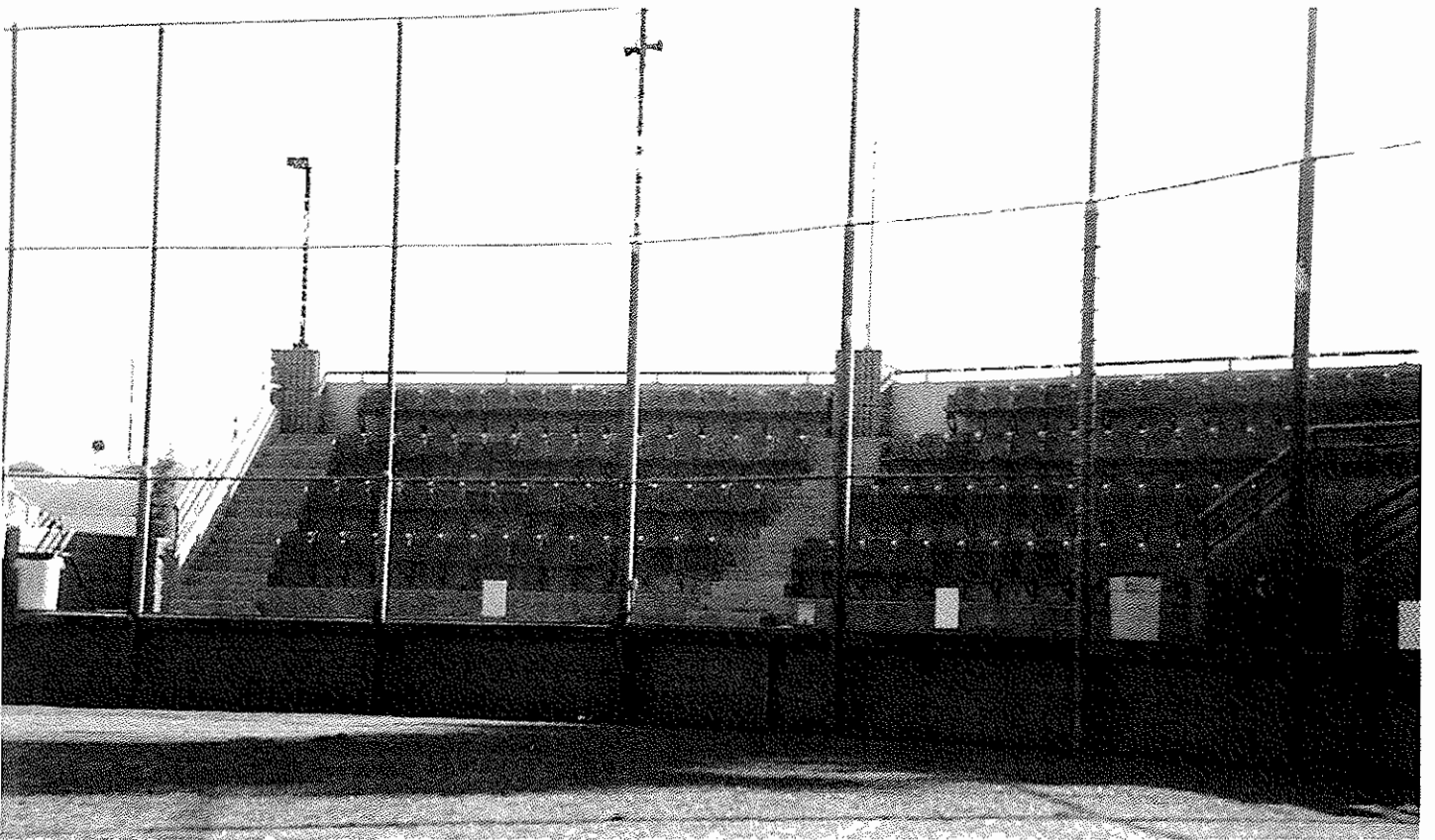


The New Haven Trolley system currently operates two separate routes, one of which serves part of Yale University and also utilized for special events.

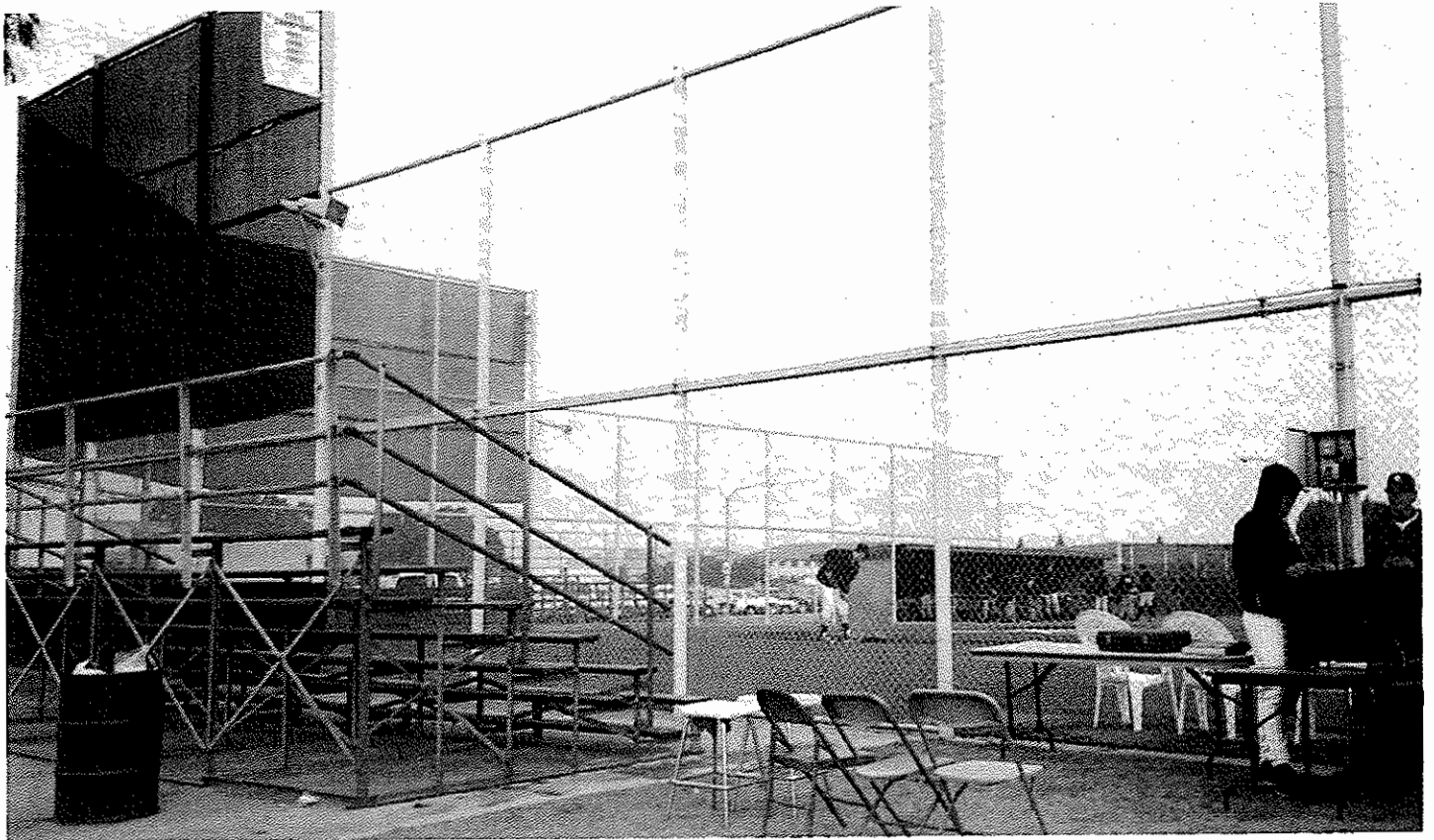


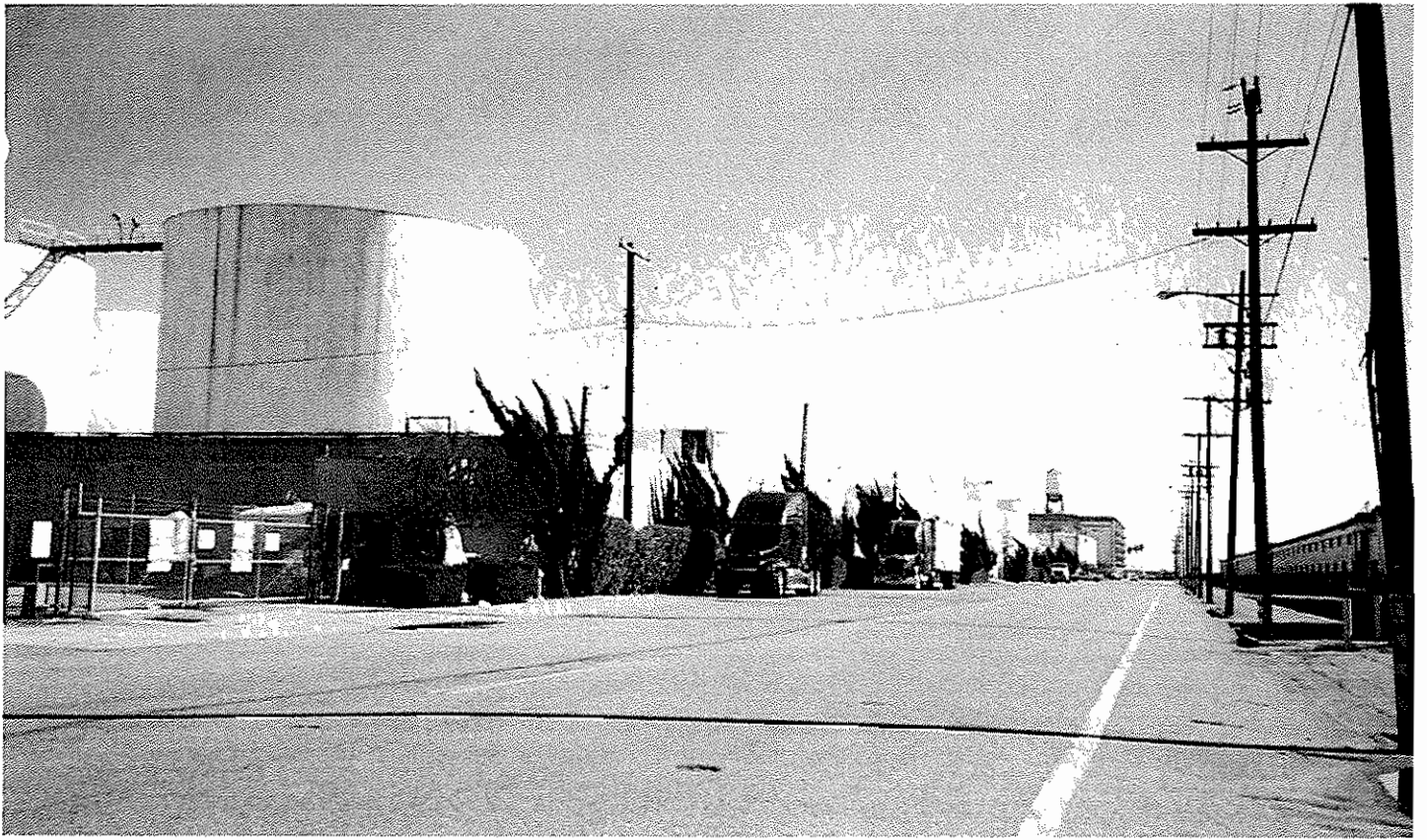
The New Haven Trolley's have operated consistently even during single digit temperatures and the largest snowfalls seen in New Haven for the past several years.













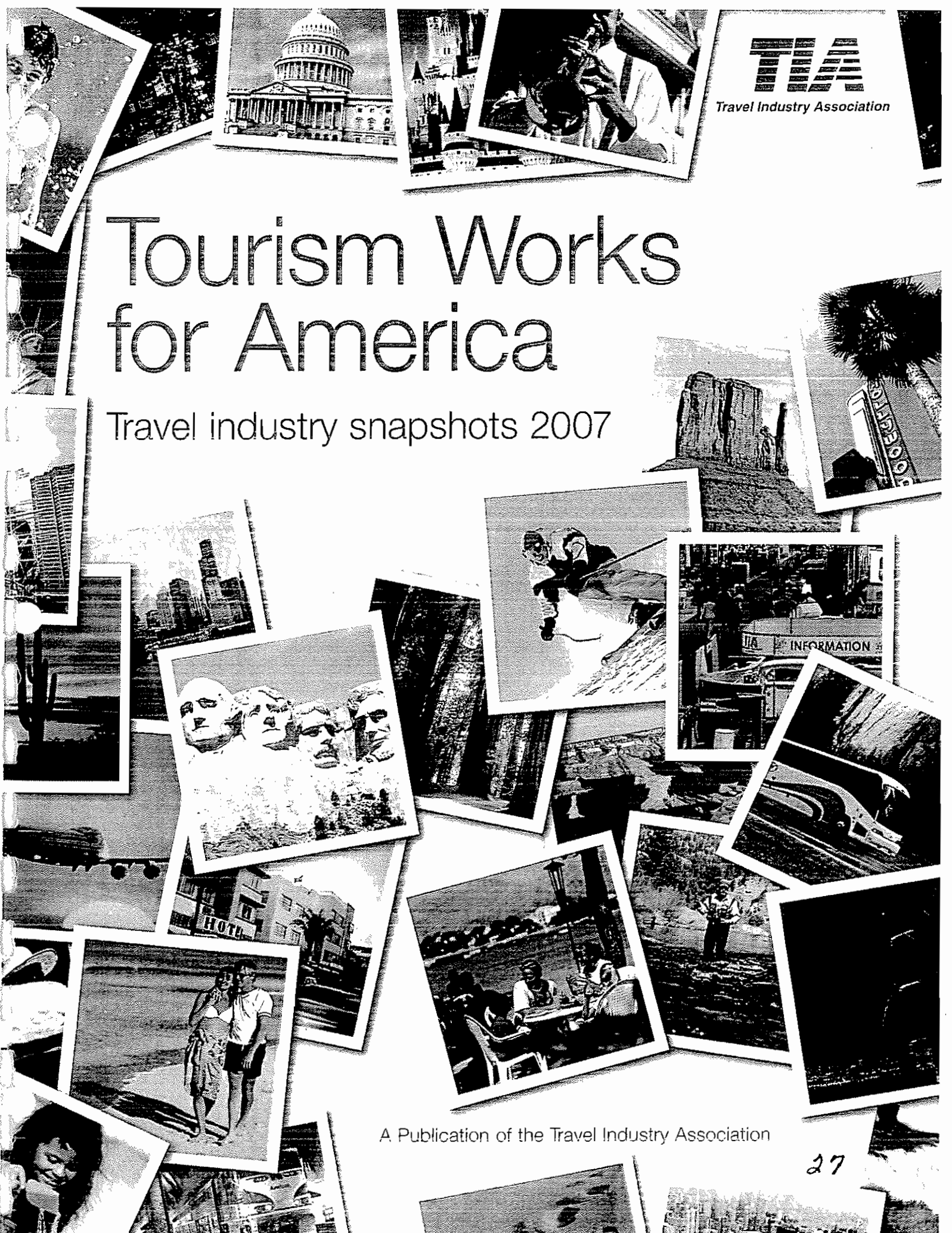




Travel Industry Association

Tourism Works for America

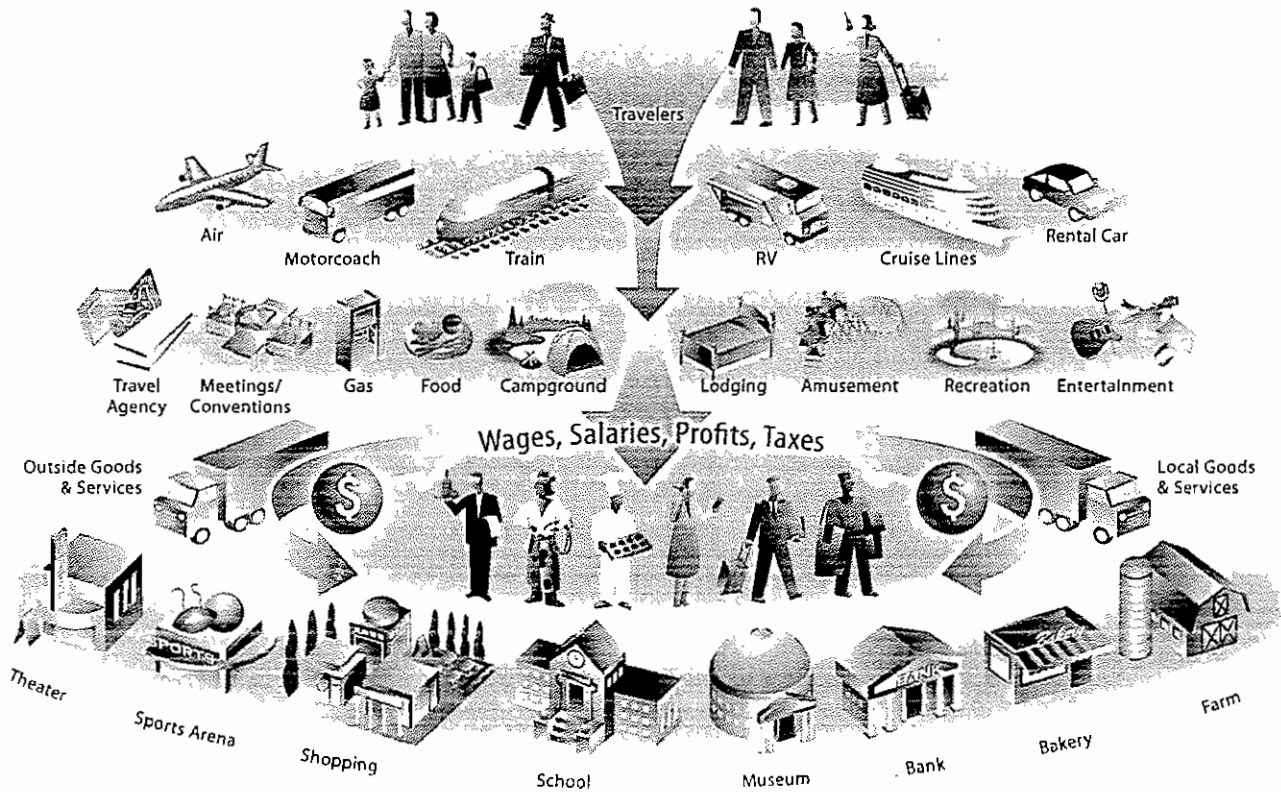
Travel industry snapshots 2007



A Publication of the Travel Industry Association

The Power of Travel

How Travel Dollars Support America



Travel Is ...

...ONE OF AMERICA'S LARGEST SERVICE EXPORTS

\$103 billion* spent by international visitors in the U.S. and the ...
\$95 billion** spent outside the U.S. by U.S. residents creates ...
\$7.4 billion in balance of travel trade surplus for the U.S.

...ONE OF AMERICA'S LARGEST EMPLOYERS

7.5 million direct travel-generated jobs.
\$171 billion direct travel-generated payroll.
 One of every eight U.S. non-farm jobs is created directly or indirectly or is induced by travel and tourism.

...ONE OF AMERICA'S LARGEST INDUSTRIES

\$654 billion in direct travel expenditures including domestic and international travelers.
\$1.3 trillion in direct, indirect and induced travel expenditures including international travelers' spending in the U.S.
\$105 billion in tax revenue for local, state, and federal governments.
 Each U.S. household would pay **\$965** more in taxes without the tax revenue generated by the travel and tourism industry.
 Direct spending by resident and international travelers in the U.S. averaged **\$1.8 billion** a day, **\$75 million** an hour, **\$1.2 million** a minute, and **\$21,000** a second.

NATIONAL TOURISM WEEK
 MAY 12-20, 2007

...

WORLD TOURISM DAY
 SEPTEMBER 27, 2007

For resources to communicate the power of travel, go to www.tia.org/TWFA.

2005 preliminary data, updated October 2006.
 * Includes \$20.9 billion in spending by international travelers on U.S. air carriers for transactions made outside the U.S.
 ** Includes \$26.1 billion in spending by U.S. travelers on foreign flag carriers.

Measuring Travel and Tourism's Return on Investment

Valuable indirect and induced benefits lie "below the water line"

*By Paul Serff, President and CEO
Texas Travel Industry Association
and Chair, TIA Foundation*

Direct travel employment

Direct travel expenditures

Traveler-generated payroll

Traveler-generated taxes

Indirect and Induced Benefits

- Creates jobs and services
- Generates new payroll
- Reduces taxes paid by existing residents
- Enhances local infrastructure
- Provides for city services, personnel
- Enhances real-estate values
- Diversifies economy
- Attracts businesses
 - Encourages entrepreneurial opportunities

Psychological and Developmental Benefits

- Provides urban, neighborhood revitalization •
- Generates pride, enthusiasm for local residents •
- Encourages historic preservation •
- Improves destination image •
- Creates public social activities •
- Aids protection of natural resources •
- Develops interpersonal skills •

BELOW THE WATER LINE

The total value of the U.S. travel industry is calculated at more than a trillion dollars when considering direct, indirect and induced travel expenditures. That's about half the entire federal budget. The collective or "public" benefits of investing in tourism, or its ROI, bears greatly on the economy, culture and personality of destinations of all scopes and sizes. Some benefits that lie "below the water line" are evident by new jobs and income, while others are softer and contribute to an enhanced quality of life for those who live in and visit a region.

Illustration: David Sherman

From: "Craig Phillips" <craig.phillips@cox.net>
To: <ceqacomment@portla.org>
Date: 2/4/07 7:10PM
Subject: waterfrontproject.doc

In looking through the Project description, I find an overall significant environmental impact to the Community that is not desirable. Your own Notice of Preparation/Notice of Intent for the San Pedro Waterfront Project already indicates that the Project is a miscarriage. I found nothing in the discussion indicating that either the long term existing conditions or the new short/long term impacts are considered. This is disturbing given the Project is going to generate approximately 13 football fields covered up to 1 foot deep in dredge materials that one can consider as toxic since there are warnings posted on beaches from Dana Point to Ventura, which tell people to avoid swimming or eating of marine animals. The reasons given are continued periodic sewage releases, storm drain runoff, bacterial hazards that peak seasonally, the existence of previously dumped poisonous chemicals, ship ballast water, and the simple fact that San Pedro is already in the process of developing genteel high-rise condos with a base cost of \$300,000. In addition, the SCAQMD has identified a 15 mile area around the Ports of Long Beach and Los Angeles as the dirtiest air in the Greater Los Angeles area.

There are many issues that the Project ignores:

- * There are existing local, regional, and national policies, regulations, legislation, and superfund sites that address green fuels including diesel, green engines, and electrical hookups for ships at berth, cleanups of toxic sites on land and in the sea as well as the implementation of mass transit that works.
- * The need for housing for the working poor, poor, disabled, and homeless.
- * The increasing urbanization of wildlife in the Greater Los Angeles area making it clear that corridors and habitats are needed more than ever. What long term effect will the Project have on the possums, skunks, hawks, raccoons, squirrels, etc?

It would seem that significant effort has went into ignoring real pressing problems: The Notice indicates, "the lack of local and regional legislation and habitat conservation plans create a long term negative impact on the existing environment systems - constitutes a less than potential significant impact". At the same time, the Notice mentions just about every local and regional agency that exists. I think that the News Agencies report on a regular basis about the various local, regional and national interests in problems that I believe affect the Project. I look forward to reviewing the "Draft Environmental Impact Report".

Respectfully,
Craig Phillips
538 W 15th St, Apt 4
San Pedro, CA 90731
424-772-6044
craig.phillips@cox.net

From: Michael Milroy <mmilroy78@yahoo.com>
To: <ceqacomments@portla.org>
Date: 2/28/07 3:28PM
Subject: San Pedro Waterfront Project NOPq

I want to see more recreational areas (passive recreational areas, that is, rather than more paved, developed recreational areas in addition to what are contained in the Plan). I do support construction of the promenade as proposed.

In addition, I would like to see more tidelands/wetlands within the Waterfront Plan area that would be restored to their natural or near-natural condition.

Regarding transportation: I would like to see implementation of express bus services that would provide fast, convenient public transit service to the project area from Downtown Los Angeles and from Long Beach, in addition to the existing services, which are:

MTA 447 to and from Downtown Los Angeles, which operates at 30 minute frequencies at peak hours and 60 minute frequencies at other times; and

LADOT 142 to and from Downtown Long Beach, which operates at 25 minute frequencies at peak hours and 30 to 35 minute frequencies at other times.

I thank you for considering my comments.

Michael Milroy
Long Beach, CA 90803
cochair, Transportation Committee, Angeles Chapter, Sierra Club
(the views in this letter are my own).

Get your own web address.
Have a HUGE year through Yahoo! Small Business.

From: Marty Barrera <martyab5@yahoo.com>
To: <ceqacomments@portla.org>, <spencer.d.macneil@usace.army.mil>
Date: 2/28/07 8:24PM
Subject: San Pedro Waterfront - opposing the proposed plan

Dear Dr. MacNeal,

I want to express my concern and disapproval for the proposed plan for the outer harbor of San Pedro.

Reasons:

1) I do NOT want Disney to build a dock to be part of the improvement plan. The area should be developed for recreation and community use without adding pollution to the air and water.

Cruise ships are the highest polluting type of ship per call. Let's CLEAN UP OUR EXISTING CRUISE BUSINESS BEFORE WE ADD MORE. THERE ARE NO SPECIFIC REGULATIONS IN THE PLAN REGARDING TOXIC POLLUTION associated with the project – only discretionary suggestions.

LOCATE ANY NEW CRUISE SHIP DEVELOPMENTS ADJACENT TO EXISTING ONES, near our downtown (in case guests would like to stroll and support our businesses) and freeway access. BUILD DOWNTOWN BUSINESS. Don't bring traffic, noise, light, and parking lots to the outer harbor.

2) Relocate hazardous chemical facilities and tank farms. The plan leaves all the hazardous facilities in place. Separate the industrial from the residential !!!

3) The language that this is an "INDUSTRIALIZED AREA WITHIN THE PORT" must be changed. Thousands of people live nearby. Change the language!

4) Architectural plans and handshake deals to move forward with this terminal and development have already been made, even though the NOP/EIR and public review process have not even begun. PORT STAFF HAS ALREADY DETERMINED THAT THEY ARE GOING AHEAD WITH THIS PROJECT. THAT'S WRONG and may be illegal.

5) WHAT ARE WE GOING TO DO WITH ALL THE SLUDGE from dredging (and what's in the sludge)? How many huge piles, like the one near the Harbor Freeway entrance on Pacific, are we going to dump on or around this community? Or underwater, destroying more marine habitats?

6) A more comprehensive analysis MUST be completed regarding environmental impact. Does the revenue generated from terminal and berthing fees really outweigh the negative environmental, economic, and quality of life aspects of this portion of the project?

Why can't the port provide a new option that will be positive for the community and not be detrimental????

A concerned Pt Fermin resident,
Marty Barrera
martyab5@yahoo.com

It's here! Your new message!
Get new email alerts with the free Yahoo! Toolbar.

From: Liz Mikkelsen <lizinpedro@yahoo.com>
To: <ceqacomment@portla.org>
Date: 2/5/07 2:57PM
Subject: Port Pollution

Dear Port Decision Makers

It is a well documented fact that the Port of Los Angeles generates the highest levels of air pollution in the state of California. I would suggest that the powers that be have taken to sticking their heads in the sand when it comes to this issue. That's probably because the air is cleaner down there!

I have lived in San Pedro for 27 years and it doesn't take a research scientist to see the negative impact Port growth has had on the quality of life and the health of our community.

When you convene yet another round of meetings to "take a look" at what to do please consider that the first order of business should be the quality of the air we breath. Without that I wouldn't really want to be hanging out in green open spaces in San Pedro.

Respectfully
Liz Mikkelsen
3525 S. Pacific Ave.
San Pedro CA 90731

Regards,

New address and phone

Liz Mikkelsen
The Apparel Agent
Ph 323 981 9977 x 238
Cell 310 650 9624
2860 Pico Blvd.
Los Angeles, CA 90023
www.apparelagents.com

We won't tell. Get more on shows you hate to love
(and love to hate): Yahoo! TV's Guilty Pleasures list.

From: Liz Mikkelsen <lizinpedro@yahoo.com>
To: <ceqacomments@portla.org>
Date: 2/28/07 3:37PM
Subject: Waterfront project

Sirs...

What ever commercial project is accepted for a final plan, it is my hope that the history of the harbor area will be reflected in it. This area has a rich and important history that is integral to Los Angeles history over all. There are many ways to achieve this but for starters how about making sure there is a historian on your planning committee? How about inviting representatives from the San Pedro Bay Historical Society to participate? The best part of San Pedro is it's history, it should be featured and reflected this project so that visitors to our area will get to see and experience something more than Starbucks.

Truely Yours,
Liz Mikkelsen
San Pedro resident since 1979

Check out the all-new Yahoo! Mail beta - Fire up a more powerful email and get things done faster.

From: "jeffkmyers" <jeffkmyers@att.net>
To: <ceqacomment@portla.org>
Date: 2/27/07 1:00PM
Subject: pedestrian mall on Sixth street

My suggestion is the Port fund a pedestrian mall on Sixth street, from Pacific avenue all the way down to Harbor blvd.

I've lived in Santa Cruz, which has the beautiful Pacific Garden Mall, with live music every day on the patio of a wonderful restaurant, cute shops, bookstores, etc.. Also in Boulder, Colorado, a wonderful pedestrian mall was created....the Rolling Stones played one of the clubs under a fake name, I think the club is called the Blue Note. Anyway, great outdoor mall.

This would transform San Pedro!

Thank you!

Jeff Myers
3905 Carolina St
San Pedro, CA
90731

From: "Roxanne Arian" <ra@roxarian.com>
To: <ceqacomments@portla.org>
Date: 2/27/07 10:01PM
Subject: San Pedro Waterfront Project Public Comment

Dr. Ralph G. Appy,
Director of Environmental Management
Los Angeles Harbor Department

Dear Dr. Appy:

In reviewing the proposal, I would like to see the following:

1. Extension of the bike path. This could be done in conjunction with expansion of the red car line to Cabrillo Beach.
2. Expansion of the project to connect with downtown business through the development of a pedestrian shopping area along 6th street. There needs to be an organic connection between the port and downtown San Pedro.
3. I am not clear on what landscaping is planned but, certainly more trees would be welcome along 6th street.

Thank you for the opportunity to comment.

Sincerely,

Roxanne Arian
San Pedro resident
337 W. 16th St.
San Pedro, CA 90731

Geraldine Knatz
Port of Los Angeles Executive Director

Ralph
NOT
Letter
OCT 20 2017

Dear Ms. Knatz,

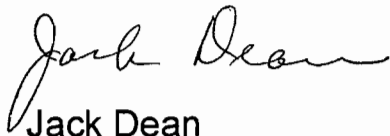
I am writing this letter to point out a serious issue with the proposed cruise terminal in the outer harbor. I believe there is a workable solution.

The residents on the east side of San Pedro enjoy the view of the outer harbor, Angels Gate and all the sail boats and ships entering and leaving the harbor.

Relocating the cruise ship terminals to Kaiser Point would block the beauty of the only open area remaining in the harbor. The people of San Pedro deserve to keep this ocean view.

An alternate location for the new terminals would be berths 52-60 which is close by and within walking distance of the Red Car. Kaiser Point should be used for smaller ships.

Thank you.



Jack Dean
2702 South Peck #7
San Pedro, CA 90731
310-519-0551

From: Ralph Appy
To: GreenRebstock, Jan
Date: 2/28/07 3:49PM
Subject: Fwd: FW: San Pedro Waterfront NOI/NOP

fyi

>>> "kathleen dwgkaw" <dwgkaw@hotmail.com> 2/28/2007 3:16 PM >>>

From: "kathleen dwgkaw" <dwgkaw@hotmail.com>
To: ceqacomment@portla.org, spencer.d.macneil@usace.army.mil
Subject: San Pedro Waterfront NOI/NOP
Date: Wed, 28 Feb 2007 23:08:16 +0000

February 28, 2007

Dr. Spencer D. MacNeil
Dr. Ralph Appy
425 S. Palos Verdes Street
San Pedro, CA 90733

RE: NOI/NOP San Pedro Waterfront Project

Dear Sirs: Thank you for this opportunity to provide comments to the above-referenced proposed waterfront project as follows: 1. Cabrillo Beach - One of the objectives listed is to promote public access to the waterfront. Inner Cabrillo Beach is currently inaccessible due to the high levels of water pollution. Therefore, cleaning inner Cabrillo Beach so that it moves from an D rating to an A rating should be thoroughly studied. Please analyze the improvements necessary in order to clean the waters of inner Cabrillo Beach and make it suitable for swimming. Also, please study the impact that the additional cruise ship activity will have on the water quality of inner Cabrillo Beach. 2. Public Access - Land-side and water-side security zones will be required for the new cruise berth areas proposed in this project. This will greatly diminish waterfront access for the public. Please justify this with the project's objective to increase public access to the waterfront. 3. Segmentation - According to a presentation by Port staff to the NW Neighborhood Council, the proposed project in this NOI/NOP "is just the infrastructure portion of a much larger and long-term project." Segmentation is not appropriate under CEQA, as it results in understated impacts. Please explain how this is not just the first phase of a larger project and, therefore, a segmented EIR/EIS. 4. Global Warming - Please evaluate this project's contribution to greenhouse gasses. 5. CAAP and the Significance Threshold of 10 Cancer Cases per Million - Please make sure that this project adheres to the Clean Air Action Plan, and, in addition, please implement all feasible air quality mitigations. Please make sure that this project falls within the significance threshold of 10 cancer cases per million. If project-level air quality mitigations do not result in a level of insignificance, then please implement port-wide air quality mitigations until a level of insignificance is met. 6. Community Outreach and Green Space - Community outreach meetings indicated a great desire and need for green space and access to the waterfront. Please indicate why the results of this outreach process are not being addressed with this project. 7. Evacuation Plan - The evacuation needs generated by this project need to be thoroughly studied. This should include, but not be limited to the need for the evacuation of 4 cruise ships, each with up to 5,000 passengers. The analysis should include traffic impacts as well as the need for helicopters and shelters, and should include an overall analysis as to how the added evacuation burdens of this project affect the overall evacuation plan(s) for the existing Harbor communities. Please include an analysis of the potential drain on existing resources, such as the police force, firefighters, EMT's, etc. 8.

Westways Terminals - This project proposes to berth cruise ships in close proximity to Westways Terminals, a facility that stores millions of gallons of hazardous liquid bulk. Please conduct a comprehensive analysis of the risk of placing 10,000 passengers near a hazardous liquid bulk facility that is located at a Port that has been identified as a terrorist target.9. Recreational Use - The Port Master Plan identifies much of the project area as Recreational Use, yet this project is essentially a vehicle for growing the Cruise Ship Industry at the Port of Los Angeles. Having such an extensive cruise industry expansion will limit waterfront access, especially when the ships are at berth. Please justify the Port's assertion that this is recreational use and not industrial use. Respectfully, Kathleen Woodfield (Signature on file) 505 S. Bandini Street, San Pedro, CA 90731

The average US Credit Score is 675. The cost to see yours: \$0 by Experian.

Don't miss your chance to WIN 10 hours of private jet travel from Microsoft® Office Live

From: schopp05 <schopp05@cox.net>
To: <rappy@portla.org>
Date: 2/28/07 1:16PM
Subject: Public Comment - Dry storage facilities - "The Waterfront"

Instead of dry storage in the Phase II Marina Project, you can utilize the Berth 57 Warehouse for covered dry stack storage of powerboats, the pier side outdoor property for mast - up storage and also utilize portions of the Berth 57 Warehouse for marine related (less glamorous) businesses such as marine engine repair and service, boat repair, and rigging. This would allow the Phase II Marina to be more aesthetically pleasing to the public and concentrate the working portion of boating into one area. The Berth 57 Warehouse would not need any alterations so there would be an enormous savings of time and money.

Bill Schopp
(310) 508-7053

CC: <jgreenrebstock@portla.org>, <jnagano@portla.org>

From: Ralph Appy
To: GreenRebstock, Jan
Date: 2/28/07 3:50PM
Subject: Fwd: Public comment - Proposed Outer Harbor Cruise Terminal

fyi

>>> schopp05 <schopp05@cox.net> 2/28/2007 1:54 PM >>>

I have concerns with the placement of this facility. Homeland Security requires 100 yard separation of Cruise ships and private vessels. Not only does this severely restrict the channel into and out of the West Basin, but also restricts the recreation area of the inner harbor. This area is used 5 to 7 days per week by area youth for sail training. I understand that Disney would like to bring Cruise Ships into the Port of LA. Also understand that Disney is a huge supporter of Youth Sailing in many ways and is currently training a team of young sailors to set a Transpac sailing record for the youngest average age. It would not be his intention to displace or endanger youth sailors.

May I suggest an alternative location be to use the channel of berth 73A to 73Z. This location is currently under utilized by the fishing fleet. The large open field between Sampson Way and Miner st. north of 22nd could be used for parking and the passenger terminal. The close proximity to Ports O' Call would increase business revenue. The quantity of traffic through the marina would be reduced and the safety factor in the West Basin would be improved.

Thank you for your consideration.

Bill Schopp
(310) 508-7053

51

PETER J. DANIELS
PETER J. DANIELS, A PROFESSIONAL CORPORATION
One World Trade Center, Suite 800
Long Beach, California 90831

Telephone (562) 467-8429

December 2, 2007



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

In re: Response to
RELEASE OF A NOTICE OF PREPARATION (NOP)/NOTICE OF INTENT
(NOI) FOR THE SAN PEDRO WATERFRONT PROJECT ENVIRONMENTAL
IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

Dear sirs,

This is my written response to your "RELEASE OF A NOTICE OF PREPARATION (NOP)/NOTICE OF INTENT (NOI) FOR THE SAN PEDRO WATERFRONT PROJECT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT".

The EIR would be deficient, incomplete, and unintelligible if it did not include a solution based upon sufficient information, analysis, and data concerning this project's effect on :

1. Existing and future pedestrian, vehicular traffic, sidewalk, and street activity; and
2. Consequential changes to existing and future pedestrian, vehicular traffic, sidewalk, and street activity; and
3. Required additional, new, or changed controls to existing and future pedestrian, vehicular traffic, sidewalk, and street activity

in the San Pedro Waterfront Project area, particularly, and surrounding area, generally, during normal, holiday, and all possible emergency conditions. This information has been repeatedly requested privately and publically and has not been provided. I personally requested this information at the building on sixth street in San Pedro. The personnel responded by looking for information on desktops, file areas, going back to desktops, then returning, and asking me what it was I had requested. They acted

Wednesday, December 2, 2007
page 2 of 2 page letter

clueless. This is representative of the response each and every time I, and others, have requested it. Response was also avoided by saying no complete final traffic study report exists.

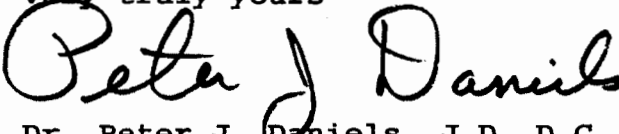
I know persons employed within the City and County of Los Angeles and am informed the information is available, although not in a complete final traffic study report. Shame on the Port of Los Angeles, the planners, and those in charge of this project for not providing the information while hiding behind words of avoidance that no complete final traffic study report exists when traffic study information does exist.

A northbound city bus on Pacific Avenue turning west at 1st street often cannot complete the turn unless the traffic on 1st street backs up to allow the turn to be completed. The width of 1st street is typical of many streets in San Pedro. This is observed activity.

What is your plan for buses and bus size vehicles (i.e., fire trucks and first responder vehicles) to drive through the San Pedro Waterfront Project and immediately surrounding areas at all times? Will traffic control changes need to be made, and if so, which ones? Will one way streets need to be designated, and if so, which ones? Will vehicular parking on streets need to be restricted, and if so, which streets, what restrictions?

By copy of this letter I am requesting written answers to the above inquiries by Project Manager Ms. Jan Green Rebstock.

very truly yours



Dr. Peter J. Daniels, J.D., D.C.

cc: Dr. Ralph G. Appy, Ph.D.
Port of Los Angeles
Harbor Department
Environmental Division
425 South Palos Verdes Street
San Pedro, California 90733-0151

e-mail to spencer.d.macneil@usac.army.mil and
e-mail to ceqacomment@portla.org

Ralph n
e

Dennis Piotrowski
1226 West 26th Street
San Pedro, CA. 90731

February 14, 2007

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

RECEIVED
FEB 15 2007

Re: San Pedro Waterfront Project comments

Dear Sirs,

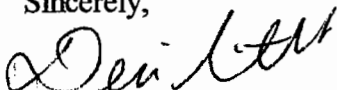
I appreciated the opportunity to verbally express serious reservations about aspects of the San Pedro Waterfront project at the Public Scoping Meeting held January 23, 2007. This letter is in follow up to those comments, which focused on the unacceptable loss of parking that the Los Angeles Maritime Museum would suffer -- along with the American Merchant Marine Veterans, USS Los Angeles, ILWU, and Fishing monuments -- if the proposed ill-conceived water cuts near this area are allowed to proceed.

This letter is to formally express my strong opposition to any water cuts near this area. These proposed water cuts would eliminate parking near the Maritime Museum and monuments, thus severely limiting access to these historical treasures for the many thousands of school children, veterans, tourists, and local residents who visit the Maritime Museum and monuments to learn about San Pedro's important maritime heritage. Furthermore, the water cuts would potentially threaten the integrity of the Maritime Museum's building (listed on the National Register of Historic Places) as well as the monuments.

As you heard at the Public Scoping Meeting, the aforementioned serious concerns were shared and expressed by many, including representatives of the *Los Angeles Maritime Museum Foundation*, *USS Los Angeles Veterans Association*, *American Merchant Marine Veterans Memorial Committee*, *Southern California Pensioners Group ILWU-PCPA*, former Harbor Commission President John J. Royal, and other community leaders.

Los Angeles Harbor has a long and rich history that should be respected. In light of this and the above concerns shared by many in the community, **I respectfully and urgently request that you eliminate these water cuts from the San Pedro Waterfront Project.**

Sincerely,



Dennis Piotrowski, M.A., M.L.I.S.

cc: Geraldine Knatz, Ph.D., Executive Director, Port of Los Angeles

From: <Highcee2@aol.com>
To: <ceqacomments@portla.org>, <spencer.d.macneil@usace.army.mil>
Date: 1/31/07 3:06PM
Subject: WATERFRONT PLANS

Dear Sirs:

In improving the Waterfront of the Harbor, WHY would you consider making new water cuts at the North end on the Channel????? It is busy enough and does not need more water activity at that end.

I also do not like the idea of making a new Cruise Terminal so far from downtown. What is wrong with enlarging the one we have now?? Seems dumb to spend so much money on making a Large Water Fountain at the entrance when the Cruise Terminal will not be there.....

We have large ships now and if no new water cuts are made there is plenty of room to enlarge the present Terminal. It is an ideal place, close to the Bridge, and right off the freeway. making it convient to reach, with a lot less traffic..... Having the Terminal clear down at the other end of the channel is not a very good idea.....

As far a Port's O Call Villag I would like to see it revitalized NOT DESTROYED. It use to be a place we all went and took visitors. It is well layed out with paths , but needs a lot of repair and a new interest in having the quaint shops back.. Ports'O Call Restaurant is still one of the best Restaurants on the Channel. It should never be considered removed. Where else can you sit right at the waters edge and watch the activity of the Harbor.

I also resent outsider who are trying to make money coming in and changing everything. This is my opinion, for what it is worth. I am a long time San Pedro Resident.

Betty Calkins
646 24th St
San Pedro, 90731

From: <JocondaMA@aol.com>
To: <ceqacomments@portla.org>
Date: 1/29/07 11:44AM
Subject: Comments

29 January 2007

Gentlemen,

I must comment regarding the Ports feelings on our San Pedro.
First - A new cruise and/or additional terminal is a waste of money. You can enhance the present terminals and like it was stated - a cruise terminal at the end would mean more pollutants from busses, vehicles, etc.
Also passengers would be deposited at the site and picked up with nothing benefiting our San Pedro. A true drive in - drive out!!

22nd street should not be developed into ball parks. We presently have underutilized parks. It would be a haven for gangs-homeless and more trash!

Regarding Ports o'Call. The whole development should be redone with a two story building. Top floors with eateries of various kinds overlooking the channel. The bottom floor would be stores, an upscale outlet center, and of course you would have a two story parking structure. New Orleans, Boston just to mention two have wonderful facilities for visitors. Buses would come with tourists to an outlet center and the tourists boarding the ships would have a wonderful spot to shop besides our other local shops.

If you have any questions, please feel free to comment to me.

Thank you.

Joyce Hall
2235 w. 37th Street
San Pedro, Ca 90732

Dear Port Staff:

I can't believe you would consider further burdening our community with the sludge and hazardous chemicals allowed by your current plans. I demand that you conduct a more comprehensive analysis before taking any further steps.

Concerned resident,
Alicia Nishioka

3721 Almeria Street
San Pedro, CA 90731

February 26 2007

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

Comments Submittal Regarding San Pedro Waterfront NOP/NOI

Dear Sirs,

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

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

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

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

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

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

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

AIR QUALITY

1. We request that the health costs resulting from the planned operations of the Cruise Ship operations in the Outer Harbor as referenced for Berths 45-50 be calculated and specified in the Plan.
2. We recognize that the requirements applicable to Cruise Ships for use of Auxiliary Marine Power/or Equivalent and of Low Sulfur Fuel at .2% Sulfur Content in propulsion engines will decrease damage and costs to Public health compared to ships where such measures are not implemented. We also recognize more significantly that the installation of Cruise Ship operations in the Outer Harbor as referenced for Berths 45-50 will result in great increase of particulate matter emissions in the area where the air quality exceeds maximum allowable thresholds for risk by several orders of magnitude for cancer-causing toxic matter.

community through the PCAC process. This should be the baseline for analysis of waterfront development.

- B. Integrate Port plans into the needs of San Pedro by Coordinating Port development plans with ongoing planning by city planning department.
- C. Release to the public any Master Plan that the Port uses to assess future development.
- D. Release to the public all information, negotiations and inquiries from the cruise ship industry for use of LA harbor. This information should be provided so the public can accurately assess claims with regard to the viability of developing expanded cruise ship facilities near downtown.
- E. Delete plans for relocation of Cruise Ship Operations and construction of associated landside facilities in Outer Cabrillo Beach Harbor. Retain room for three cruise ships at the existing Cruise Center near the Vincent Thomas Bridge off ramps.
- F. Work with city and development officials to place parking structures in the downtown area and west of Harbor Boulevard with associated non-polluting shuttle buses to the waterfront attractions and parklands.
- G. Delete plans for Structured Parking (Preferred) on waterside at Berth 90-92.
- H. Delete plans for Surface Parking Lot (Structured Option) on waterside at Bloch Field and Sampson Way.
- I. Reduce the size of the water cuts between 1st and 7th streets to allow existing uses to continue.
- J. Remove Westways storage tanks and do not renew the Yankovich fuel docks.
- K. Develop and release plans for the 22nd Street parkland and expansion the Salinas de San Pedro to begin environmental mitigation for past impacts.

Alternatives to Be Developed as Part of Any Future Plan

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

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

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

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

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

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

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

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

Sincerely,

Peter M. Warren and Mollie B. Warren

2818 S. Peck Ave
San Pedro, CA 90731
February 23, 2007

US Army Corps of Engineers, Los Angeles District
Regulator Branch and the Los Angeles Harbor Department
c/o Dr. Spencer D. Mac Neil and Dr. Ralph Appy
915 Wilshire Boulevard
Los Angeles, CA 90017-3401

Dear Sirs:

These are my comments on the Waterfront Project, proposed at the public meeting that you held on 01/23/07.

I am a retired engineer, with BSME and MSEE degrees. I have lived in San Pedro for the past 19 years.

SUMMARY

Your project has some good features, but I am in favor of Alternative No. 2, that is to take no action.

The cornerstone of your plan is the relocation of the cruise ship terminal to Kaiser Point. I consider that location to be unacceptable. Consequently, I am opposed to your proposed project and to Alternatives No. 1 and No. 3.

CRUISE SHIP TERMINAL LOCATION

Please refer to the attached petition form. I signed that form, along with 186 other people, and mailed it to your office on 02/20/07. It lists some of the reasons for my opposition to a cruise ship terminal at Kaiser Point.

Please refer, also, to the attached copy of a letter from Jack Dean to Janice Hahn. It aptly describes how wrong it would be to locate the terminal at Kaiser Point.

I agree with Jack Dean's suggestion for an alternate location, but I would recommend berths 53 - 59 rather than 52 - 60.

RECOMMENDATIONS

Abandon the idea of putting cruise ships in the outer harbor. Instead, take another look at what it would take to adapt the facilities at the foot of the bridge to today's larger cruise ships. If that is not feasible, consider alternate locations, such as the extreme north ends of the east channel and the west channel. It looks like there is plenty of room for parking and terminal facilities in that area.

A lot of people commute to work by using Harbor Boulevard to get to the 110 Freeway. Harbor Boulevard is ideal because it is wide and very few streets cross it. Try to find a way to provide public access to the waterfront without changing that vital route.

Sincerely,



Charles R. Brockett

2818 S. Peck Ave
San Pedro, CA 90731
Feb 20, 2007

US Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
c/o Dr. Spencer D. Mac Neil and Dr. Ralph Appy
915 Wilshire Boulevard
Los Angeles, CA 90017-3401

Dear Sirs:

This is in response to your request for comments on the "WATERFRONT PROJECT" that was proposed at the 01/23/07 public meeting, which was held at the Crowne Plaza Hotel.

I am very much opposed to the placement of cruise ships at Kaiser Point. Many of my neighbors agree with me, as evidenced by the petitions that we have signed.

Attached are 20 petition forms bearing 187 names. All but 5 are San Pedro residents. The petitions are numbered and arranged in chronological order. My signature appears at the bottom of Petition # 5.

The signature gathering process was a neighborhood effort. Less than 15 signatures were obtained by me. No mailings were done, no professionals were employed, and no one was paid to gather signatures.

When you look at these petitions, together with what the speakers told you at the 01/23/07 public meeting, it is obvious that a lot of San Pedro residents will be very unhappy if you proceed with a cruise ship terminal at Kaiser Point. Hopefully, you will find a way to avoid this.

Sincerely,



Charles R. Brockett

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name	Address	Date
Larkin P. York	1840 Coffey #354 San Pedro CA	2-2-07
Christine Nisi	2730 S Peck Ave SP.	2-2-07
Maryd Jaests	726 W. 28 th	2-2-07
John	200 W 29 th St. S.P.	2-2-07
Raul Ochoa	726 W 29 th St SP.	2-2-07
Monica Martinez	741 W 30 th ST	2-2-07
Diana Ginzals	741 W 30 th ST	2-2-07
Michael Johnson	3014 Peck Ave.	2-2-07
Geoff & Chris Bennett	2840 Peck Ave	2-2-07
Luth G. Dean	2702 S. Peck Cr #7	2-2-07
.....

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
ALEXANDRA MARTINEZ	<i>Alexandra Martinez</i>	1256 Amer St San Pedro	2/3/07
MASON TOM	<i>Tom Mason</i>	1256 AMAR	2-3-07
Susan Charney	<i>Susan Charney</i>	706 W 29 Street	2-3-07
Ther. Halstein	<i>Ther. Halstein</i>	706 W 29 Street	2-3-07
DAVID WIMBERT	<i>David Wimbert</i>	921 W 29th ST	2/3/07
Nick Greich	<i>Nick Greich</i>	714 28th St	2/4/07
Marty Kuhns	<i>Marty Kuhns</i>	715 1/2 C 28th ST	2/4/07
LOU KULJIS	<i>Lou Kuljis</i>	1195 W-19th SPCA	2/4/07
MARCOSS M. LER	<i>Marco M. Ler</i>	391 W 30th St	2/4/07
THOMAS ORCHER	<i>Thomas Orcher</i>	745 W 31st	2/4/07
FREELIN E. HUMMER	<i>Freelin E. Hummer</i>	753 W 31 st S.P	2/4/07
Linda Martin		715 31st	2/4/07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
HEATHER CARREON	<i>Heather Carreon</i>	727 28 th St #1 S.P. 90731	02/03/07
MONA SUTHER	<i>Mona Suther</i>	715 28 th S.P. 90731 SAN PEDRO	2-3-07
ARLENE DUDLEY	<i>Arlene Dudley</i>	2812 S. GAFFEY ST #3	2-3-07
Andres	<i>Andres</i>	2365 E 15 th St	
Mary Lasa	<i>Mary Lasa</i>	2713 S. Gaffey St #2	2-3-07
Joseph Adan, Ph.D.	<i>Joseph Adan</i>	2830 S. Gaffey St. S.P. 90731	2-3-07
ROSINA Adan	<i>Rosina Adan</i>	2830 S Gaffey St. SP. 90731	2-3-07
Johnny Hatje	<i>Johnny Hatje</i>	2824 Gaffey St. 90731	2-3-07
_____	_____	3028 Peck Ave. SP 90731	
_____	<i>_____</i>	3028 Peck Ave.	2-3-07
G. Roelund	<i>G. Roelund</i>	2910 PECK AVE #11	2-3-07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
Roy Jean Wilson		733 W. 28th ST	2/4/2007
JOHN R. ROHRIG		2838 S. GAFFEY ST	2/6/07
Glenn Thomas		727 W. 29th ST	2-6-07
Suzanne Pitt		722 W 29th ST #2	2/6/07
Richard Duran		A33 W. 28th #3	2/6/07
Nicholas Weisser		733 W 28th ST #3	2/6/07
STEVE WEISSER		733 W. 28th ST	2/6/07
LESLIE JONES		715 W 28th ST	2/6/7
Raul Arias		703 28th St. SP.	2-6-7
PATRICIA NUNO		3625 S. Carolina St San Pedro, Ca 90731	2-7-07
ANTHONY GERESH		363 A W 9th ST.	2-7-07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
MARY ANN BERLINER	<i>M.A. Berliner</i>	703 W 31ST SAN PEDRO	2/5/07
CRYSTAL WALKUP	<i>C. Walkup</i>	1662 W. 31ST S.P.	2/5/07
ALBERT FERIA	<i>A. Feria</i>	2940 S. PECK SAN PEDRO	2/05/07
Marion Duxer	<i>M. Duxer</i>	3920 S. Gaffey St.	2/06/07
E PATTERSON	<i>E. Patterson</i>	3006 Gaffey St	2-6-07
<i>Carolyn Scott</i>	<i>Carolyn Scott</i>	3130 Peck Ave S.P.	2/6/07
Russ D. Marco	<i>Russ D. Marco</i>	3130 Peck Ave, S.P.	2/6/07
Mesana Roman	<i>Mesana Roman</i>	3209 Peck Ave	2/6/07
Jim SAGE	<i>Jim Sage</i>	3439 Peck SD.	2-6-07
Charles R. Brckett	<i>Charles R. Brckett</i>	2815 S. Peck Ave S.P.	02/12/07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
Nancy Gaskins	<i>Nancy Gaskins</i>	674 W. 27 th ST.	2-8-07
Frank Gomez	<i>Frank Gomez</i>	2804 PECK AVE	2/8/07
Stephen J. Martin	<i>Stephen J. Martin</i>	3028 1/2 Carolina	2/8/07
Dena B. Robles	<i>Dena B. Robles</i>	3028 1/2 Carolina St.	2-8-07
CHRIS Johnson	<i>Chris Johnson</i>	3086 J. CAROLINA	2-8-07
PAUL Urbom	<i>Paul Urbom</i>	2701 S. PECK AVE	7-15-07
Frank Tauli	<i>Frank Tauli</i>	718 28 th Street	2/15/07
Tyler Lashan	<i>Tyler Lashan</i>	724 #7 28 th St	16 Feb 07
WISA	<i>WISA</i>	2701 S. PECK AVE	2/17/07
Royce Altstatt	<i>Royce Altstatt</i>	663 W 29 ST	2/16/07
Luis Martinez	<i>Luis Martinez</i>	663 W 29 th St	2/16/07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
Hannah Nuno		3055 S. Carolina St	2/10/07
Kay MAREGARD		668 W 37 th St #4	2/10/07
Gary Nickles		668 W. 37 th St #4	2/10/07
Art Luna		650 W. 37 th St	2/10/07
SCARDENZ		714 W. 24 th #3	2/10/7
Steve Sikes		2702 S. Peck #9	2-11-07
Richard Hart		735 W 27 th ST #D	2/11/07
REG DEWOS		721 W 27 th #	2/11/07
Joni Rayburn		721 W 27 th St #3	2-11-07
Anthony Peckinpaul		2404 Carolina St #D	2-11-07
Charles Tolman		2639 S. Peck Ave	2-11-07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name	Signature	Address	Date
(Print) MARIO Diminic	<i>Mario Diminic</i>	109W.28ST SAN PEDRO CA 90731 6636	2-13-07
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches and homes
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
Ryan Calkins	<i>Ryan Calkins</i>	646 W. 29th	2/16/07
FERNANDO FERNANDEZ	<i>Fernando</i>	2823 PECK	2/16/07
Tracy Vasquez	<i>Tracy Vasquez</i>	663 W. 29th #3	2/16/07
Jenni Maldonado	<i>J. A. Maldonado</i>	2831 S. Carolina	2/16/07
Joe Skunca	<i>Joe Skunca</i>	2805 Carolina St	2/16/07
Rita Skunca	<i>Rita Skunca</i>	2805 Carolina St	2-16-07
DAVID LIMIBA	<i>David Limiba</i>	2800 Carolina St.	2-16-07
VIRGINIA RUSIK	<i>Virginia Rusik</i>	2744 Carolina St	2-16/07
Negna Fitzgerald	<i>Negna Fitzgerald</i>	2725 S. Carolina St	2-16-07
DIANE MURRAY	<i>Diane Murray</i>	2732 S. Carolina St	2/16/07
DIANE MURRAY	<i>Diane Murray</i>	2640 CAROLINA	2/16/07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches and homes
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
Avis Rodriguez	<i>[Signature]</i>	2624 S. CAROLINA ST	2/16/07
William Wymore	<i>[Signature]</i>	640 West 26 th Apt #17	2/16/07
Elsie Ramirez	<i>[Signature]</i>	667 W 26 th St	2-16-07
Brenda Silva	<i>[Signature]</i>	660 W 29 th St	2-16-07
Dave Silva	<i>[Signature]</i>	660 W. 29 th St	2-16-07
Rosa M. Arce-Sanchez	<i>[Signature]</i>	2825 CAROLINA ST	90731
Margaret Villanueva	<i>[Signature]</i>	2825 Carolina	357 2-16-07
.....
.....
.....
.....

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

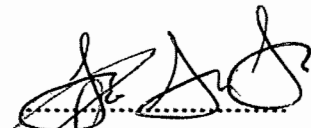
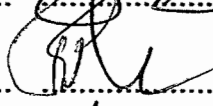
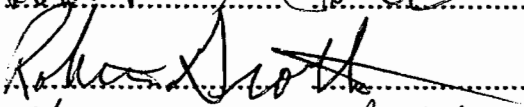
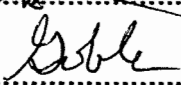
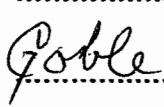
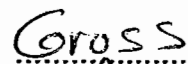
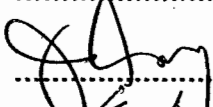

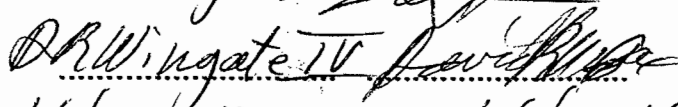
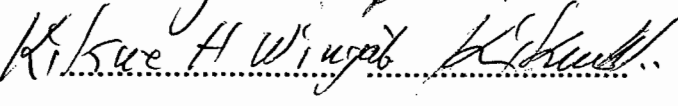

Safety - Today's enormous cruise ships need a more sheltered location
 Pollution of air and water near the beaches and homes
 Blocking of ocean views for many homes in San Pedro
 Traffic congestion on San Pedro streets
 Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
DOUG COLLINS	<i>Doug Collins</i>	1300 W 37th St, SP	2/16/07
ELIZABETH MCENANY	<i>Elizabeth McEnany</i>	2838 S Kerckhoff Ave	2-16-07
WENDI PALUMBO	<i>Wendi Palumbo</i>	2901 KERCKHOFF	2-16-07
ROSE MARIA CALDERON	<i>Rose Maria Calderon</i>	718 F ST WILMOUTH	2-16-07
ADRIAN GASTAS	<i>Adrian Gastas</i>	428 McDonald wilm	2-16-07
PAUL ANGELO	<i>Paul Angelo</i>	PASADENA DEL MAR	2-16-07
JAMES LEE	<i>James Lee</i>	515 W 37th ST.	2-16-07
JOHN A BOETHIN	<i>John A Boethin</i>	2921 Pacific	2-16-07
JAMES HAYE	<i>James Hays</i>	2741 KERCKHOFF AVE	2/16/07
JOEL INGRAM	<i>Joel Ingram</i>	770 W 30th St #1	2/16/07
DAVID PEREZ	<i>David Perez</i>	2637 S PACIFIC 9031	2/16-07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches and homes
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
Lou Ann Fox		564 W. 28 th St	2/16/07
Ruben Nunez		309 Shepard	2/17/07
Ruben Nunez		2621 Kerulhoff	2/17/07
Charles Goble		667 W. 30 th St	2/17/07
PATTY Goble		667 W. 30 th St	2/17/07
JAMES CROSS		1273 W 24 th St #2	2-17-07
Jerry Hager		2508 Peck Ave	2/17/07
DR Wingate III		674 W 27 th St Apt 1	2-17-07
DR Wingate IV		" " "	"
Kikue H Wingate		" " "	"
MIKE MILLER		687 1/2 W. 20 th	2-17-07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

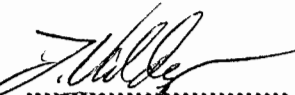

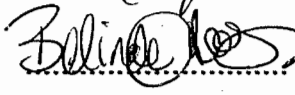
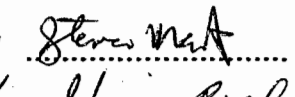
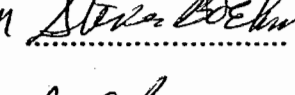
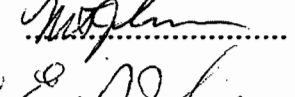
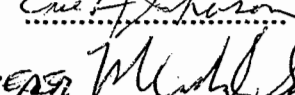
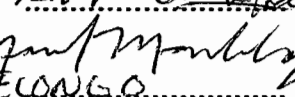
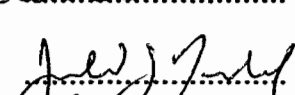
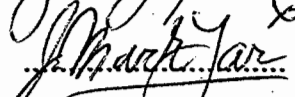

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
ROMIE HADEN	Romy Haden	2736 S. Peak Ave	2/16/07
David Felix	D Felix	1170 W 9th St San Pedro	2/16/07
John L. Steubalder	John Steubalder	2820 S. Cardinal St.	2-16-07
JOHN FALK	John Falk	1917 MILAN PL	2-16-07
Ed Miller	Edward Miller	363 W. 9th Street	2-16-07
Lasten Johnson	Lasten Johnson	503 W. 26th	2-16-07
SARINA BOTLEY	Sarina Botley	503 W. 26th	2-16-07
DABARA ADAMS	Dabara Adams	1903 W. Florence	2-16-07
Devonté King	Devonté King	_____	2-16-07
Kenneth Lem	Kenneth Lem	503 W. 26th	2-16-07
Brian Miller	Brian Miller	2921 S. Pacific	2-16-07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

Safety - Today's enormous cruise ships need a more sheltered location
 Pollution of air and water near the beaches and homes
 Blocking of ocean views for many homes in San Pedro
 Traffic congestion on San Pedro streets
 Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
TOM VALDESPINO		715 W. 30TH ST. SP	2-17-07
DEBRA MANFORE		715 W. 30TH ST. SP	2-17-07
Belinda Horsch		2646 Kerchhoff Ave	2/17/07
STEVE MARTIN		3026 Carol St	2/17/07
STEVE BOETHM		2921 Pacific Ave	2/17/07
Michael Johnson		3014 Park Ave	2-17-07
ERIE JOHNSON		3014 Park Ave	2-17-07
Michael Schweser		3711 W. Hill St	2-17-07
MANUEL MONTECALVO		2610 W. 26TH SAN PEDRO	2/17/07
Jerod J Nodrik		2933 S. Demson Salem	2/17/07
Mark Larson		Berth 43	2-17-07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches and homes
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
Jessica Baker	Jessica Baker	3237 S. Pacific Ave	2/17/07
David Wolff	David Wolff	724 W 24 th St San Pedro CA 90731	2/17/07
Rich SCATER	Rich Scater	655 SEPULVEDA	2-17-07
Denise Zavala	Denise Zavala	415 W 26 th ST. CA 90731	2-17-07
Susan Watts	Susan Watts	PO Box 244	2/17/07
Maryanna Liversidge	Maryanna Liversidge	543 W 26 th ST SP.	2-17-07
Ray Anderson	Ray Anderson	2723 S. Pacific St	2/17/07
Richard A. Adams	Richard A. Adams	549 W. 26 th St. San Pedro, CA	2-17-07
CAZAR CASTILLO	CAZAR CASTILLO	559 W. 36 th ST.	2/17/07
John Dooly	John Dooly	2853 Deisen ave	2/17/07
Susan McDaniel	Susan McDaniel	3620 Pacific #331 SP.	2/17/07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

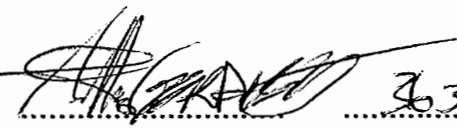
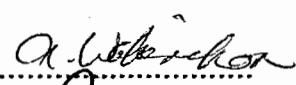
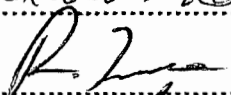
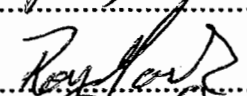
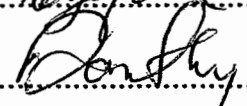
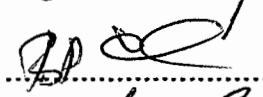

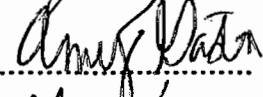
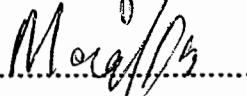
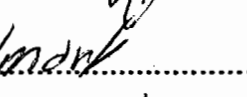
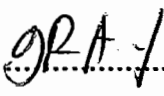
- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches and homes
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
Mickey Villa	<i>[Signature]</i>	661 W 31 ST SAN PEDRO CA 90731	2/12/07
Kathy McAuley	<i>[Signature]</i>	3110 Carolina St	2/17/07
John Clift	<i>[Signature]</i>	2644 S. KERCKHOFF AVE	18 FEB 07
Robert Noelvik	<i>[Signature]</i>	2885 Kerckhoff Av	2-18-7
COREY KOSTKA	<i>[Signature]</i>	3717 STEPHEN M. WHITE	2-18-07
Daniel Greenwood	<i>[Signature]</i>	743 W. 37 TH ST.	2-18-07
Pat Dur	<i>[Signature]</i>	646 W 10 ST	2 18 07
Jose Manuel	<i>[Signature]</i>	LONG BEACH 2608 HURCHETT ST.	2-18-2007
Omar Espinoza	<i>[Signature]</i>	778 W. 19 TH ST.	2/18/2007
<i>[Signature]</i>	<i>[Signature]</i>	530 W. 37 TH ST	2/18/2007
IGNACIO LOPEZ	<i>[Signature]</i>	2719 S. PACIFIC AV.	2/18/07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:



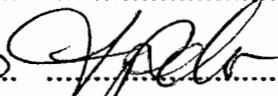
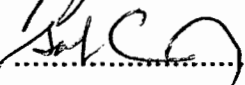

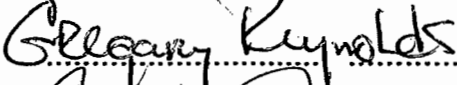

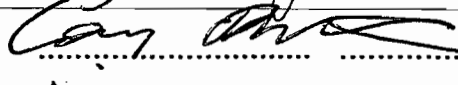
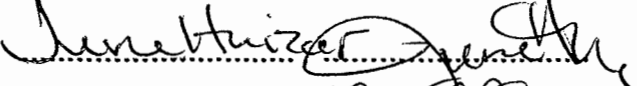
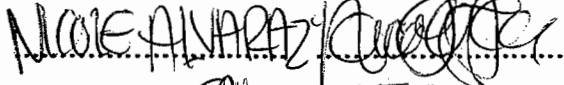
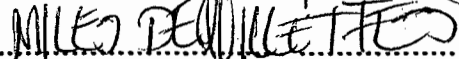
- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
TONY GARRASH		363 #A W. 9TH ST.	2-18-07
Ahlan Wakeraka		3130 Peck Ave	2-18-07
Roy Feneana		2410 CAROLINA ST	2-18-07
Roy Martinez		890 W-20TH ST	2-18-07
DAN SHAW		663 W 35 ST	2-18-07
Bruce Collar		527 W 15th #2A	2-18-07
LARRY PEDERSEN		3940 DENISON AV	2-18-07
Amy Gaston		3321 DENISON AVE	2-18-07
Mocaflex Ray		721 W 31ST ST #10	2/18/07
Michael Stelmank		665 W 34th	2-18-07
COOP.		3920 W 4th	2-18-07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:




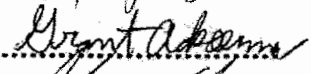
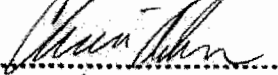
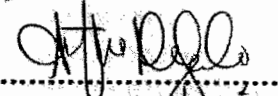
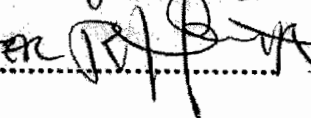
- Safety - Today's enormous cruise ships need a more sheltered location
- Pollution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
DAVID HERMANSON		3478 AMERICA ST.	2/18/07
Edward Rhodes		51 S. P.	2/18/07
Timothy Peano		3211 AMAC RD	2/18/07
Sal Cervantes		2940 AMAC RD	2/18/07
Terry Turrentine Jr		626 W. 26 th ST	2/18/07
Gregory Reynolds		626 W 26 th ST.	2/18/07
Sara Jones		514 W. 26 th ST	2/18/07
Can		2633 DENISON	2/18/2007
Jenette Ruiz		3120 CAROLINA ST	2-18-07
MICHELLE ALVARADO		3820 PACIFIC	2-18-07
MILES DEWILLETTE		2638 DENISON AVE	2-18-07

PETITION AGAINST PLACEMENT OF A CRUISE SHIP TERMINAL AT KAISER POINT

The undersigned are opposed to the placement of a cruise ship terminal at Kaiser Point or anywhere near Berth 49 of the outer harbor. Our reasons for opposition include:

- Safety - Today's enormous cruise ships need a more sheltered location
- Polution of air and water near the beaches
- Blocking of ocean views for many homes in San Pedro
- Traffic congestion on San Pedro streets
- Light pollution in Point Fermin neighborhoods

Name (Print)	Signature	Address	Date
John Ackerman		2609 Peck Ave. SP.	2/27/07
Luke Ackerman		2609 Peck Ave S.P.	2-27-07
Steve Sprou		2607 S. Peck Ave	2-27-07
Grant Ackerman		2609 Peck Ave S.P.	2-27-07
Cherie Ackerman		2609 Peck Ave	2-27-07
Annette Delgado		2607 Peck Ave S.P. CA	2-27-07
ROBERT HACHREITER		660 W. 28th St. SPCA	2-27-07
.....
.....
.....
.....

From: "Tricia Jurovic" <Tricia.Jurovic@3-form.com>
To: <ceqacomments@portla.org>
Date: 2/27/07 9:24PM
Subject: San Pedro development

Art - I would like to see San Pedro keep its individuality. It is attracting many people to the area based upon its character. Many artists live in the area, and the monthly First Thursday art walk is very well attended. That is authentic. Art is life-thickening, and rare in this day of duplication and imitation. Venice and now San Pedro are artist communities and should be nurtured. Encourage galleries, studios, and public exhibitions.

Architecture. - Hope the buildings can be renovated, and individual shops, books stores, newstand, restaurants, boutiques, art store, etc. can provide an atmosphere that will continue to attract and charm visitors and residents. Would hate to see cookie cutter storefronts, filled with standard retail stores. You can see that 'everywhere', nothing special.

If the area develops with unique retail and dining options, the tourists from the ships (and LA) will have more reason to stay in San Pedro because of the charm and individuality.

Keep the old haunts, like Tommy's and The Porthole.....its part of the history. Too bad the best of the 'dive bars' were torn down in the seventies: Shanghai Reds, White Swan, The Nuthouse, etc.

PLEASE DON'T SELL OUT TO THE MEGA DEVELOPERS.....i.e. Steve Soboroff and Playa Vista

Support the small individual businesses and keep the character.

TRICIA JUROVIC

tricia.jurovic@3-form.com <mailto:tricia.jurovic@3-form.com>

Sales Consultant

3-FORM.COM <<http://www.3-form.com/>>

2300 South 2300 West

Salt Lake City, Utah 84119

T

801.649.2653

F

310.833.9283

C

310.650.6544

February 28, 2007

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

**Subject: Public Comment
San Pedro Waterfront Project Notice of Preparation/Notice of Intent**

Dear Drs. MacNeil and Appy,

I am writing in opposition to the addition of the cruise terminal at Kaiser Point and the continued Port heavy industrial areas in San Pedro.

The POLA needs to take a comprehensive look at its master plan and decide where to locate industry, and where to locate commercial, recreational and environmental use areas. Long Beach has clearly separate areas for its recreational, commercial and industrial usages. I recommend the POLA consider this option. The POLA does not have any clear demarcation or buffer between its heavy industry and other uses. This creates "industrial sprawl" infringing in our communities.

I recommend designating the entire West side of the Port, from the breakwater through to Neptune Avenue in Wilmington, for recreational, commercial and environmental use only. This creates a continuous stretch of public use areas and allows the citizens of Wilmington to have access to their waterfront. It would provide a clear buffer between public use and industrial use areas.

Part of this effort would be to relocate the Wilmington marinas from the Dominguez and Cerritos Channels over to the West Basin (now Trapac), and moving the West side terminals (Yang Ming Intermodal Terminal, China Shipping, Trapac, Kinder Morgan) either to the East Basin closer to the Alameda Corridor or to Terminal Island (see map on page 3). Having the freight terminals located on Terminal Island or near the Alameda Corridor would facilitate traffic flow, and relieve air and noise pollution because of their proximity to the Corridor and main truck routes. In other words, it would get the trucks and trains out of our neighborhoods. Port Security measures would also be easier to accomplish by containing the freight terminals to these designated areas.

Let's face it, putting container terminals in the West Basin adjacent to residential communities was poor Port planning. It does not work well and will never work well. The mitigation cost for these terminals is going to be prohibitive.

How does this relate to the Waterfront NOP/NOI?

Relocating China Shipping (Berth 100) to a facility near Anchorage Road or on Terminal Island would free up the newly "amped" terminal for commercial passenger service. There would be plenty of parking with easy access to the freeways. There does not need to be a new cruise terminal at Kaiser Point, the larger ships can dock at the current terminals, ships that can fit under the bridge can dock at China Shipping. There is also plenty of room for additional retail and community use at the current China Shipping terminal.

The current Yang Ming Intermodal Terminal (Berths 121-131) could be converted to wetlands and light recreational use with marinas on the north side, and the north end of TraPac (Berth 135?) used for the new marinas and recreational/commercial use. The boatyards that serve the marinas could also be located nearby.

Knoll Hill would, of course, remain as a public access park with a vista point.

Needless to say, items 1, 2, 3 and 4 in the map on page 3 would also need to be relocated to Terminal Island or near the Alameda Corridor, and the Jankovich Tank Farm lease not be renewed. Then the freight rail service could be converted to a passenger rail service.

The extension of passenger rail to downtown San Pedro and our waterfront is critical to serving our cruise terminals and our residents. There needs to be direct linkages to LAX and Union Station for our passenger Port. The nearly exclusive reliance on automobiles and bus transport is not enough.

A coastal high-speed passenger/auto ferry terminal could also be provided in addition to the Catalina Express service. San Pedro would make an excellent hub for such a service. The feasibility of this service should be studied further.

This plan eliminates the need for further landfill and dredging in the West Basin and better serves the needs of the community. The Wilmington marinas will remain in Wilmington, and the residents will finally get access to their shoreline. It also keeps the cruise terminals close to downtown San Pedro.

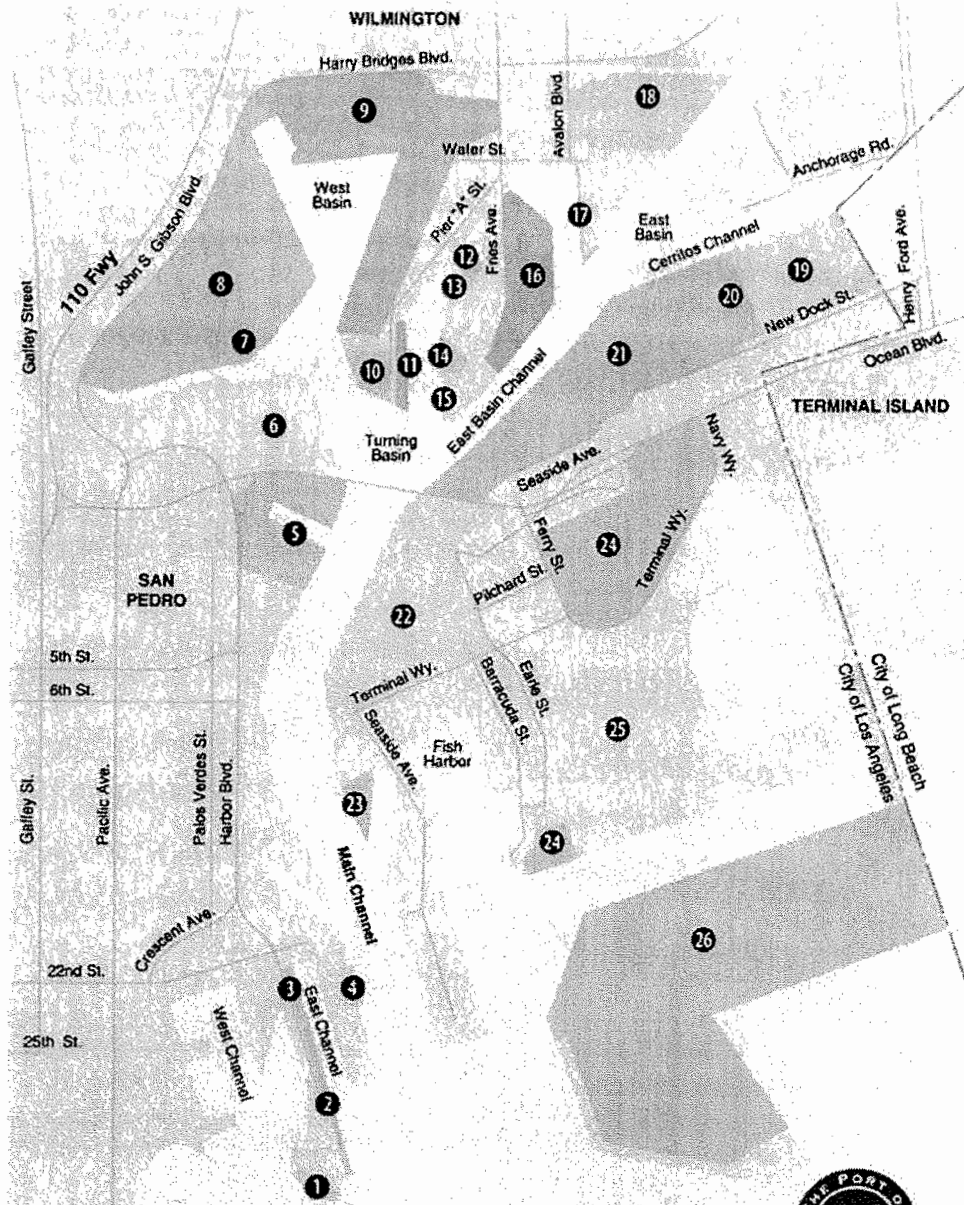
This would sustain a balance of the goods movement industry along with tourism, the environment, and the needs of the residents of Los Angeles. This is not only the Port of Los Angeles, but the only waterfront in the City of Los Angeles. The City deserves a well planned and maintained marina and recreational facilities along with environmental habitats. This will attract people to our community, provide jobs and support our local businesses.

Thank you for your consideration.

Regards,



Carrie Scoville



- ① Berths 45-47 POLA Liquid Bulk Terminal
- ② Berths 49-53 POLA Breakbulk Terminal
- ③ Berths 54-55 SSA
- ④ Berths 70-71 Westway
- ⑤ Berths 91-93 World Cruise Center
- ⑥ Berth 100 West Basin Container Terminal
- ⑦ Berths 118-120 Kinder Morgan
- ⑧ Berths 121-131 West Basin Container Terminal
- ⑨ Berths 135-139 TraPac Terminal
- ⑩ Berths 148-151 ConocoPhillips
- ⑪ Berths 153-155A Warehouses
- ⑫ Berth 163 Valero
- ⑬ Berth 164 Ultramar
- ⑭ Berths 165-166 Borax
- ⑮ Berths 167-169 Shell Oil
- ⑯ Berths 174-181 Pasha
- ⑰ Berths 187-191 Vopak
- ⑱ Berths 195-199 WWL Vehicle Services Americas, Inc.
- ⑲ Berths 206-209 POLA Container Terminal
- ⑳ Berths 210-211 Hugo Neu-Proler
- ㉑ Berths 212-225 Yusen Terminal
- ㉒ Berths 226-236 Seaside Terminal
- ㉓ Berths 238-240C ExxonMobil
- ㉔ Berth 301 Los Angeles Export Terminal
- ㉕ Berths 302-306 APL/Global Gateway South
- ㉖ Berths 401-406 APM Terminals/Pier 400



From: "Diesel's Subs" <TaosMagpie@gmail.com>
To: <ceqacomments@portla.org>
Date: 3/1/07 12:04AM
Subject: San Pedro Waterfront Project

February 28, 2007

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

Re: San Pedro Waterfront Project

Dear Mr. MacNeil and Dr. Appy,

We are residents of San Pedro and Jeniffer is an active board member of the San Pedro Palisades Residents' Association. Having attended several of the public meetings regarding the Bridge to Breakwater project we were horrified to read the latest version.

The emphasis of the project has turned from creating an area for residents and visitors to enjoy open space and the waterfront into a money-making machine for the Port. Here are our main concerns and desires:

- Do not take away our view of the ocean and Angel's Gate by allowing a 15-story cruise ship in Cabrillo Bay. Adding a cruise ship terminal to Cabrillo Bay will increase water, air, sound and light pollution for nearby residents.
- Cruise ships are self-contained cities. Passengers will have no use for San Pedro businesses other than parking lots.
- Give the waterfront to the people and do not extend the lease to Jankovich & Sons.
- Water cuts on both sides of the Maritime Museum will harm attendance.
- Air pollution in San Pedro is obismal. Please take care of this before creating more industry.
- Other great waterfront cities do not have promenades running between warehouses and tank farms. Promenades should be along the waterfront.
- Diverting traffic away from Harbor Blvd. closer to Ports of Call is a fantastic idea.

Please hear out the public and make a decision that is best for everyone involved.

Best regards,

Jeniffer McMullen & Steven Squire
1362 W. Paseo del Mar
San Pedro, CA 90731
310-519-3629

From: jim pike <amy7733@sbcglobal.net>
To: <ceqacomments@portla.org>
Date: 2/28/07 10:08PM
Subject: San Pedro Waterfront comment

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

To Whom It May Concern:

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

Sincerely,

Amy Thornberry

Subject: Port Development
Creation Date: 3/7/07 11:40AM
From: Zombie King <secondof62003@yahoo.com>

Positive move, build a framework than fill it in as we can I just hope beyond hope perhaps, it is with individual rather than chain-style restaurants and stores. Long Beach has enough of those.

Can't you connect the Red Car line to the proposed outer harbor cruise ship terminals? That would at least help bring some of those folks into town.

F.E. Bloomquist
90731

From: John Schoenfeld <johnschoenfeld@cox.net>
To: <comments@portla.org>
Date: 2/28/07 6:26PM
Subject: Waterfront Comments

Watered Down Waterfront
My comments are simple.

I am so disappointed with the vision of this latest waterfront plan.

We are Los Angeles? One of the greatest cities in the United States,
one of the greatest cities in the world.

We have such a incredible opportunity for an inspired project.

This is an embarrassing and insulting recognition of one of our cities
great resources. This is a region of great natural beauty, with
important economic connections to the entire nation. It is historic
slice of California, a slice that is the connection to the great
Pacific Ocean.

Are you satisfied?

Are you proud?

JOHNSCHOENFELD
•PRODUCER•

213-952-7688 M
310-548-8459 O
310-547-0530 F

'To the complaint, 'There are no people in these photographs,' I
respond, 'There are always two people: the photographer and the
viewer.'

Ansel Adams (1902 - 1984)