

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S TRANSCRIPT OF PUBLIC MEETING

RE: SAN PEDRO WATERFRONT PROJECT
ENVIRONMENTAL REVIEW PROCESS SUMMARY

MONDAY, OCTOBER 27, 2008

SAN PEDRO, CALIFORNIA

REPORTED BY: JA'NAL M. CARTER, CSR NO. 12813

1 REPORTER'S TRANSCRIPT OF SCOPING MEETING,
 2 commencing at the hour of 6:02 p.m., on Monday, October
 3 27, 2008, at 601 S. Palos Verdes Street, San Pedro,
 4 California, before Ja'Nal M. Carter, Certified Shorthand
 5 Reporter in and for the State of California.

6
 7
 8

9 I N D E X

10
 11
 12
 13
 14
 15
 16
 17
 18
 19
 20

SCOPING MEETING (6:00 P.M.)	PAGE
Welcome to Scoping Meeting	
By: Colonel Thomas Magness	3
Staff Presentation	
By: Ralph Appy	3
By: Jan Green Rebstock.11
Public Comments	20

21
22
23
24
25

2

1 (6:07 p.m.)

2 WELCOME TO SCOPE MEETING

3

4 DR. RALPH APPY: Thank you very much. I think
5 we need to get started.

6 Tonight is a Public Meeting on the
7 Environmental Impact/Statement Impact Report, which is an
8 environmental document for our San Pedro Waterfront.

9 I'm Ralph Appy. I'm the director of
10 Environmental Management for the Port of Los Angeles.
11 And tonight we have a number of speakers and each of them
12 is going to give a presentation.

13 I'd like to introduce, first of all, Colonel
14 Thomas Magness. He is the District Engineer for the U.S.
15 Army Corps of Engineers. And he will talk about their

16 role in the preparation of the environmental document and
17 their permitting role as well for the Project.

18 So with no further ado, I'd like to turn over
19 the meeting to the Colonel to introduce you to the
20 Project.

21 Thank you.

22

23 STAFF PRESENTATION

24

25 COLONEL THOMAS MAGNESS: Hopefully everyone

3

1 will find a seat and we can get started and we'll keep
2 the sidebars outside of the room.

3 I am anxious to hear from the people as they
4 come to the microphone and I'm sure you are as well. And
5 the extent to which we can keep the rest of the
6 conversations outside of the room, that would be
7 terrific.

8 My name is Colonel Thomas Magness. I'm the
9 District Commander for the Los Angeles District of the
10 U.S. Army Corps of Engineers. I also come to you in

11 another capacity; and for many of you that is as your
12 neighbor. I live on Fort MacArthur. Right now I'm at
13 Pacific Avenue at about 27th Street. And I'm raising two
14 beautiful little girls in this community and very
15 passionate, as many of you all feel, for the water and
16 Waterfront for this Project. And I'm happy to be here.

17 I'm going to read a couple of things before we
18 get started so that I can read this into the record.
19 This is not my normal M.O., but I'll do this tonight.

20 On behalf of the Corps of Engineers, I'd like
21 to welcome you all to this meeting, which we are also
22 conducting in Spanish as a courtesy to you, the
23 interested public.

24 As you know, the Port of Los Angeles is applied
25 to my agency for a permit to create three new harbors

4

1 along the San Pedro Waterfront, construct pile supported
2 structures to provide additional areas for landside use,
3 and construct a Waterfront Promenade and Outer Harbor
4 Cruise Ship Terminals.

5 The project's joint Draft Environmental Impact

6 Statement and Environmental Impact Report, which you are
7 currently reviewing, evaluates the construction and
8 operation of the Project and several alternatives.

9 Under our Federal Permit Program, the Corps of
10 Engineers is responsible for regulating dredge and fill
11 activities in waters of the United States such as Los
12 Angeles Harbor, including activities that may affect
13 navigation.

14 The Port's proposed activities along the San
15 Pedro Waterfront are regulated under both Section 404 of
16 the Clean Water Act and Section 10 of the Rivers and
17 Harbors Act.

18 In addition, the Port is proposing to transport
19 and dump relatively clean material dredged to create the
20 new harbors at ocean disposal sites, which would be
21 regulated under Section 103 of the Marine Protection,
22 Research, and Sanctuaries Act.

23 Federal actions, such as Section 404, Section
24 10 and Section 103 permit decisions are subject to
25 compliance with a variety of federal environmental laws,

1 such as a National Environmental Policy Act or NEPA.

2 Consequently, the Corps has a responsibility to
3 evaluate the environmental impacts that would be caused
4 by the proposed Project prior to making a permanent
5 decision. In meeting its regulatory responsibilities,
6 the Corps is neither a Project proponent nor an opponent.

7 In addition to evaluating the environmental
8 direct, indirect, and cumulative impacts of the Port's
9 proposed Project, the Corps must determine whether the
10 proposed Project is the least environmentally damaging
11 practical alternative that meets the overall Project
12 purpose.

13 Also, no permit can be granted if we find that
14 the proposal is contrary to the public interest. The
15 public interest determination requires a careful weighing
16 of those factors relevant to the particular Project. The
17 Project benefits must be bound against its reasonably
18 foreseeable detriments.

19 For purposes of the testimony I will hear
20 tonight, I will concentrate on issues specifically
21 related to the Port's proposed San Pedro Waterfront
22 Project.

23 At this public hearing, the Corps is requesting
24 input from the general public concerning specific
25 physical, biological, and human use factors that should

1 be evaluated in greater detail as part of the Final
2 EIS/EIR and the Corps permit action for the proposed
3 Project.

4 The Corps would like to emphasize that we will
5 carefully consider all comments that we receive for the
6 proposed Project and they will be given full
7 consideration as part of our final permanent decision.

8 Some speakers will be opposed to the Project,
9 while others will be in favor. I hope and expect that
10 you will respect opposing views and allow speakers to
11 make their statements without interference.

12 Following this hearing, all parties will be
13 given until December 8th to provide any written testimony
14 or rebuttals.

15 I will now turn the floor over to Dr. Appy and
16 to Ms. Jan Green Rebstock from the Port of Los Angeles to
17 provide a 10- to 15-minute presentation on the Project.

18 Following this presentation, I will discuss how
19 we will take your oral testimony this evening. Until
20 then, if you know you would like to speak tonight, please
21 fill out a speaker card and give it to one of the Corps
22 or Port staff at the front desk identifiable by their
23 Corps or Port ID badges. This will help us transition to
24 the public input sessions.

1 DR. RALPH APPY: Thank you very much.

2 The second part of the Environmental Document
3 we're going to do is related to the state side of the
4 documentation and the Port of Los Angeles is what we call
5 the Agency on the California Environmental Quality Act.

6 Can I have the first slide, please. So I have
7 to do work here.

8 These are actually the people at the front
9 table. You've met Colonel Magness. To my right is Jan
10 Green Rebstock, who the Project Manager for the Port of
11 Los Angeles on the environmental portion of the Project.
12 And to her right is Dr. Spencer MacNeil, who is U.S.
13 Corps of Engineers Project Manager.

14 So we've heard the Corps' overview of this
15 tonight on their role in preparation of the Environmental
16 Document and Issuance of Permits. And then we're going
17 to follow with a presentation on the EIR.

18 We're going to try to make this as brief as we
19 can. We think it's a good idea to show you some idea of

20 what the Project is. Some of you are very familiar with
21 it; others may not be. So we're going to try to do a
22 very quick presentation of that.

23 And then we're going to go to the speakers.
24 The allotted speaking time is three minutes per speaker.
25 In some cases, people have petitioned the Corps for

8

1 additional time, if you represent large groups, and those
2 people will be identified as they come forward and
3 they'll be allowed to speak additional time.

4 I'd like to state also that we have -- for
5 anybody that is speaking impaired or hearing impaired, we
6 do have in the front some assistance we can provide if
7 you come down and sit in the front, and also we have some
8 Spanish translation services available.

9 We also have some dignitaries here this evening
10 and we'll be introducing them. Councilwoman Janice Hahn
11 will have an opportunity to speak and Commissioner David
12 Freeman is here as well.

13 This is kind of the process we go through the
14 EIS/EIR. We love acronyms. Environmental Impact

15 Statement/Environmental Impact Report. And that's the
16 name of this big environmental document that's about two
17 feet thick that we sent out to everybody. And we have
18 lots of ways you can get a hold of that document through
19 our website.

20 Tonight just represents one opportunity for you
21 to provide comments on it. This is a public meeting to
22 receive oral comments. You can also provide written
23 comments prior to the end of -- prior to December 8th --
24 is when the comment period closes. And at the end of the
25 talk tonight, we'll show you exactly how to provide

9

1 comments. And it's also present in some of the materials
2 we've provided out front.

3 So if you look at this sequence up here on the
4 left, there's something called the NOI/NOP. That's the
5 Notice that we first send out that we're going to be
6 preparing an environmental document. And at that time,
7 we did ask for people's comments. We received those
8 comments and use them to what we call "scope the
9 document." What are the issues of importance? And

10 following that, based on those comments, then we prepared
11 the Draft EIS/EIR, and that is the item that is before us
12 tonight.

13 And if you look down at the bottom, you'll see
14 the circle that says, "You are here." That's where we
15 are; at the public meeting to receive those comments.

16 Following receiving your comments, we will then
17 prepare what's called a Final EIR, and that is a document
18 that goes to the decision makers, either the Board of
19 Harbor Commissioners at the Port of Los Angeles or else
20 the District Army Corps of Engineers, who will issue what
21 they call a "Record Decision" on the Project. And so
22 that occurs after we prepare the final, which we think
23 will be done early next year.

24 Having said that, I'd like to turn the
25 microphone over to Jan, who will then provide you a brief

10

1 description of the Project.

2 JAN GREEN REBSTOCK: Okay. So there's a lot to
3 cover here. It's about 400 acres. We have almost eight
4 miles of Waterfront. And we have about 36 different

5 Project elements. I'm going to highlight some of the
6 major ones for you as part of the proposed Project and
7 then briefly go through the Alternatives that we
8 considered in the Environmental Impact Review.

9 Hopefully you can see the pointer here.

10 So we're looking at different cruise berthing
11 options for the Inner Harbor and the Outer Harbor. In
12 the proposed Project, we have two berths on the Outer
13 Harbor with two new cruise terminals.

14 We're looking at creating three new water cuts
15 in the Downtown Harbor, the North Harbor, and the 7th
16 Street Harbor with a public pier.

17 We're looking at redevelopment of Ports O'Call,
18 which is about 150,000 square feet. We're proposing to
19 double that to 300,000 square feet with a mix of retail
20 and commercial with restaurants, and a potential
21 conference center up to 75,000 square feet.

22 We're looking at expanding the Red Car Line out
23 to Warehouse 1, out to the Outer Harbor Cruise Terminal,
24 which would also have a six-acre park and out to Cabrillo
25 Beach.

1 We're also looking at creating about 27 acres
2 of new parks, with San Pedro Park, a three-acre park
3 within Ports O'Call, and a six-acre park here in the
4 Outer Harbor. So there's also a Ralph J. Scott Fireboat
5 Museum and a couple of other new buildings that are being
6 proposed.

7 Parking for Ports O'Call would be along the
8 bluffs here at 13th Street. Parking for the cruise
9 operations would be concentrated in the Inner Harbor with
10 parking structures about four stories stepped back to the
11 water.

12 So that's just a brief overview.

13 These illustrations you can find in the
14 Environmental Impact Report. Also, in the Executive
15 Summary and the Overview if you have a chance to receive
16 one. I'm going to flip through those quickly, but what
17 you should note here is the Promenade, which is along the
18 water continuously as much as possible. So here you see
19 it outlined in the North Harbor in the gold.

20 The Lane Victory in the proposed Project would
21 be relocated to the North Harbor, where we make room for
22 tugs and other working vessels that helps also bring
23 water close to downtown and the existing Promenade along
24 Harbor Boulevard.

25 In the Downtown Harbor, again you'll see the

1 Promenade along the water's edge and along the 7th Street
2 Harbor. And you'll also see a proposed water feature
3 right in front of the Maritime Museum with a public
4 plaza, the Town Square, right in front of the City Hall
5 Building.

6 Here's a close-up of San Pedro Park. We're
7 talking about reuse of Warehouse 9 and 10 for
8 recreational purposes that would compliment the
9 surrounding park area.

10 Here is the Promenade that would be built near
11 or out to Cabrillo Beach. And a close-up of the Outer
12 Harbor Cruise Terminal, where again we try to accommodate
13 the Promenade along the water's edge.

14 This is a close-up of Ports O'Call. And really
15 what we're just trying to demonstrate here is the
16 opportunity site that would include the parking
17 structures along the bluff.

18 Here you can see a proposed Red Car Maintenance
19 Facility at 13th Street and a pedestrian bridge. This
20 would also help facilitate pedestrian access to Ports
21 O'Call from 13th Street. And this is what the proposed
22 development site would be with the Master Developer for

23 Ports O'Call.

24 In the document we do try to highlight
25 connections with the California Coastal Trail and upland

13

1 connections along the Project area.

2 You'll also find in the document an analysis of
3 what the Cruise throughput projections are for the
4 proposed Project and the various Alternatives. So you
5 can look at the ship calls, the numbers of the berths in
6 the Inner and Outer Harbor, and what the assumptions were
7 as we went through the analysis for the Alternatives.

8 The Proposed Project Impact are laid out there
9 for you. We have several unavoidable significant
10 impacts. Some that were less insignificant after
11 mitigation and some that we were able to mitigate and
12 typically less than significant.

13 But I do want to highlight that we had almost
14 100 mitigation measures applied to this Project. I think
15 it was about 97; 30 of them under air quality. All of
16 these are CAP compliance or exceed the CAP. And you'll
17 see the same for transportation.

18 Again, we've looked at six Alternatives in
19 comparison to the proposed Project. Mostly when you look
20 at the Alternatives, the variables are: What happens to
21 Harbor Boulevard and Sampson Way? What are the cruise
22 berthing options? And what is the level of development
23 at Ports O'Call? I would say those are the major
24 defining factors between the Alternatives.

25 Let's see. In the Alternative No. 1, we have a

14

1 Cruise Berth -- just one Cruise Berth in the Outer
2 Harbor. And we're also proposing a new cruise terminal
3 in the Inner Harbor. This would serve three cruise
4 berths total.

5 One thing I wanted to point out is the traffic
6 improvements. In the proposed Project, there's no change
7 to Harbor Boulevard. It stands in its existing capacity.
8 Sampson Way is widened into two lanes in each direction.

9 In Alternatives 1 and 2, we look at creating a
10 cul de sac at 13th Street, right here, which would limit
11 the traffic this way on Harbor Boulevard. You would have
12 access into the parking structures, but what we would

13 then do is extend Crescent Avenue down to Sampson Way.

14 So traffic could flow this way. And the major
15 reason for doing this is to try to avoid a messy
16 five-point intersection at 7th Street.

17 So the major entrance into Ports O'Call would
18 now move from 6th Street to 7th Street.

19 There's also an Alternative where we look at
20 reducing Harbor Boulevard to one lane in each direction
21 and taking the additional capacity and making that a
22 greenbelt, which is kind of an extension of the park --
23 Plaza Park along Beacon Street. So that was another
24 approach. But the point is that Sampson Way becomes the
25 main thoroughfare.

15

1 In Project Alternative 2, it's important to
2 note that this is the only Alternative where you have
3 cruise parking for passengers in the Outer Harbor, and
4 that's 1,500 spaces right here. In all of the other
5 Alternatives the parking is concentrated at the Harbor
6 parking structures. In this Alternative, they're split
7 between the Inner and Outer Harbor and it accommodates

8 two cruise berths in the Outer Harbor.

9 Also, in this Alternative we look at bringing
10 the Promenade behind the Salt Marsh instead of along the
11 beach here. And that's just another Alternative we
12 wanted to look at in 2 and 5.

13 In Project Alternative 3 we're looking at three
14 cruise berths with one berth in the Outer Harbor and
15 there's no new terminal here. We do accommodate the
16 North Harbor cut though.

17 Project Alternative No. 4 has four -- or three
18 cruise berths with none in the Outer Harbor. It's just
19 an Outer Harbor Park.

20 And under Project Alternative 5, the "No
21 Federal Action" Alternative is: What could the Project
22 be if we did not receive permitting from the Army Corps?
23 So that would be no water cuts. That would be no
24 Promenade along the water's edge where piles are
25 required, and no new cruise berths.

16

1 And this is looking at Project Alternative 6
2 would be "No Project." So what if the Project is not

3 approved, what could you assume would reasonably occur
4 anyway?

5 You can receive a copy of the document.
6 There's CDs outside. We also have some in our office.
7 We have Executive Summaries available. The total
8 document is about 6,000 pages. The Executive Summary
9 we've boiled down to 150 pages. We also have a Reader's
10 Guide, which is about 40, which gives you a good overview
11 of the Project and then some of the key issues involved.

12 You can download all of those documents from
13 our website. We also have them available in Spanish.
14 And the Army Corps has their public notice up there as
15 well. And we also have hard copies available if any of
16 you would like those. And copies are available at the
17 library if you'd like to just go and flip through it.

18 We are going to have a court reporter here
19 tonight. So all of your comments will become part of the
20 transcript. In the future, that will be posted on the
21 Port website. You can also fill out comment cards or you
22 can send us a letter. The comment deadline is December
23 8th. And all of -- copies of all of the comment letters
24 will be posted on the Port website. And here's who you
25 should be addressing your written comments to. And we

1 also will receive comments by e-mail.

2 DR. RALPH APPY: (Speaking in Spanish.)

3 COLONEL THOMAS MAGNESS: We will be taking oral
4 testimony from the public in two sections. The first
5 session will be devoted to hearing from selective
6 representatives of significant interest groups. And
7 because these speakers represent significant numbers of
8 people, they will be allowed a little more time to make
9 their statement. And in fairness, the order of speakers
10 will be randomly determined.

11 The second session will be for members of the
12 public who would like to present their views as
13 individuals. And during this session, speakers will be
14 given three minutes to make their comments. And while I
15 know three minutes does not seem like enough time perhaps
16 to express your opinion, I will help you understand when
17 your time is up. Because if you look at the number of
18 people in this room, three minutes' time is -- the number
19 would take us all night. There's opportunities to
20 provide your opinion. And we will make sure that that
21 opinion is heard.

22 As I mentioned earlier, if you would like to
23 speak during the second session, you must fill out a
24 speaker card and give it to one of the Corps staff
25 identifiable by their Corps ID badges. Please do this

1 before the second session begins.

2 All oral or written testimony will become part
3 of the administrative record for this permit application.
4 Once we have the written transcripts of the testimony,
5 they will be published on my organization's Regulatory
6 Division website and the Port's website, which were
7 provided in the Port's presentation and are posted in
8 this room.

9 Again, if you want to present your testimony to
10 me directly, you must fill out a speaker card and hand it
11 to one of my staff before we start the second session of
12 oral testimony.

13 As you make your comments, please note that in
14 front of the table there's a timer. And you may not be
15 able to see it from where you're seated, but when you
16 approach the microphone, you'll be able to see it and I
17 will certainly help you see it as well. The light will
18 be green when you begin. When you have one minute left,
19 the light will turn yellow. When your time is up, the
20 light will turn red. Please respect these time limits so
21 that all that desire to speak have the opportunity.

22 First, if we can have Councilwoman Janice Hahn,
23 who represents the City of Los Angeles 15th Council
24 District.
25 Councilwoman Hahn.

19

1

2

PUBLIC COMMENTS

3

4

MS. HAHN: Thank you very much.

5

6

I really want to give a shout out to the whole crowd that's here tonight because after hundreds of meetings and years of hopes and dreams, people still want to come out and give their input into this very exciting proposition of redeveloping our Waterfront.

10

11

12

13

14

15

16

So thanks for the opportunity to speak before you tonight. I've been waiting a very long to get this point. It's been over three years since the last major phrase of construction on our Waterfront. And I'm hopeful that we can resume this much needed redevelopment.

All across the world major cities have world

17 class Promenades; Baltimore, New York, San Francisco,
18 Hong Kong, Vancouver, London. The list goes on and Los
19 Angeles deserves to be in that same company of cities.

20 This morning on the Today Show they featured
21 the five cities in the United States that even in this
22 incredible financial downturn are doing well for a number
23 of reasons.

24 One of the five cities was Charleston, West
25 Virginia. And one of the main reasons that it is doing

20

1 well is because of the River Front Development that is
2 happening in that city. And I'm mentioning this because
3 we have a unique opportunity to provide a world class
4 Promenade, a destination point, for all the people who
5 live in the City of Los Angeles and all across the
6 country to visit every year. That's why I'm glad we're
7 finally at this point and every one is given an
8 opportunity to provide their input.

9 I like the considerate amount of open space
10 that's included in this proposal. It's important that we
11 focus on linkages to the California Coastal Trail, like

12 the Royal Palm Beach, White Point Major Conservancy,
13 Angel's Gate, Point Vernon Park.

14 I'm also very glad to see that a continuous
15 Promenade along the Waterfront is part of this proposal.

16 In 2002 when the Urban Land Institute came
17 here, they told us a way to redevelop our unique
18 community down here was to develop the Waterfront and
19 build housing and in downtown San Pedro. And the promise
20 of developing this Waterfront is what has spurred the
21 housing development in downtown San Pedro unprecedented
22 in as long as I can remember.

23 We know that giving people an opportunity to
24 view the working Waterfront is instant entertainment and
25 something we should take advantage of. We need to allow

21

1 people to walk alongside this water.

2 I'm also glad we're going to be redeveloping
3 Ports O'Call. I think people for a long time have
4 remembered fond memories of Ports O'Call, but they would
5 like to see it updated, renovated, remodeled.

6 But I want to go on record saying we -- in this

7 proposal, we have to hang onto the things that are
8 important to San Pedro while we embrace our future. We
9 want to see the Ports O'Call Restaurant stay there. We
10 want to see The Fish Market. And we want to see Cafe
11 International stay there.

12 (Applause).

13 MS. HAHN: They're a part of our unique charm
14 and there's no reason that they can't be the centerpiece
15 of the Ports O'Call Redevelopment.

16 I can see that the Red Car Line is being
17 extended to Cabrillo Beach, the Outer Harbor, and
18 Warehouse 1; that's good. I'm very disappointed to see
19 that the Red Car Extension into Downtown San Pedro has
20 been eliminated.

21 In your own statement of purpose you state
22 that: "The purpose of the Waterfront Project is to
23 redevelop the San Pedro Waterfront for increased public
24 access and to provide connections between the Waterfront
25 area and the San Pedro community."

22

1 After I read that statement, there's no better

2 way to connect the Waterfront to the community than
3 providing transportation that links Downtown San Pedro
4 with the Waterfront; and the Red Car can do that.

5 I think we need to be visionary when it comes
6 to planning. We need to plan for people to arrive here
7 by bus or by train. And there's still room in this
8 document for improving the connections to public
9 transportation.

10 I will say I also think that parking structures
11 on prime Waterfront property is the worst possible land
12 use that I can think of.

13 (Applause.)

14 MS. HAHN: We know that the first phase of the
15 Promenade is right along where you're proposing these
16 parking structures. So now you've virtually cut off
17 people's access to see the water in the first phase of
18 the Promenade.

19 I think you should work with the CRA. Let's
20 strategize and use shared parking in Downtown San Pedro,
21 which would also promote the goal of connecting downtown
22 to the Waterfront. Don't take prime Waterfront
23 development for parking cars. We can do better than
24 that. We can be more creative than that and we can do
25 something that benefits everyone.

1 I've also been recently troubled by statements
2 made by a certain Harbor Commission President about
3 whether the Port can afford to invest in the Waterfront
4 Project as opposed to a Container Terminal Project.

5 It is important especially in these times that
6 we not be shortsighted about making an investment in the
7 economic revitalization of this community. We must
8 consider the long-term economic development benefits and
9 financial return to the Port as well as the city as a
10 whole.

11 We know that tourism is the second largest
12 industry in the City of Los Angeles. And for every 4
13 percent increase in tourists, it equals \$12 million
14 dollars to the City's General Fund. This will promote
15 tourism and will actually add stars to the City's General
16 Fund, which we can all use.

17 I don't need to remind you, but I will. We
18 hold this Port in trust for the People of California.
19 And the public trusts us to make sure that we give them
20 access to their Waterfront. We owe this to the public
21 and to do anything less would be inappropriate.

22 And I did notice that you have \$230 million
23 dollars in your unappropriated balance this year. I
24 think you have enough money to invest in the Waterfront.

I also want to say, in conclusion, that I do

1 proudly support the Cruise Ship Industry here in San
2 Pedro. The Cruise Industry is a vital part of our
3 tourist mainstream. Cruise visitors spend approximately
4 \$58 million in this region and support about 2,000 good
5 paying jobs.

6 I love watching these ships coming in and out
7 of the Harbor. I know there's controversy about the
8 Outer Harbor, but I want us to figure this one out. We
9 like the Cruise Ship Industry. It benefits us in San
10 Pedro. It benefits Los Angeles. Let's figure it out so
11 it can be a win-win for every one.

12 Thank you very much for your attention.

13 Let's build the Waterfront.

14 (Applause.)

15 COLONEL THOMAS MAGNESS: Thank you,
16 Councilwoman.

17 Next, please, from the Los Angeles Board of
18 Harbor Commissions, President David Freeman.

19 MR. FREEMAN: My apologies. I want to speak to

20 my constituents here. I'm here to listen and that's the
21 only reason -- the only purpose I am serving here this
22 evening. I just want everyone to know that I am here and
23 that I am listening.

24 Also, I want you to know that the Commission
25 has not prejudged any aspect of this Project. What's

25

1 being described here tonight is the Commission Staff's
2 Proposal. It, of course, will be considered along with
3 all the comments that everyone will make.

4 And with that, I hope we have a nice evening
5 learning.

6 Thank you.

7 COLONEL THOMAS MAGNESS: Thank you.

8 Next please. For ten minutes, representing the
9 Sierra Club, Tom Tolatayo (phonetic).

10 Is Tom here? Tom, you are up. You're on the
11 clock. I've been wanting to say that.

12 MR. TOLATAYO: I'm sorry. I didn't realize
13 that other people would be quite so concise.

14 Thank you very much. My name is -- well, she

15 was saying all of the things I wanted to hear.

16 My name is Tom Tolatayo. I am representing the
17 Sierra Club Today. We have a lot of things we could talk
18 about, but we're really only going to focus on one issue,
19 which is primarily the climate change with respect to
20 this Project.

21 I hope that my nieces and nephews -- hang on
22 for a second. I want to do a little equipment change
23 here.

24 I hope that my nieces and nephews won't kick me
25 because of the condition of the world that we leave for

26

1 their children. I would rather incur the wrath of every
2 person in this room than ever look in the eyes of a child
3 and say I was too selfish to care about the world I left
4 them.

5 We face a number of serious crises which could
6 ruin the quality of life ahead. Only one in two children
7 in Los Angeles graduate high school. In Detroit, only
8 one in four do. Crime is a constant problem and our
9 incarceration rate is obscene.

10 Our economy is melting down. Our polar ice
11 caps are melting away too. So is the Sierra Snow Cap.
12 Around the country floods and fires are worse than ever
13 and are costing us billions more dollars each year.

14 With all our problems, our economy and
15 socioeconomic injustice issues may be the most wide
16 spread in terms of how we feel the pain today.

17 However, the number one problem we face is
18 global climate change. And it comprises the worst crisis
19 that mankind has ever faced. Climate change is an
20 insidious problem. Today it is overshadowed by other
21 problems that currently inflict more pain.

22 However, if we wait until climate change is the
23 most painful, we will be too late. There will be no
24 more -- the water supply to California will be gone as
25 well. Food will be so expensive and scarce around the

27

1 world, hundreds of millions will starve to death. The
2 poor in the United States will struggle to feed
3 themselves.

4 This is why a climate change is insidious. If

5 we wait on it to act -- if we wait to act on it before it
6 becomes the most painful problem we face, it will be too
7 late.

8 This presents, of course, an insurmountable
9 challenge in developing the urgency and political will
10 needed to confront climate change head on. We must find
11 a way to jump this hurdle or our future will be bleak.
12 People will work harder in our generation and gasoline
13 prices will sky rocket. If we don't do something to make
14 us less dependant on this oil, the only thing that will
15 stop the rise in energy prices is a faltering economy.

16 Because of climate change, we may have already
17 past the threshold of peak water supply to California in
18 the southwest. In time, water shortages will hurt our
19 quality of life and our economic potential. This is a
20 problem being repeated around the world.

21 In turn, we will reach peak food supplies and
22 peak lumber supplies as well; all in one generation. It
23 shouldn't surprise anyone that this crisis will hurt our
24 poor far more than our wealthy. If by the time the
25 American poor feel it, it will be devastating the world

1 for it. All around the world it will be disproportioning
2 such by people of color. It will kill people by the
3 hundreds of millions.

4 Because carbon stays in the atmosphere for
5 seven years or more, we will have to act before the
6 carbon levels get too high. Otherwise, we will be boxed
7 into a dreadful future.

8 This is why climate change is not some far
9 issue that only affects polar bears or penguins. It is
10 why Environmental Groups in this country are concerned
11 with the effects on climate change on minorities. This
12 is why we need to do something about it with every
13 opportunity we get.

14 Now, the world looks at the United States as
15 the Golden Standard when it comes to lifestyle. The
16 world's fastest developing nations -- China and India --
17 and are starting to live more like the United States as
18 if it were a birthright. Overseas many openly resent the
19 suggestion that they should use less energy and be more
20 efficient while the United States continues to live high
21 on the hog.

22 In the United States, California is the
23 nation's trendsetter and Los Angeles is among the state's
24 leaders. This is what makes what we do here in Southern
25 California so important. We have the opportunity --

1 perhaps more than anywhere else in the world -- to create
2 a better lifestyle that others will, in turn, follow.

3 If we show a commitment to doing the climate
4 change that is second to none. We can do it in a way
5 that is -- we can do it in a way that is socially and
6 economically successful, the world may turn its head and
7 follow our lead. We cannot for one second make this
8 about giving things up. Every inch of the way we must
9 make this about what we are gaining, about building a
10 better city and a better world, about -- with more for
11 the entire family and all walks of life and all close to
12 home.

13 Reducing climate change means reducing driving.
14 This means making sure jobs, shopping, culture, dining,
15 nature, recreation, and sports are all nearby. For our
16 region and for San Pedro, our Waterfront needs to be part
17 of this kind of solution.

18 One-third of the land in Southern California is
19 used for roadways, parking garages, and related services.
20 In the Ports O'Call area it has been more than half.
21 Creating good destinations means bringing up the land for
22 business, recreation, dining, museums, and all other uses
23 that can help attract visitors.

24 In our Waterfront adjoining areas we need to
25 create an attraction of such strong appeal that it just

30

1 rips people out of their cars and entices them to walk,
2 bike, and go on the Red Car, and have a great time in a
3 sparkling urban oasis which is free of cars.

4 When it comes to guiding a change this big, our
5 key environmental laws, CEQA and NEPA, are not up to the
6 task. And these are largely administrated. And though
7 they have helped the environment, they cannot turn black
8 luster plan into a silk purse. CEQA and NEPA are not
9 inspirational or creative, nor should they be.

10 If we are serious about doing something about
11 climate change, we need to go well above and beyond the
12 call of bureaucratic duty given by these laws. We need
13 to transcend to a new plateau where we can create a green
14 vision for lifestyle that is far less amount of energy in
15 driving, but would still deliver the high quality of life
16 with great economic opportunities.

17 If we work this from the perspective of
18 "business as usual," we'll be stuck with the same results

19 as usual. It is madness, as Einstein suggested, to keep
20 on doing the same thing and expect a different result.

21 This is why the Sierra Club is asking the Port
22 to work with redeveloping transit parks, recreational,
23 and other agencies to develop a Waterfront plan that
24 brings all the elements together. We need to
25 dramatically reduce our carbon missions.

31

1 This is why we hope responsible investors will
2 look to new opportunities in and around our Waterfront
3 area to build a city that is far less dependent on
4 foreign oil.

5 So -- help support more than our wealthy and
6 though climate change will affect the poor most of all,
7 this is not about the poor versus the wealthy. This is
8 about -- and it's not also about San Pedro versus Los
9 Angeles or Wilmington -- one part of San Pedro versus
10 another. This is about doing something that will benefit
11 us all here locally in the region, in the state, in the
12 country, and in the world making all our lives richer.

13 Unfortunately, none of the Port's Waterfront

14 Alternatives go far enough. As long as we think we can
15 draw a line around the Project and count the number lead
16 primary buildings we put inside of it, it never will.

17 How we get people here is just as important
18 since -- missions are 40 percent of our carbon footprint.
19 How well the Project works in the community and region is
20 crucial. The measure of success should be engraved in
21 the Waterfront which supports a lifestyle which reduces
22 climate change markedly. Not just for the Project, but
23 on a per capita basis.

24 We need to help each person live producing a
25 good lifestyle using much less carbon. This is why the

32

1 Sierra will support the Sustainable Waterfront Plan as
2 our starting point for discussion.

3 This is why we ask the Port to join us in a
4 revolution on the Waterfront to see just how much farther
5 we can go to create something that brings us to a better
6 lifestyle, more economic opportunity and reduces our
7 carbon footprint all in one step.

8 This is why the importance of what we do here

9 transcends not only to San Pedro and Los Angeles, but the
10 state as well.

11 The Sierra Club will be making a more detailed
12 presentation on the Waterfront and our plans in November
13 or December, because obviously everything I've just said
14 now is such a -- we will announce the date and time on
15 that on "makemyday" that's m-a-k-e-m-y-d-a-y, dot, org.

16 Thank you.

17 COLONEL THOMAS MAGNESS: Thank you.

18 Next please from the Waterfront, Isabelle,
19 please for ten minutes.

20 DR. RALPH APPY: And if I could also ask too we
21 do have a court reporter over there and we will need to
22 take some breaks. When you speak -- speak if you come
23 forward -- if you could measure your speaking a little
24 bit so that she can make sure she gets all the words into
25 so the transcript and it is complete.

33

1 Thank you.

2 MS. DUDAY (phonetic): I'm sorry my back is to
3 all of you.

4 My name is Isabelle Duday (phonetic). I'm
5 representing the Los Angeles Waterfront Working Group, a
6 coalition of local, regional and statewide neighborhoods
7 and business and environmental organizations, such as the
8 Sierra Club, members of American Institute of Architects,
9 the State Costa Conservancy, and many of the neighborhood
10 councils.

11 I am an architect, a map maker, and a mother.
12 We here are blessed with a wonderful opportunity to
13 rethink and remake our Waterfront. However, we are also
14 burdened with the reality that we cannot continue to do
15 business as we've been doing, as Tom already very
16 eloquently described.

17 Scientists and academics are saying that we
18 have ten years, give or take three, to reduce our carbon
19 footprint if we want to live in a world similar to the
20 one we know.

21 Before us is an amazing opportunity to
22 demonstrate that through thoughtful development we can be
23 a model at stable development where business and the
24 environment can be partners at solving the coming crisis.

25 We are also blessed to have the leadership of

1 two great leaders, Antonio Villaraigosa and David
2 Freeman, who have both publicly committed to creating a
3 green city and the greenest Port in the country.

4 Sustain Lane, however, has recently come out
5 with a survey of 56 in the country and Los Angeles fell
6 from the 25th position to the 28th position in the last
7 year. Here is our opportunity to show the world that we
8 actually mean what we say.

9 This is the Sustainable Waterfront Plan. It is
10 a plan that has been evolving and circulating in this
11 community for seven years through community work shops
12 and work groups. I will go into a little bit of detail
13 in a minute. But first what I want to say is: This plan
14 can be done now. This plan will not slow down the
15 process. It is less expensive than the proposed plan
16 because it doesn't include many of the high ticket items
17 that the Port plans to include. It also incorporates the
18 city and the Port's sustainable concepts.

19 The main goals of the Working Group -- the
20 Working Group has put together a one-page list of
21 specific goals, which I believe is being circulated and
22 I'm happy to also hand those out if anybody needs them.
23 They follow basic seven categories to which I will
24 briefly speak.

25 The first one and the really critical one is

1 that all berths will be located at the Inner Harbor.
2 This plan is not an Anti-Cruise Industry Plan. This plan
3 keeps all of the cruise industry infrastructure compact
4 and centered around the already beautifully developed
5 Promenade and the fountain. In this way, we both
6 duplicate cruise industry infrastructure and support
7 facilities. You can see there's three cruise ships over
8 to the right of this blow-up of our plan.

9 We keep the three cruise ships near downtown so
10 that visitors to the area can enjoy the local resources
11 in and around downtown.

12 This plan sets aside Cabrillo Beach and the
13 Outer Harbor area including Kaiser Point for recreational
14 educational uses that preclude cruise service, except for
15 occasional visiting vessels, which is also on the plan.
16 To create a regional quality educational recreational
17 area so people don't have to drive so far to recreate.

18 The blue area here represents the security zone
19 around the Cruise Ship -- the proposed Cruise Ship. You
20 can see that when a boat is docked, access to the Small
21 Harbor and the proposed Promenade is severely impacted.

22 However, when the ship is maneuvering, the security zone
23 increases by 300 feet on all sides; the equivalent of two
24 football fields.

25 Having cruise ships in the Outer Harbor

36

1 negatively impacts the Cabrillo Beach recreational area.
2 Not only does it impact the use of the Small Crash
3 Harbor, it also impacts water, air, and habitat quality,
4 as well as public access to Kaiser Point.

5 Our second main point is to provide linkages to
6 downtown and the community. The Sustainable Waterfront
7 Plan provides these linkages. The community envisions
8 the Red Car Line running not only to Kaiser Point and
9 Cabrillo Beach as the Port has planned, but also they
10 want the Red Car Line to go downtown.

11 This plan provides for bridges that will help
12 link the downtown to the Waterfront. These are some
13 spectacular examples of other places that have great
14 bridges celebrating the connection of two physically
15 disconnected areas like we have here.

16 And as extreme as these examples may seem,

17 Green Groups are now and commonly integrating sustainable
18 design in development into building design. They've
19 reduced the heat island effect. They provide for water
20 storage and filtration. They provide habitat and are
21 beautiful. Our plan calls for green roofs potentially on
22 the roof of parking structures and other buildings.

23 Finally, on the point of linking the Waterfront
24 to the downtown, the rearranging of Harbor Boulevard to
25 accommodate more traffic will further separate the two

37

1 parts of San Pedro. The Waterfront Plan emphasizes the
2 knitting together of the downtown and the Waterfront and
3 the reduction of physical barriers.

4 San Pedro is blessed with a wealth of open
5 spaces, though fragmented and neglected. These jewels of
6 open spaces -- which I've indicated several here -- that
7 have the potential to be an attraction for regional
8 visitors. The State Coastal Conservancy has a goal of
9 connecting these fragments to enhance recreational
10 opportunities and provide for critical habitat recreation
11 and survival.

12 The Costal Conservancy is a state agency that
13 is responsible for making sure all citizens have access
14 to the coast. Their recent study -- or actually, their
15 study done several years ago indicates that the L.A.
16 Harbor area is a critical break in connecting people to
17 the water. By linking open spaces to each other and the
18 Waterfront, inland residents will have improved
19 pedestrian access through the coastal area and regional
20 visitors will be attracted to the San Pedro Coast Line.

21 Our fourth main point is the Waterfront Plan
22 expands the salt water marsh. As many of you know,
23 marshes are the nurse ry for baby and small fish. Due to
24 the warmer temperatures, the shallow water is protection
25 from predators. By protecting, expanding, and cleaning

38

1 our Salt Marsh, we protect our fishing industry.

2 And just for a point of clarification, our
3 marsh expansion does not move the Boy Scout Camp.

4 The Sustainable Waterfront Plan calls for the
5 development of 150,000 square feet of retail, a
6 conference center, a Promenade, and a rich complex of

7 open and public space. It keeps all of the existing
8 businesses.

9 And as Janice mentioned, it's very important to
10 us that there's a great diversity of parking options
11 located near downtown. Our plan promotes a diversity of
12 parking to discourage traffic pollution and encourage
13 pedestrian activity downtown. A primary goal of the plan
14 is to avoid parking on the Waterfront.

15 (Applause.)

16 MS. DUDAY: Shared parking would also encourage
17 people to park downtown and walk enjoying the local
18 resources.

19 The Sustainable Waterfront Plan reflects the
20 Port's and the City of Los Angeles' sustainability goals.
21 We would like to see a plan that incorporates bicycle
22 friendly streets, parking orchids, or parking lots with
23 trees to help reduce the heat island effect and reduction
24 in auto dependence by making pedestrian connections
25 between the Waterfront and Ports O'Call more friendly and

1 easy to navigate on foot.

2 The Working Group envisions integrated solar;
3 not just solar on roofs, but also on the skins of
4 buildings. This way we can save some of our rooftops for
5 gardens and public space.

6 We also envision integrated green
7 infrastructure with attention to water filtration,
8 percolation, and cleaning.

9 This image up here on the upper right, we're
10 seeing more and more of these in the Los Angeles area
11 where we're starting to actually see agencies require the
12 filtration of storm water off of roofs and sidewalks
13 before it enters into our water body.

14 In general, the Working Group envisions more
15 attention to green site planning, like you see in this
16 bottom right image, where the building has a green roof,
17 it has solar panels, and it also has areas where storm
18 water can filtrate into the ground.

19 COLONEL THOMAS MAGNESS: Isabelle, about 30
20 seconds.

21 MS. DUDAY: In conclusion, the Sustainable
22 Waterfront Plan is less expensive. The Sustainable
23 Waterfront Plan uses strategies of low impact development
24 and multiple benefits. It is less costly than "business
25 as usual," because it uses existing resources and

1 infrastructure and requires cooperation between agencies
2 and departments that share the cost and the benefits. It
3 also will provide for Waterfront jobs, provide for a
4 diverse cruise business located near the downtown,
5 reduces vehicular traffic and creates better linkages to
6 the community. It promotes a walkable Waterfront that is
7 not carbon dependent and can be done now.

8 Finally, the L.A. Waterfront Working Group
9 wants to move ahead. We want either to be -- either to
10 have the co-analysis of this plan with other Port plans
11 or we want to have key elements of our plan incorporated
12 in Alternative 4.

13 We look forward to working with the Port, the
14 Army Corps of Engineers, and anybody else interested to
15 make this place a much better place.

16 Thank you.

17 COLONEL THOMAS MAGNESS: Thank you.

18 Next please from the Coordinated Plan
19 Subcommittee of the Port Community Advisory Committee,
20 June Burgman Smith.

21 Is June here?

22 MS. SMITH: My name is June Burgman Smith. I
23 am Chair of the San Pedro Coordinated Plan Subcommittee
24 of the Port Community Advisory Committee. We have been a
25 committee for almost eight years and have been working on

1 every plan you've seen in the proposed Project as well as
2 the one that has just been given by the Working Group,
3 the Sustainable Waterfront Plan.

4 I have already given Dr. Appy and Dr. MacNeil
5 some material and my primary purpose here tonight is to
6 give them supplementary materials for Appendix B, which
7 talks about PCAC involvement. And I would just like to
8 list what those materials are, so that every one in the
9 room and for the record will now what has not been
10 submitted in the DEIR/DEIS.

11 First of all, there's a list of motions from
12 the San Pedro Coordinated Plan Subcommittee and the
13 actions taken by the Port Community Advisory Committee on
14 those motions since January 2008. Those include a motion
15 that asks for 90 days for comment. We're pleased that
16 the Port moved from their original 60 to 75, but with
17 6,000 pages to analyze, we thought 90 days might help us
18 a little bit. And incidentally, none of these have yet
19 been seen by the Board of Harbor Commissioners. So these
20 are new for the Commissioners. The staff has seen them

21 and PCAC has passed them.

22 The second motion asks that the Ports O'Call
23 Enhancement Project, which the Board approved, go ahead.
24 That has also not yet been seen by the Board of Harbor
25 Commissioners.

42

1 And third, on July 15th this year, the Port
2 Community Advisory Committee approved a Sustainable Plan,
3 Alternate Plan, very similar to the one that Isabelle has
4 presented to you. There's some variations and she did a
5 beautiful job with her slides, I think we all agree. But
6 that has been approved by PCAC. And again, the Port
7 Commissioners have not yet seen it.

8 The second thing that I'm giving to the staff
9 and to be included in the record is a copy of the Port's
10 report on all the motions that we have recommended, so
11 that you can see that nothing has gone forward from the
12 staff to the Board since May 20th of this year.

13 The third thing is we have a copy of seven
14 specific goals for the San Pedro Waterfront
15 Sustainability Plan, which was approved on July 15th.

16 And as a matter of fact, we have just been apprised of
17 those essentially by the plan you've just seen from the
18 Working Group.

19 We also are providing a map of that approved
20 plan, the Sustainability Plan. And I have asked and
21 given you a CD that provides all the minutes from the
22 Coordinated Plan Subcommittee, all 82 meetings that we've
23 held. Actually, we've held three more since then. And
24 so then I would like to have all of those incorporated
25 into the record.

43

1 I want to take this opportunity to thank all of
2 the citizens -- not only of San Pedro, but in the
3 region -- and the state who have shown an interest in
4 this tremendous undertaking by the Board of Harbor
5 Commissioners. They have shown the leadership -- the
6 exemplary leadership for greeting the Port with their
7 quality and all the rest of it. And we know that their
8 interest isn't doing the same thing as they develop the
9 San Pedro Waterfront.

10 But this has taken thousand of hours, it has

11 taken millions of dollars on the part of the Port in
12 order to get to this point. And I, like Janice Hahn,
13 hope that we can come together to really solve those
14 tough issues; the foremost is where does the third Cruise
15 Ship first go or fourth or fifth or sixth. That's the
16 big block that has to go through the bucket. Everything
17 else will swish around it.

18 So thank you very much.

19 COLONEL THOMAS MAGNESS: Thank you, Ms. June.
20 And I acknowledge receipt of those materials and Dr.
21 MacNeil has been in possession and it will be part of the
22 record as you have requested. And thank you for making
23 those available today.

24 Spencer is my Project Manager. He is the one
25 that will be ultimately accountable to me as we render a

44

1 final decision. And he is the one whom I will ask to
2 insure that every one of the comments -- whether they are
3 entered in tonight or any other meetings that are part of
4 of the record -- that we address every one of them before
5 our final decision.

6 Finally, the last speaker in this session --
7 and then we'll take just a couple minutes to break to
8 allow our court reporter to stretch her fingers.

9 Mr. Peter Warren from the Coastal San Pedro
10 Neighborhood Council for five minutes, please, Peter.

11 MR. WARREN: Thank you for the opportunity to
12 speak. Thank you, Councilwoman Hahn.

13 It's a little difficult to hold an audible
14 after hearing so many people saying the things that we
15 support in Coastal San Pedro. Councilwoman Hahn I think
16 hit the nail on the head as did the people at the
17 Sustainable Waterfront.

18 I want to point out that in the notice it says
19 one of the purposes of the Draft EIS/EIR is to inform
20 decision makers of the public of reasonable Alternatives
21 to the proposed Project. And we have worked hard in the
22 Waterfront Group to present a valuable, reasonable
23 alternative that we've brought over the past eight months
24 to officials at the Port and we're saddened to see that
25 it's not included in the EIR. We enforce connections

1 with within the Waterfront, downtown, and Cruise Ships
2 Harbor. We truly want to come up with redefinition of
3 the word "sustainable." Not just "green," but the idea
4 that the four key elements in San Pedro -- not just the
5 pieces that are within the Port, but the four key
6 elements -- downtown, the Cruise Ship Industry, the Ports
7 O'Call, the recreational and educational and scientific
8 area south of 22nd Street work together to sustain
9 themselves; that they've become an attraction and
10 symbiotic to each other. So that people, when they want
11 to go for a bike ride or travel somewhere, to see the
12 Waterfront or the shore, don't go to Redondo Beach or
13 Huntington Beach, but they come here and they patronize
14 our shops.

15 This weekend the Port Environment Committee,
16 the host of San Pedro Neighborhood Council, passed the
17 following resolution: Recognizing that Coastal San Pedro
18 Neighborhood Council has long opposed a Cruise Ship
19 Terminal or permanent berthing of cruise ships in the
20 Outer Harbor at Kaiser Point. Recognizing that existing
21 and future San Pedro business and job development will
22 benefit by expanding cruise ship berths near downtown and
23 modernizing the cruise terminal there.

24 Recognizing the Ports O'Call should also be
25 expanded and modernized, but not tripled in size so it

1 would threaten existing downtown business and future
2 development near and in downtown.

3 Recognizing that the Outer Harbor Berth is a
4 Port Staff proposal, has at least 30 percent more
5 greenhouse gases than the downtown Alternative.

6 Recognizing that Outer berthing options add up
7 to 600 bus trips and hundreds of cars and truck trips a
8 day through San Pedro to Kaiser Point; unnecessary trips.

9 Recognizing that the area south of 22nd Street
10 should become an attraction for all of L.A. and Southern
11 California. An attraction that brings people to play and
12 spend money in San Pedro.

13 Recognizing that this area should be dedicated
14 to science, education, research, recreation, habitat,
15 preservation, people friendly and compatible business
16 uses resolved.

17 The Coastal San Pedro Neighborhood Council
18 supports the Sustainable Waterfront Plan and strongly
19 opposes the Port's staff's proposal as well as any
20 permanent berthing of cruise ships in the Outer Harbor.

21 Just to be clear, this was passed by the Port
22 and Environment Committee and will go before the whole
23 council before the month is up. Because of the length of

24 the comment period, we didn't have that opportunity
25 before.

47

1 Time is -- has it changed yet?

2 COLONEL THOMAS MAGNESS: You've got one more
3 minute, Pete.

4 MR. WARNER: Thank you.

5 What we're really asking is for a development
6 that recognizes all the elements of San Pedro and uses
7 this, as Councilwoman Hahn says, as an opportunity not
8 just to build a Cruise Ship industry and to make Ports
9 O'Call wonderfully successful, but to use that to also
10 leverage the advantages of San Pedro, the archipelago of
11 attractions that we have from White Point to Point
12 Fermin, Angel's Gate Park, and Fort MacArthur, the Bell
13 Royal Palms, Point Fermin Park.

14 We're asking for development to take into
15 account the needs of a developing Port along with the
16 multiple uses for the tide lands that are authorized and
17 required by the tide land's trust.

18 We're asking you not to dedicate the south end

19 of the Harbor to Cruise Ships and to people who can pay
20 \$10,000 a couple to go away for a week, but to reserve
21 the area for the 3 million people within 45 minutes from
22 here for recreations and I've listed those. We're asking
23 to create this space for parks by the Waterfront.

24 Imagine 50 to 100 years in the future. What
25 would be the greatest gift to the future that we could

48

1 make? To dedicate this precious resource to now and to
2 future generations, so that in the year 2060, people will
3 look back at the Board of Harbor Commissioners of 2008,
4 and you, Mr. Freeman, and your colleagues, and say, "They
5 had the public's trust first and foremost in their
6 minds."

7 I thank you for the opportunity to speak.

8 COLONEL THOMAS MAGNESS: Thank you very much.

9 Okay. Here's what we're going to do -- and
10 this is at great risk for all of us -- if you look at the
11 stack of cards, we have a long way to go tonight and I'm
12 confident they'll be a few more that will make it into
13 this stack. We want everyone to have an opportunity to

14 speak.

15 So if this break takes longer than a couple of
16 minutes, you will miss my point. This break is not for
17 anyone within the audience. This break is only for our
18 person over there typing deliberately as I speak. And
19 I'll just keep talking and she'll keep typing, or we can
20 stop and take two minutes and let her stretch her
21 fingers. So if you would just stretch in place,
22 introduce yourself to your neighbor. And then I'll bang
23 on this microphone and we'll start again.

24 (Brief recess.)

25 COLONEL THOMAS MAGNESS: Okay. Let's begin.

49

1 Here's the way we're going to do it: You'll
2 have three minutes to provide individual comments.
3 You'll have three minutes and I will call up three
4 people. So you'll get an idea if you are next or in the
5 spirit of the fact that the World Series Game -- what's
6 tonight? Game 5 is tonight -- you'll need to be "on
7 deck" or "in the hole" and I'll let you know. And what
8 we need to do is proceed rapidly from one to another.

9 Please don't Applause. That could take forever. And I
10 know that you understand the intent here is to give
11 everyone an opportunity to speak and not to let applause
12 take the time that it will.

13 First, please, Tom Dorsey is going to come up.
14 After Tom is John Papadakis. And after John will be
15 Ralph Guida.

16 So, please, Tom Dorsey.

17 MR. DORSEY: All right. I'll try to keep this
18 real short.

19 The first thing is: We would like to have a
20 lot of places for people to bike and ride. But
21 population in this country is getting older. A lot of
22 people have leg and knee problems. Other people have
23 other disabilities. Not everybody bikes and rides. I
24 think that's an important thing for all the physically
25 able people to keep in mind.

50

1 When you're looking at making things so people
2 can walk more, parking is further away, there might be
3 adequate things taken for people that are physically

4 able.

5 Another thing is: We just lost a cruise ship.
6 We just lost 104 visits a year from a cruise line.
7 They're not coming back. They went to Florida and
8 they're gone. I keep track of cruise ship calendars;
9 things are looking pretty grim next year and they're not
10 looking real good into 2010. Right now San Diego is
11 having us for lunch in terms of the cruise ships. So
12 that's a lot of money in the Port. That's a lot of jobs.
13 That's a lot of provisioning of ships. And it's
14 important that we be able to take the new sites, cruise
15 ships.

16 Last thing I want to say real quick is: I
17 didn't notice anybody speaking about the economic
18 disadvantages. We have to have POC out here now on the
19 weekends especially on Sunday because of the number of
20 low income, mostly Hispanic, people that are coming to
21 Ports O'Call.

22 And it's when -- San Pedro's one of the few
23 places left in this, you know, terrible economy where
24 people can have a reasonable fun time with their
25 families. Fanfare is great. It brings families out at

1 night. It's beautiful.

2 And while we're doing all this wonderful
3 planning, let's keep in mind that there's -- that San
4 Pedro right now is a great place for people to visit and
5 not spend a lot of money. And let's try and keep it that
6 way. That's all I have to say.

7 Thank you.

8 (Applause.)

9 COLONEL THOMAS MAGNESS: Thank you.

10 John Papadakis, Ralph Guida, and then David
11 Boyle.

12 MR. PAPADAKIS: Thank you.

13 John, I like you but I don't think the sky is
14 falling. Over two years ago I'd think of such a meeting
15 and passionately criticize the proposed Waterfront Plan
16 by the Administration of the Port of Los Angeles. I come
17 here tonight to clearly praise it.

18 A decade passed since the Chairman of the L.A.
19 Harbor Watch Economic Development Corporation. I can see
20 the Bridges to the Breakwater Grand Promenade Plan that
21 would lift us out of the cruel cycle of poverty, crime,
22 drug addiction, and violence that we have suffered with
23 too long.

24 The only thing that's really sustainable in a
25 poor community is the living a man or woman can make. I

1 want to make that clear about the word "sustainability."
2 A plan for the many, not for the few, that would create
3 an urban Waterfront mecca via every Californian's right
4 to public access to the shoreline. The purpose of this
5 plan was to make the nation's greatest working Port also
6 the nation's greatest living Port.

7 I have reviewed the current Port Waterfront
8 Plan and I extend a huge "Thanks" to the Administration
9 and the staff for comprehensively addressing the big
10 picture. This plan is transformational; you've got it
11 right. For you have incorporated the five vital and
12 interlocking foundational principals that galvanized and
13 united all of us nearly a decade ago.

14 And they are changing the use between the
15 bridge and breakwater; this is huge. Because by changing
16 the use, you're changing the environment, through change
17 forums, chemical change, fuel docks. That's real
18 environmentalism.

19 Two: To establish a Grand and broaden the
20 Promenade with primary access to the water, you don't
21 circumvent private businesses with a public use
22 infrastructure.

23 Three: That the Grand Promenade is continuous
24 as an unstoppable human avenue along the sea, that it's
25 architecturally distinctive.

53

1 Four: It's already won awards for that.

2 And five: Finally, most importantly, that you
3 are building on a statewide scale for the true owners of
4 the Waterfront -- which is the people of the State of
5 California, not just the local people -- nothing speaks
6 more clearly to this intention than the creation of a
7 people and family friendly state-of-the-art worldwide
8 cruise center. And to think, this fabulous cruise center
9 will sit where a dangerous coal pile once blew and
10 killing people, blowing away half of San Pedro with it.
11 I survived that, but the windows in my restaurant did
12 not. Talk about a transformation.

13 Also, the search for a statewide developer to
14 create Harbors that are badly needed commercial space for
15 our antiquated, empty, and now dangerous Ports O'Call
16 area. All of this is --

17 With the Port's current environmental

18 initiatives and the Port's not 30-year, but 7 or less
19 year plan to build the entire Promenade, our dream of a
20 people-, family-, and business-friendly Harbor area is
21 within our grasp. Reach for it, citizens. It's for you.
22 Build it and truly make an economically sustainable
23 community. Please build it and finally open L.A.'s door
24 to the sea.

25 Thank you very much.

54

1 (Applause.)

2 COLONEL THOMAS MAGNESS: Thank you.

3 Ralph Guida. And then David Boyle and Lenny
4 Reidling.

5 MR. GUIDA: My name is Ralph Guida. Besides
6 being a business owner, I'm here on two prongs.

7 One: I'm for this Waterfront Project. One, as
8 a business owner to provide jobs for my employees; and
9 second as a husband and a grandfather where I can have my
10 wife walk along the Waterfront and ride bicycles along
11 the Promenade.

12 I went to a brief presentation and it appears

13 to be that not all the people for projects show up
14 because when they see a good Project, they just assume
15 that it's going to be approved. I want to speak up and
16 say I am for this.

17 Also, I was also part of a program with the
18 Port of L.A. for the small businesses and I went through
19 a step program and was able to learn about how to give
20 the opportunities to obtain a job here at the Port and to
21 provide that to my employees.

22 Thank you for this opportunity.

23 COLONEL THOMAS MAGNESS: Thank you.

24 David Boyle, please.

25 MR. BOYLE: All right. Thank you.

55

1 I wanted to add my voice in support of the
2 Project as well. I notice on Page 9 of the Summary of
3 the EIS/EIR that the trail connection of the Coastal
4 Trail -- the Upper Coastal Trail and the L.A. Harbor
5 Coastal Trail. I've done a liveaboard -- a sailboat
6 liveaboard for 18 years and a member of the Cycling Club.
7 We ride this Harbor Trail regularly. And where the two

8 trails join, there's a railroad crossing there. The
9 tracks are at a difficult angle that's quite dangerous.
10 We've had several accidents there. The only way to get
11 across that -- because the way the highway changes, if
12 you follow the traffic flow, you're going to end up
13 paralleling the tracks -- so you have to cross the tracks
14 at 90 degrees and go out into the traffic lanes in order
15 to make a 90-degree turn. If you could include that in
16 your planning, that would be really beneficial.

17 The only other comment: I hope you're going to
18 provide for -- some place.

19 (Applause.)

20 COLONEL THOMAS MAGNESS: Thank you, David.

21 Lenny Reidling and then Roland Rothman and Jill
22 Rothman.

23 MR. REIDLING: Yes. I'd like to speak in favor
24 of the proposed development. I believe improving the
25 existing Port will benefit the public by creating

56

1 recreational uses and stimulate the local economy.

2 Thank you.

3 (Applause.)

4 COLONEL THOMAS MAGNESS: Thank you, Lenny.

5 You can speak longer if you would like. I
6 mentioned the World Series and now all of the comments
7 are much more abbreviated.

8 Please, Roland and then Jill would follow you.

9 Roland, please.

10 MR. ROTHMAN: Thank you.

11 I'm Roland Rothman. I'm also a business owner
12 and a private citizen here. We believe this Project --
13 after listening to everybody speaking -- will be socially
14 and economically a benefit to the entire area of Southern
15 California.

16 A couple things that we ask or that we've
17 noted: The corridor that people talked about; it seems
18 to me that planning is very important. That this Port
19 look at how you can move people as effectively as
20 possible while keeping carbon footprints to a minimum.

21 Also, I haven't heard much about it -- maybe I
22 wasn't listening as closely -- but Alternative energy, I
23 believe, is of vital importance to the growth of anything
24 that we do. And we would highly recommend that you try
25 to incorporate Alternative energy into this Waterfront.

1 Thank you.

2 (Applause.)

3 COLONEL THOMAS MAGNESS: Thank you, Roland.

4 Jill, my apologies. I should have allowed you
5 to speak before him.

6 Please, Jill Rothman.

7 MS. ROTHMAN: That's okay.

8 He was speaking of the business side and I'm
9 going to go from a personal side.

10 I have a lot of family that love cruise ships.
11 And when we come to the Ports to pick them up, we drive
12 into the parking lot, pick them right up, and go right
13 back home. So I think that this is a great Project to
14 bring us to make us come and stay, spend the night, spend
15 some money in here and have a good time down here. So we
16 truly support this Project.

17 (Applause.)

18 COLONEL THOMAS MAGNESS: Thank you.

19 Next please, Joe Garcia, Kathleen Woodfeld, and
20 Elizabeth Warren.

21 Joe Garcia, please.

22 MR. GARCIA: Thank you.

23 My name is Joe Garcia and I'm going to be
24 speaking to you on two fronts. One is a profession of
25 civil engineering that's practiced here for the last 15,

1 20 years. And secondly as a citizen and ex-resident of
2 San Pedro.

3 And this Project is -- like I think Janice Hahn
4 said -- is long overdue. We traveled extensively around
5 the country. We also cruise a lot. And I got to tell
6 you, there are a lot more beautiful places to come to
7 than this Harbor. So it's long overdue. I strongly
8 support it.

9 Two items -- I think they were brought up by
10 others. Reconsider the parking structure by the cruise
11 line. I think you could probably do a better job on
12 lowering that profile in the Harbor area.

13 And the second: Definitely that Red Car has
14 got to go to downtown and it's got to make that
15 connection.

16 Thank you very much for the opportunity.

17 (Applause.)

18 COLONEL THOMAS MAGNESS: Thank you, Joe.

19 Kathleen Woodfeld, Elizabeth Warren, and then
20 Jean Alexander.

21 Kathleen.

22 MS. WOODFELD: Good evening. Thank you.

23 My name is Kathleen Woodfeld. I am in support
24 of sustainable growth and, therefore, I support the
25 Sustainable Waterfront Plan.

59

1 I believe that this Sustainable Waterfront Plan
2 actually is the plan that is the least environmentally
3 damaging. And also it's a plan that the Project that
4 meets the goals of the Project by being the least
5 environmentally damaging. And what I mean by that is
6 that it links to downtown, it increases access to the
7 Waterfront and it accommodates working the cruise
8 industry, and those are the goals of the DEIR.

9 The reason that -- one of the reasons that the
10 Sustainable Waterfront Plan is so diverse is that it
11 takes an -- in Alternative 4 there's a berth design; it's
12 like an elbow. And it allows for all types of ships --
13 large, medium, small -- to berth at that location. It's
14 a very unique design. It already is in the EIR and the
15 Waterfront -- the Sustainable Waterfront Plan embraces

16 that berth design.

17 Unfortunately, the Port has already gone out
18 for preliminary design work that -- has contracted for
19 preliminary design work that actually does what's called
20 North Harbor Cut; that is part of the preferred Project.
21 And the North Harbor Cut -- once you do that North Harbor
22 Cut, you can never make that elbow berth again. It
23 completely destroys all opportunity to have that. So
24 it's a very particular concern.

25 But then again, it has been stated over and

60

1 over, the elbow design berth would accommodate all types
2 of cruise ships, would accommodate cruise ship growth,
3 and would allow the best case scenario for people who are
4 taking cruises to be able to spend their money in our
5 local area and in Ports O'Call, because it's located near
6 the downtown and near Ports O'Call.

7 I'm also concerned that the study that shows
8 that we need two Outer Harbor berths plus the berth that
9 we have -- the two berths that we have in Inner Harbor
10 was done in 2006, and that the -- it had changed

11 dramatically since then. And I think there might be an
12 overstatement of the cruise industry. And I think that
13 if we build two berths in Outer Harbor, not only are we
14 bringing all kinds of impacts to this community, but
15 we're creating a scenario for what's called "Destination
16 Ships," where people specifically go on the ship only to
17 have that be the destination and they don't come off the
18 ship spend their money. And this would be very
19 unfortunate for us.

20 Thank you.

21 (Applause.)

22 COLONEL THOMAS MAGNESS: Thank you, Kathleen.

23 Elizabeth Warren and Jean Alexander and Vanessa
24 Rodriguez.

25 MS. WARREN: Good evening.

61

1 My name is Elizabeth Warren. I'm the Executive
2 Director of Future Force and a resident of San Pedro.
3 Thank you for the opportunity to provide comments tonight
4 on this important Project. This Project is critical to
5 grow San Pedro's economic strength and stability.

6 However, it's also very important to this region as a
7 whole.

8 Future Force is a membership-based advocacy
9 group based in this area with over 60 member companies
10 and partners; combined, they represent tens of thousands
11 of employees in the businesses despite changes throughout
12 Southern California.

13 All of our members have two things in common; a
14 vested interest in the economic performance of our San
15 Pedro Bay, Ports of L.A., and Long Beach, and that we all
16 agree and believe in the need for cleaner air and good
17 jobs.

18 We welcome the developments of this Project as
19 presented this evening by the Port staff. Future Force
20 wants to see a difference in the Port. We want to see
21 balance; a way to ensure that the Port's continue to
22 provide economic stability that's used and needed in
23 order to support all of us with a good quality of life
24 and good jobs. Jobs with benefits; like, paid vacations
25 and health insurance.

1 We also want to protect our environment and
2 grow in green manner whenever possible. This Project
3 incorporates dozens of mitigation measures. We'd like to
4 highlight a few simple facts about the jobs created by
5 the cruise industry and that this Project will create.

6 This Project has over \$25 million in spending
7 by -- \$25 million in spending by passengers and crew
8 members in the Harbor area alone. 1,277 jobs created in
9 San Pedro. And 2,478 jobs created in the region. This
10 Project will generate -- or the cruise industry generated
11 \$52.5 million in income in the local area and \$89.1
12 million regionally. Local spending spent \$5.7 million in
13 taxes to state and local and government, and regional
14 spending spent \$9.7 million in taxes to state and local
15 government. The biggest boost to our economy in hard
16 times 7,363 direct construction jobs and 17,671 indirect
17 construction jobs created by this Project.

18 This development will also create approximately
19 738 permanent jobs for Waterfront businesses plus almost
20 650 cruise operation jobs. That's a total of almost
21 26,400 direct and indirect jobs. So if we can keep over
22 25,000 families working from this Project alone, that's a
23 huge contribution to our local economy towards recovery
24 from this recession.

25 I've always said that San Pedro is the best

1 kept secret in L.A., But we can't stay a secret to
2 survive. Doing nothing is not an option any longer.
3 We've had no significant construction for years and all
4 we've gotten for is six or seven years in time and money
5 spent on environmental documents and no projects.

6 Future Force urges this Board to expedite the
7 EIR, keep this and other projects underway so we can
8 create thousands of construction jobs, cruise jobs, and
9 other good jobs to keep people employed and our economy
10 and our ports moving.

11 Thank you.

12 (Applause.)

13 COLONEL THOMAS MAGNESS: Thank you.

14 Jean Alexander and Vanessa Rodriguez.

15 MS. ALEXANDER: Thank you. My name is Jean
16 Alexander. I live in San Pedro and I've had a boat for
17 over 35 years. And I do have my boat over in the West
18 Bay where they're going to be building the new Marina.
19 It's quite a Project. And we do have concern about a
20 cruise ship out there because of the safety zone and for
21 the sail boats the way we use the channel, but I won't go
22 into a lot of detail. But we are concerned about that
23 safety zone and the cruise ships.

24 And also I have a boat that's over 40 feet

25 long. And slowly we've been losing all the boat yards in

64

1 the L.A. Harbor that conserve our boats. And there are
2 still a few, but we're losing a lot. We've lost a lot
3 like San Pedro Boatworks, where I hauled boats out for 30
4 years.

5 And so we would really like to see, instead of
6 a cruise ship, we would rather see a boat yard in the
7 Harbor preferably out where we are. We think that's a
8 better use right now. I know I represent a specialized
9 group, but I think we contribute a big part of the
10 economy there too, because we use restaurants, boat
11 yards, Marine stores. So I'd like you to consider not
12 having a cruise terminal out there and finding space for
13 a boat yard and Harbor.

14 Thank you.

15 (Applause.)

16 COLONEL THOMAS MAGNESS: Vanessa.

17 MS. RODRIGUEZ: Good evening. Vanessa

18 Rodriguez with the Los Angeles Area Chamber of Commerce.

19 The L.A. Chamber area is the largest and oldest

20 business organization in the county representing over
21 1,600 member companies and over 800,000 employees.

22 As many of you know, the Chamber is credited
23 for its role in helping create the Port of L.A. in 1908
24 and today proudly supports the San Pedro Waterfront
25 Project for the opportunity it provides to develop

65

1 important human elements near the Port's commercial and
2 industrial presence.

3 Upon reviewing the project's Draft EIS/EIR, the
4 Chamber encourages the preferred Alternative for the
5 economically polled stimulus it presents while
6 appropriately mitigating environmental and traffic
7 concerns.

8 The preferred Alternative will increase the
9 number of cruise ship calls and will revitalize the San
10 Pedro Waterfront by adding commercial space for retail
11 shops and restaurants making it a cultural focal point
12 for the South Bay.

13 Last August the Los Angeles Times reported the
14 region's unemployment rate at 7.1 percent; one of the

15 highest in the country. With such a staggering
16 percentage, we can all agree it is imperative to do this
17 for our country by supporting economic development
18 projects.

19 Redeveloping San Pedro Waterfront will bring
20 new jobs for a slowing economy. As Elizabeth Warren
21 mentioned, the Preferred Alternative is expected to
22 provide over 7,000 direct jobs during the construction
23 period and nearly 18,000 indirect construction related
24 jobs.

25 Following the project's completion, the Project

66

1 will sustain 738 permanent jobs in addition to 645 cruise
2 related jobs.

3 Our reports indicate that approximately \$18
4 million in new tax revenue will be generated by the
5 city -- or for the city and the state.

6 Furthermore, the Project will be built with the
7 latest green building guidelines, as well as making use
8 of water recycling opportunities and environmentally
9 friendly landscaping.

10 Additionally, by increasing pedestrian bike
11 lanes, the Project will encourage more sustainable
12 transportation options.

13 For these reasons, the Chamber supports the
14 Preferred Alternative.

15 Thank you.

16 (Appause.)

17 COLONEL THOMAS MAGNESS: Thank you.

18 Next three. If we could please have Steve
19 Blount, John Schaefer, and Jon Miller.

20 Please, Steve Blount.

21 MR. BLOUNT: Thank you for pronouncing my name
22 correctly. I'm from Rhode Island; not North Carolina.

23 I'm a candidate of the Assistant of the
24 Assembly District which encompasses Seal Beach and
25 Huntington Beach and they have some community concerns;

67

1 environmental and energy issues as to San Pedro.

2 I'm a former member of the San Pedro Peninsula
3 Chamber of Commerce and I'm a current member of the
4 Harbor Association of Industry and Commerce. And I work

5 for Union Minerals and that was at Berth 52 and Mobile
6 oil at Berth 46.

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

15 And I want to give you an illustration of how
16 hazardous this can be. In another campaign in 2004, I
17 completely forgot my wedding anniversary. So as to
18 compensate for that, my wife required me to take her on a
19 seven-day cruise. We left L.A. Harbor on the Vision of
20 the Seas in late May 2005 and we got to Warehouse 1. We
21 entered in Pea Soup Fog. And from then on, it was a
22 battle with a sailboat. And it was reported that this
23 cruise ship clearly heard the following conversation
24 aboard the ship -- now, never mind whether the
25 apparatus, the device, the instrument mentioned in the

1 conversation would have made any difference, but the fact
2 is it was Pea Soup Fog and this conversation was clearly
3 heard and I'll end it with this point well made.

4 Following conversation between a man and a
5 woman:

6 "Where is the GPS? You were in charge of the
7 equipment."

8 "Why me? It's your brother's boat."

9 COLONEL THOMAS MAGNESS: Thank you, Steve.
10 John Schafer.

11 MR. SCHAFER: How are you doing? My name is
12 John Schafer. Born and raised in San Pedro, as is all of
13 my family. I'm a third generation pile guard. Business
14 manager Pile Guard.

15 I know you've probably heard this before, but
16 basically, I'm going to represent a lot of the workers
17 that are going to be working on this Project from the
18 people that are going to be driving the pile, to doing
19 the decks, to doing the shoring, to doing the terminals,
20 to doing the cut-ins, and those that will be doing the
21 recreations before.

22 We have a little over 900 members and we're
23 basing -- as we have been for over 100 years now. And I
24 just want to try and put it into a simple perspective.
25 It means a heck of a lot to our members. Over half of

1 our members live in the Harbor area and we work on
2 projects right now such as the Gold Mine East Side
3 extension. We have members on the Expo Line. We're
4 working on the Wind Farms up in Bakersfield. We're
5 working on the five with four teams with bridges and so
6 forth. And we've been working as divers to improve
7 security in the Ports and the Harbors.

8 At the same time, I appreciate the dialogue
9 that's been going on for some time now. I've seen the
10 other sides of Port development. My mother passed away
11 from asthma living in San Pedro, and my son has had
12 childhood asthma. I know what we can do with the future.
13 I know it intricately.

14 We can build a cleaner Harbor. We can build it
15 whatever way people want it to be built, but the idea is
16 it needs to be built. It is a terrific idea to have
17 plans and designs and so forth and look at this from
18 another angle and another angle, but sooner or later you
19 have to realize that doing nothing as the ultimate
20 Alternative doesn't make anything any better. We need to
21 move forward. So I encourage you to consider all
22 options, but to build it as quickly as possible.

23 I've got a degree in Political Science and I've
24 worked on a lot of these developments inside downtown
25 L.A. But I have two members that I've met -- that I've

70

1 known for over 20 years who recently passed away in large
2 part because of the inability to find a job that was
3 close to home. It may not seem -- like they had other
4 issues and I agree with that -- but when you have to
5 drive, for example, to Brawley every day to get a job,
6 it's -- it can have a hard toll on your family and on you
7 yourself.

8 We want people to work close to home and build
9 it as soon as possible.

10 Thank you.

11 (Applause.)

12 COLONEL THOMAS MAGNESS: Jon Miller.

13 MR. MILLER: Good afternoon. I'm Dr. Jon
14 Miller, a local resident.

15 I support the Sustainable Waterfront Plan,
16 especially the form in which they keep all the berths of
17 the cruise ships in the Inner Harbor.

18 I have several concerns, but one of them is the
19 air pollution that putting ships out at Kaiser Point will
20 create from the ships and the hundreds of bus and truck
21 trips that will be required to service these ships. I'm
22 afraid that it will make a bad air quality problem worse.

23 For example, a study reported in the American
24 Journal of Epidemiology this month of 66,000 nurses over
25 a 10-year period showed that for a 12-month exposure of

71

1 an increase in 10 micrograms per cubic meter in PM-10
2 particles -- which is mostly diesel exhaust -- gives an
3 increase of 10 percent risk for all cause mortality
4 excluding accidental death. And a 43 percent increase
5 percent in risk for cardio vascular deaths. And I think
6 this actually threatens the residents of the local
7 neighborhood -- including Fort MacArthur residents,
8 Colonel. So I don't think it's a good idea to have these
9 cruise ships out there from that standpoint.

10 Also, I'm concerned that if we have the new
11 cruise terminal at Kaiser Point and the cruise industry
12 goes down as it is doing right now, that the berth -- the

13 ships will preferentially go out to Kaiser Point. That
14 will drain all the passengers away from the downtown area
15 where they could have contributed to the economy if
16 they're all bussed out to Kaiser Point and put into the
17 cruise ship bubble where every dollar spent is spent with
18 the Cruise Ship Company. I'm afraid that we may be
19 overbuilding and preferentially draining away from
20 downtown with this Project.

21 I'm also concerned -- I have to say I'm
22 concerned about the fact that contracts have been signed
23 for design work on the water cuts for the preferred
24 Project. Now, I have to say that this discretionary
25 action -- these discretionary actions by the Port and

72

1 Board of Harbor Commissions appear to be
2 predeterminations of the Project. They're either
3 predetermination, if you've already signed contracts, or
4 they're a waste of public money if the Project doesn't go
5 through. So that's a concern.

6 I agree that we should not put parking by the
7 sea. That is a waste of valuable land. I want to see

8 this Project come through and give us the best Waterfront
9 we can have. We need to preserve our Ports O'Call and
10 honor it and make it better and not destroy it. And I
11 agree with everyone that said that doing nothing is not
12 an option. We must do something, but we've got to do the
13 right thing.

14 Thank you.

15 (Applause.)

16 COLONEL THOMAS MAGNESS: Thank you, Dr. Miller.

17 Next to read please, Mike Caccavalla, Carmen
18 Trutanich, and Michael Manio.

19 I hope I've pronounced the name right. Let's
20 try that again.

21 Mike Caccavalla?

22 Carmen Trutanich and Michael Manio.

23 MR. TRUTANICH: My name is Carmen Trutanich.

24 I'm a local resident. I've lived in San Pedro most of my
25 life. Right now I reside in Harbor City.

73

1 I can remember when San Pedro was full of jobs.
2 As a kid I grew up and worked. 10,000 people employed

3 across the bay. The slips were full of ships and there
4 was a lot of things to do.

5 Today in San Pedro, the terminal is dead. The
6 slips; there's no more fishing. San Pedro was a
7 destination; now it's a dead end. It needs to become a
8 destination again. And it needs to become a destination
9 through sustainable jobs and through local control.

10 I agree that the Project in the form that it's
11 in right now has to happen. It can always be amended,
12 but we've got to do something. This Board has got to act
13 and whatever is before you now is better than nothing.
14 We've done nothing for years and years and years.

15 And this town is basically languished. You
16 look around the world at different cities who are world
17 class -- Hong Kong, New York, San Francisco -- and they
18 have a world class Harbor with bus lane recreational
19 businesses.

20 San Pedro, which is the Port of Los Angeles,
21 it's an industrial armpit. We need to change that and
22 give it back to the community by creating jobs within
23 this community.

24 I'm a candidate for Los Angeles City Attorney
25 and I think that this Project needs to commence and it

1 needs to commence now.

2 I implore this Board to enact what you need to
3 do. Include the downtown in the Project that you're
4 building. There are people that invested their lives in
5 this community. There are businessmen down here in the
6 Harbor that could have their business anywhere in this
7 city and they choose to put it down here in the Harbor.
8 And yet we're looking outside of the 15th District for
9 control of that Project. That Project needs to be
10 controlled by the people within this District.

11 That means you need to get the input of the
12 business people who have invested with not only their
13 lives but with their money over the years. You can't
14 overlook them. And that's what I've seen happening so
15 far.

16 We need to bring back the community to this
17 Project and we need to approve it as quickly as possible.

18 Thank you.

19 (Applause.)

20 COLONEL THOMAS MAGNESS: Thank you.

21 Michael Manio from Presentation Media
22 Incorporated. Juan Sotto and Don Norton.

23 MR. MANIO: Hi. Good evening. This is my
24 first time here. My name is Mike. I'm with Presentation
25 Media.

1 Our company is a small business owned --
2 veteran owned sign manufacturing company. I'm an Account
3 Manager. I live my life soliciting to go to pre-bids
4 with sign manufacturing and signs in general. I'm here
5 because I believe this is history in the making for
6 everyone that lives in San Pedro. And I'm a Hermosa
7 Beach resident. My daughter is staying with a relative
8 who has the flu and I'm a single parent. So I believe
9 that this job will help me job stability-wise. And I'm
10 just here for the record that I'm in favor of this
11 Project.

12 Thank you.

13 (Applause.)

14 Colonel THOMAS MAGNESS: Thank you, Michael.
15 Juan Soto, Don Norton, and John Mavar.

16 MR. SOTO: Good evening. My name is Juan Soto.
17 I have been working at Ron's Jewelers for the past 27
18 years. I've seen this town go from economic to an
19 economic upturn where everything was going right -- there
20 was industry here; there were jobs; people were spending
21 money -- to now, where there's a trickle down in the

22 economy. We're at the bottom of the run. And it hurts
23 me to see this town the way it is now because I know that
24 it's a much better town. And if we don't do something
25 soon, if we don't get this thing started, it's going to

76

1 get worse.

2 People talk about this Project helping
3 downtown. Let me tell you something: If something isn't
4 done soon, there will be no downtown. All you're going
5 to see is land developers come in, tear that historic
6 downtown down and build up condos, because that's all we
7 have for our future now.

8 I have dedicated myself to preserving the
9 legacy of a good man who had a business in this town. He
10 could have moved anywhere. In fact, he did, but he came
11 back to San Pedro because he loved it. And for us to
12 keep bickering about this plan and that plan, where is
13 the stone that this is written in? Why can't we just
14 say, "Okay. We're going to agree to do this Project. If
15 something needs to be changed later on, if there's new
16 technology, we'll implement it." But for us to keep

17 coming back year after year after year and bicker about
18 every single little plan that everybody has -- we have
19 time to implement things, but we don't have time to
20 waste.

21 So I wholeheartedly support the proposed plan.

22 Thank you.

23 (Applause.)

24 COLONEL THOMAS MAGNESS: Thank you, Juan.

25 Don Norton, John Mavar, Robert Brandon.

77

1 Don?

2 MR. NORTON: Hi. I'm Don Norton. I work in
3 Wilmington with the Pacific Harbor Line and on the Board
4 of Directors of the Harbor Association of Industry and
5 Commerce.

6 And I'm just here to say: I'd really like to
7 see this Project move forward. As other speakers have
8 said, the construction trades desperately need this work
9 and we really, really need to get on with redeveloping
10 this Waterfront and addressing our transportation and
11 parking issues and meeting the needs of the cruise

12 industry.

13 I'd say with respect to the parking, that you
14 might take a look at all the ideas that are out there
15 that that might be an area where every stone hasn't been
16 turned over yet. And you might be able to create a
17 compromise that's more acceptable to more people.

18 With respect to the cruise industry, we need to
19 meet their needs or the business will go elsewhere. And
20 the truth is, they support a great deal of business and a
21 lot of jobs here in this immediate area. And the reality
22 is that the bigger ships are starting to arrive. The
23 first one will be here in February. And it will be
24 operating with substandard facilities.

25 So again, we need to move this Project forward.

78

1 Thank you.

2 (Applause.)

3 COLONEL THOMAS MAGNESS: Thank you, Don.

4 John Mavar, Robert Brandon, Charles Brockett.

5 MR. MAVAR: I think it's John Mavar. Is that
6 correct? What's put on there.

7 COLONEL THOMAS MAGNESS: You can call it
8 whatever you want to.

9 MR. MAVAR: Well, it has been quite a bit of
10 time that I've come to these meetings along with the
11 community here. And I just have to say: I'm tired,
12 tired, tired. I think it's time for you do something.

13 I'm going to make this short and sweet and just
14 say: I support the Port's plan. Seven years, eight
15 years, ten years -- this is what the community has been
16 asking for. This is why the Port put this plan together.

17 I'm looking to save jobs and create jobs. I
18 would have to say: No walkway along the Cabrillo Beach.
19 Red Car to downtown. No parking structures along the
20 Waterfront. How about a park structure underneath the
21 Vincent Thomas Bridge or some more apartments, or on the
22 CRA property?

23 Enhance and fix up Ports O'Call. Ports O'Call
24 works on the weekends, but not for everybody in San
25 Pedro. Please look at enhancement, but also providing

79

1 for people to come off of the hill and from all over L.A.

2 to enjoy our Waterfront.

3 Thank you very much.

4 (Applause.)

5 COLONEL THOMAS MAGNESS: Thank you, John.
6 Robert.

7 MR. BRANDON: I want to say thank you for
8 letting me give my comments.

9 First I'd like to say maybe the easiest way to
10 save our court reporter a little time is to just copy and
11 paste everything that Peter Warren said. I have some of
12 my own comments, however.

13 Waterfront redevelopment is vital to our
14 community and the sooner it starts, the better. I
15 support the Sustainable Waterfront Plan.

16 I don't want to see a cruise terminal at Kaiser
17 Point. Use it for public or educational and scientific
18 purposes.

19 I don't want to see Ports O'Call in bars; I'd
20 rather see it restored.

21 Add another berth, a cruise berth at the
22 existing cruise terminal. Let me tell you something
23 about the cruise business here in Los Angeles. One of
24 the reasons the cruise ship moved to Florida is because
25 Florida has access to destinations. Take a look here at

1 Los Angeles. We can go to Encinatas, Catalina Island, or
2 the Mexican Marina. That's it. All we're going to get
3 other than that is cruise ships coming to the Panama
4 Canal on the radial access. So we've got May going up
5 and we've got September coming back. So unless we can
6 build some destinations out there in the sea, this cruise
7 opportunity isn't as good as everyone thinks it is.

8 Now, if we have the cruise terminal improved in
9 the Inner Harbor, this will support the redevelopment of
10 downtown by allowing the cruise passengers to walk to
11 town. Our merchants struggle to stay in business and
12 need our support.

13 Harbor Boulevard should be left as it is. The
14 last thing we need is motor trucks transporting cruise
15 passengers up and down the only uncongested north/south
16 street in town.

17 So once again, I want to say that I support the
18 Sustainability Waterfront Plan. And I hope you will
19 consider it.

20 Thank you.

21 (Applause.)

22 COLONEL THOMAS MAGNESS: Thank you, Robert.

23 Charles Brockett.

24 MR. BROCKETT: Hello. I'm Charles Brockett, a

25 20-year resident of San Pedro. I live in the 2800 block

81

1 of Peck, which is between Gaffney and Pacific. I'm a
2 retired engineer.

3 I attended your meeting in January of last year
4 where you invited inputs and I prepared an input and sent
5 it in within your deadline. And it's in the form of a
6 petition, which was signed by me and 186 other people;
7 all but five of which are my neighbors. And what it says
8 is we don't want a Cruise Ship Terminal on Kaiser Point
9 and cited some reasons: Safety, pollution, view
10 blocking, traffic, and light pollution.

11 The reason I'm speaking tonight is I never got
12 any feedback. 186 people; no feedback. I don't know if
13 anybody read it. I don't know if you got it on file.
14 Nobody started a dialogue. So you invite inputs, but I'm
15 not sure if you respond to them.

16 COLONEL THOMAS MAGNESS: I'll just ask,
17 Charles, was this submitted to an earlier version of the
18 EIS?

19 MR. BROCKETT: This was submitted as a response

20 to the presentation you made in January, the 23rd of
21 January. I got it in by the deadline. It was inputs to
22 that version of the plan.

23 DR. RALPH APPY: What we do is we take those
24 comments and we just do a scoping of the document. There
25 is no direct response to that. This is the time to do a

82

1 direct response to comments.

2 MR. BROCKETT: So did you read it?

3 DR. RALPH APPY: Yes, we did.

4 MR. BROCKETT: Do you have it on file? And is
5 it available for decision makers to review?

6 DR. RALPH APPY: Definitely.

7 MR. BROCKETT: Good. Thank you.

8 Colonel THOMAS MAGNESS: Thank you, Charles.

9 (Applause.)

10 COLONEL THOMAS MAGNESS: Okay. 30 seconds of
11 silence.

12 (Brief recess.)

13 COLONEL THOMAS MAGNESS: While John Thomas
14 comes forward, followed by Richard Welsh and then Scott

15 Carter.

16 MR. THOMAS: Okay. I'd like to start out by
17 letting everyone take a brief look at the secondary
18 filter of my home -- air filter -- which is a three-stage
19 filter. This is the second stage and I added it. It's
20 made out of a couple of -- here's coming from outside,
21 the air coming from outside being pulled through the
22 filter into the house. Here's the other side of the
23 filter. You can't really tell much difference because
24 the particles are so fine, they go through a professional
25 quality -- two professional quality microscopic filters

83

1 made from surgical masks. And that was just placed
2 approximately six months.

3 So the young kids' lungs in the area probably
4 look a lot like this from the air pollution. And about
5 five or ten years ago, I suggested that the Ports of Los
6 Angeles, Long Beach, invest in setting up a distribution
7 network for bio-diesel B-100, and a cold weather blend,
8 and ethanol. Hopefully, we would be able to convert
9 gasoline-powered vehicles in the area to burn on E-100 or

10 E-85, and non-motorized compressed natural gas and, of
11 course, electric vehicles.

12 Obviously, since this advice was not followed,
13 this is a perfect example of the air quality. This
14 filter is behind a dust filter and that, of course, is
15 behind a standard fiber window screen with an overhang
16 outside the window right here at 10th and Pacific in San
17 Pedro.

18 I'd like to point out that you can eliminate
19 the parking problem largely among the Promenade by simply
20 extending the Red Car Line to the Metro Green Car Line
21 parallel tracks -- parallel to the tracks that the line
22 on now. So it will actually take people somewhere
23 instead of being the Red Car Line to nowhere.

24 And I'd like to suggest that we bring the
25 electric trolleys back and route them across the entire

84

1 panels for each peninsula.

2 And extending the Harbor Boulevard behind the
3 park at 22nd Street would be a logical step. And also
4 eliminating the other cruise terminal due to excess

5 traffic and air pollution is highly recommended.

6 I don't hear anything about the impact of the
7 caustic and toxic concrete dust that will be released
8 into the air and water while they're building -- and when
9 the Maritime Museum is constructed. I think that's a big
10 waste of time and money. It's ludicrous. It's an idea
11 that was born of sheer idiocy.

12 And I also notice there's a lack of a stage for
13 drama and music performances. And there's no requirement
14 for buses and cruise ships to use bio-diesel and/or
15 compressed natural gas non-motorized.

16 And I'd like to see free parking provided for
17 one to five hours wherever it's convenient and doesn't
18 take up too much room or block anyone's view.

19 And, of course, there are no plans for public
20 dock slips free of charge by the day. And, of course, we
21 need a pedestrian and motor bridge at West 9th Street
22 over the tracks to Ports O'Call to eliminate the problem
23 of having vehicular and pedestrian traffic blocked by the
24 Red Car Line.

25 And also I'd like to back up the Sustainable

1 Plan that was presented this evening as being the best
2 plan. And I think you should trash your plan as it is
3 presently stated and adopt the Sustainable Plan.

4 Thank you.

5 (Applause.)

6 COLONEL THOMAS MAGNESS: Thank you, John.

7 Richard.

8 MR. WELSH: Yes.

9 Thanks for having the public session. It's an
10 existing time with all the development going on. I'm a
11 long-term San Pedro resident and a water freak of sorts.
12 I enjoy sailing, windsurfing, surfing, et cetera. And my
13 big concern, of course, is with the proposed Cruise Ship
14 Terminal at the end of Kaiser Point.

15 Being in the water -- literally in the water --
16 while wind surfing, it's a little daunting having a
17 possible 800- to 1,000-foot long cruise ship come in
18 through the channel along with the security personnel
19 restricting the use of the waterway. And to me this is
20 not a real good placement of recreation for the general
21 public and more importantly for our community members.
22 So I'd really like to see this Cruise Ship Terminal
23 located in the downtown area; not just for the purpose of
24 wind surfers and sailors, but also for the revenue that
25 would help increase for those downtown businesses and

1 also the reduction in pollution with the car trips.

2 So not only that, but I'm sure the Cruise Ship
3 Captains take, for example, Captain Sue on the Love
4 Boat -- I don't think he would want to navigate that
5 water way with all the sail boats and wind surfers and
6 power boats going through.

7 So let's keep it for general recreation and
8 keep the cruise ships in downtown San Pedro.

9 Thank you very much.

10 COLONEL THOMAS MAGNESS: Thank you, Richard.

11 Richard, you realize he was just an actor?

12 Scott Carter, Rick Whearty, and Steve Shorr.

13 MR. CARTER: Hi. Thank you for providing this
14 EIR public hearing. I appreciate it .

15 My name is Scott Carter. I'm a local
16 businessman and home owner and 28-year water
17 recreationist and a member of the Cabrillo Beach Park
18 Advisory Board, although they don't support my opinions.
19 At Cabrillo Beach, wind surfing, kayaking, scuba diving,
20 snorkeling, and now kite boarding.

21 I'm in favor of the entire Project. However,
22 it is determined by the locals powers that be. And I
23 will only address two points that impact the Outer

24 Recreational Harbor area.

25 The feedback I receive from the water sports

87

1 people that I've talked with at Willow Beach -- over the
2 years and just recently -- it's mostly wind surfers and
3 kayakers that use the Outer Cabrillo Harbor on the inside
4 of the breakwater.

5 If a Cruise Ship Terminal is established at
6 Kaiser Point, it will establish a security zone that will
7 likely slow down boat power, boat traffic in the traffic
8 lane that allows up to 35-mile-an-hour speed limit
9 currently. That is actually good for our recreational
10 nearby in the 5-mile-per hour zone and the non-motorized
11 area that the Harbor department established in 1999 and
12 the year 2000, which I might add has worked.

13 There is -- has been no serious accidents since
14 the non-motorized area was established and that is a good
15 thing. And I can only say that I think having increased
16 security and slower boat traffic will only add to our
17 safety.

18 Addressing Figure 2-A drawing, with the

19 boardwalk being built in front of the Scout Camp will
20 result in removing all safety aspects to any child
21 spending the night there.

22 Can any mother or father here actually want to
23 destroy this long time historical camping facility that
24 serves as an organized water sports facility for the
25 sake of having a few people a day walk on a largely empty

88

1 boardwalk just to say, "Oh, my. Isn't this nice?"

2 Thank you very much.

3 (Applause.)

4 COLONEL THOMAS MAGNESS: Thank you, Scott.

5 Rick. Come on up here, Rick.

6 MR. WHEARTY: My name Rick Whearty,
7 representing the people of the City of Los Angeles, the
8 boaters around here.

9 I'm glad to see that the Port is looking at the
10 development of an area that benefits the individuals.

11 I oppose the Cruise Ship Terminal there. And I
12 think that's pretty much been the consensus tonight
13 throughout most of the comments here.

14 I like what Tom had to say about the overall
15 impact and the future that the Port can set up residents
16 to leave the world as many of other major Ports have done
17 around the world.

18 I mean, the overwhelming response has been to
19 be against this cruise ship there along Kaiser Point.
20 The traffic, the impact, the security, the pollution, the
21 view. I mean, I don't even know how the drawings even
22 got done. You know, to have the Cruise Ship Terminal
23 remain at the existing place and so that the traffic goes
24 to the Ports O'Call area and that all the traffic, you
25 know, directs right off the freeway, right in their

89

1 secured area -- everything is almost already there. It
2 just needs to be improved.

3 I started building boats when I was 15 years
4 old and it's one of the industries that's pretty much
5 drawn by the wayside around here.

6 I've presented a couple things at the Port
7 commission meetings about the Port Everette Fashion
8 District, which has been deemed a complete success. In

9 that document that I gave to Geraldine Knatz there's some
10 comments that every boat generates almost 50 ancillary
11 jobs. So that the expansion of the Port marinas, a boat
12 yard, and the ancillary businesses that support
13 recreational boating, powerboat, sail, windsurfing -- all
14 these things really benefit the community with a
15 relatively non-polluting method of creating employment
16 within this Port. And as for the restaurants and all the
17 uses that can come out of this -- of expanding the
18 recreational uses for the boating public can be very
19 beneficial.

20 The craft scope on May 8th -- and I've done
21 some research -- all these buildings have been occupied.
22 The marina's been full and it has been deemed a complete
23 success, such to the point that -- there was also another
24 very similar Project done at Port Bellingham. They had
25 such great success at Port Everette, so they copied it

90

1 and did another one at Bellingham.

2 So for the people of Southern California this
3 has to be looked at. The Newport Harbor Shipyard was

4 created from the Old Shipyard and proved to be a great
5 success. It has restaurants and a boat yard that's all
6 clean. It generates a lot of business. You know, San
7 Diego has pursued, you know -- Livermore Marina, Pier 39,
8 which has been a complete success.

9 There's been -- the Millenium Group has put in
10 a super yacht maintenance haul out yard that hauls
11 400,000 ton mega yachts, which has brought hundreds and
12 hundreds of jobs to that area.

13 So I think that the Port of Los Angeles, you
14 know, should look at Shelter Island, Ventura Harbor, San
15 Diego, and the great successes in Washington and develop
16 some other Alternatives besides the impact smog producing
17 things that have happened around here.

18 Time?

19 All right. Thank you very much.

20 COLONEL THOMAS MAGNESS: That's it.

21 Steve Shorr, Gary Dwight, and Joe Gatlin,
22 please.

23 Steve Shorr? Is Steve here? Steve is not
24 here.

25 Gary Dwight, Joe Gatlin, and then Kevin Ramsey

1 will be after Joe.

2 MR. DWIGHT: Hi. My name is Gary Dwight and I
3 am fourth generation and lifelong resident of San Pedro.
4 I am President of the Cabrillo Beach Boosters. I was
5 involved in the 18-story development in Downtown San
6 Pedro. I'm also on the Board of Directors of the
7 Economic Development in both San Pedro Chamber.

8 Our community is languished for 38 years. We
9 need to do something now.

10 I appreciate all the points regarding the
11 sustainable jobs. These are the things that we need to
12 see within our community.

13 I appreciate that almost everything that the
14 Councilwoman said, including the interconnection of the
15 Red Car to downtown, the removal of parking along the
16 Waterfront, and an opportunity for those that have
17 literally invested their lives as far as businesses
18 within San Pedro -- downtown, Ports O'Call, et cetera.
19 And we shouldn't just be tossing them aside.

20 But either point, we do need to get started as
21 quickly as possible. We've had a lot of talk and we've
22 seen a lot of different proposals. But it's -- the time
23 is now for our community, for our children, for the
24 future of San Pedro and Los Angeles.

25 Thank you very much.

1 (Applause.)

2 COLONEL THOMAS MAGNESS: Thank you, Gary.

3 Joe.

4 MR. GATLIN: How you doing, sir.

5 My name is Joe Gatlin. I'm a lifelong resident
6 of San Pedro for 63 years. For six years I was on the
7 Neighborhood Council of San Pedro. I was the current
8 president and now going into October -- also on the PCAC
9 and CCAC Steering Committee -- I've been around here for
10 a while. I'm also the current President of NAACP in San
11 Pedro. Also the Founder for the National Council of
12 Negro Woman in San Pedro.

13 And the reason I'm bringing those up is:
14 Development like this affects our community first. And
15 we're the last to get hired and the first to go. We
16 don't have a choice here, but force the economic
17 progress.

18 I want to say right now I'm 100 percent for the
19 development, but there's a couple things I want to bring
20 out that I think that really means a great deal to us.

21 Downtown San Pedro has to be part of this plan.

22 The Red Car has to be part of this plan. The
23 Councilwoman mentioned the CRA and possibly the Port
24 getting together for parking downtown. We desperately
25 need that parking -- we really do -- to sustain downtown

93

1 and also to get the parking off of the Waterfront.

2 The Cruise Ship Harbor at the south end of
3 town; 100 percent behind it. That's something that will
4 positively impact downtown if it's done properly.

5 One other thing I want to bring up that's not
6 in either of the plans is if you look around San Pedro,
7 you'll see a lot of kids on skateboards all over town.
8 We have several opportunities right now to build a first
9 class skate park in maybe one of these -- possibly two of
10 these places, which would really -- as you know --
11 there's no recreational space in Central San Pedro except
12 for Old Knoll Hill, which is part of the Port's plan
13 which has to be demolished in two or three years. And
14 the kids really need some place to play and something
15 organized. And we can put a first class skate park in
16 this site. I really believe that.

17 And also, increase the Ports O'Call -- besides
18 the Ports O'Call Restaurants and a few others. We need
19 to increase it and make it a first class facility.

20 And last but not least is the bridges over 9th
21 Street and also close to 1st Street -- or hopefully,
22 ideally for us, 5th or 6th Street -- because we need that
23 bridge to get into downtown. We can't make this a
24 Project where downtown is left out. Right now, we put
25 parking spaces there, add proper shuttles, the bridge.

94

1 It would really improve everything.

2 But again, I support the plan and I want to
3 thank the Port for doing what they've done so far.

4 Thank you.

5 (Applause.)

6 COLONEL THOMAS MAGNESS: Thank you, Joe.

7 Kevin Ramsey, Sue Castillo, Carmine Sasso.

8 Kevin.

9 MR. RAMSEY: Thank you, Colonel.

10 Good evening. My name is Kevin Ramsey. I'm
11 President of the National Association of Minority

12 Contractors of Southern California.

13 On behalf of NAMC, we wish to publicly and
14 strongly support the approval of the San Pedro Waterfront
15 Project.

16 Over the years, we have worked hand in hand
17 with the Port of L.A., identifying opportunities for
18 small local contractors.

19 We particularly want to express our
20 appreciation to Margaret Hernandez and her staff to
21 invite our members to participate in a step program; a
22 program to assist small local minority and women
23 contractors to complete the Port projects.

24 In addition to the Harbor Board of
25 Commissioners who recently approved the Small Business

95

1 Enterprise Program and set a 25 percent Small Business
2 Enterprise Goal. San Pedro and Wilmington communities
3 are impacted by the positive and negative impacts of the
4 Port of L.A.

5 As an International Port, these communities and
6 regions should receive the economic benefits of jobs and

7 opportunities on Port related business; homeland
8 security, modernization, and growth of the poor.

9 A great deal of time and effort has been
10 extended in maintaining the environmental impact at a
11 time when smaller businesses provide 70 percent of the
12 jobs across the nation. This is a Project that we want
13 to have an opportunity to participate.

14 The members of NAMC are ready, willing, and
15 able to compete as prime and subcontractors for this
16 historic and necessary Project to make our Port the
17 desired Ports O'Call.

18 The flourishing businesses, restaurants,
19 promenades, and cruise ships that brings the community
20 the economic vitality of the 21st Century. And also we'd
21 like to get our Local 88 contractors as prime
22 subcontractors on this job to work with the Army Corps.

23 Thank you.

24 (Applause.)

25 COLONEL THOMAS MAGNESS: Thank you.

1 MS. CASTILLO: Sue Castillo. I live downtown.

2 I'm very supportive of the development downtown. In
3 fact, I'm very excited about it. I don't want to talk
4 about that.

5 I'm mainly here to focus on a technical issue
6 about the Outer Cruise Ship Terminal proposed. I, like
7 many people other people, are opposed to it. But I
8 actually think that it's completely inconsistent with the
9 plans that have been done for over the past 20 years for
10 this area, the City of Los Angeles General Plan.

11 There are two components that it is
12 inconsistent with. The Port of Los Angeles Plan clearly
13 states that the southwest area of the Port's property is
14 to be classified as recreational. There are Policies
15 No. 3 and 4 that say the West Channel Cabrillo Beach area
16 shall be orientated toward public recreation, commercial
17 sport fishing, and recreational boating facility.

18 Policy 4 states passenger terminals -- as well
19 as many other things, of course -- but passenger
20 terminals are obviously -- are glaringly not listed as
21 what the code views for the West Channel Cabrillo Beach
22 area.

23 Also, in the Zoning and General Land Use
24 Designation, they talk about various commercial uses in
25 supporting these areas for the west -- for the Cabrillo

1 Beach West Basin area, recreational use, but then it
2 contrasts with the West Bank area, which does clearly
3 list passenger terminals. It's not in the West Beach
4 area -- the West Basin and Cabrillo Beach area. It's
5 just not there. Therefore, I think it's inconsistent.

6 Also, the San Pedro Community Plan said it's
7 very important to preserve and enhance the
8 characteristics of that area, and that scale, height, and
9 bulk matter. They use those terms. Scale, height, and
10 bulk when you make a cruise terminal is inconsistent with
11 Cabrillo Beach and their personal level of recreational
12 uses that it is being used for right now.

13 And also, one last thing, on the Community
14 Plan, Policy 19.1, Cabrillo Beach and West Channel of the
15 Port are devoted to public recreation -- public
16 recreation -- sport fishing, and recreational boat
17 facilities.

18 Policy 19-1.2 says that the West Bank of the
19 Main Channel and each channel areas be devoted to a
20 number of things including passenger terminals. It's not
21 in the other areas.

22 On the other technical issue, I know you're
23 supposed to consider all the other Alternatives. The
24 Alternatives, I've read -- I've read them all, even the
25 ones that were considered and discarded. What was not

1 considered was placing the - if there must -- absolutely
2 must -- take away from the cruise industry downtown and
3 place something down the -- further down the Main Channel
4 for navigational reasons -- I do understand that there
5 are significant navigational issues. It's simply not
6 considered to place the single cruise terminal facing the
7 Main Channel side of that peninsula. And that's a
8 glaring omission, I believe, in the report.

9 So I'm going to turn this in and I'll make more
10 comments in a written later on.

11 COLONEL THOMAS MAGNESS: Thank you, Sue.

12 And I'm pausing here for dramatic effect before
13 Carmine comes forward, but also to give a little break.

14 Carmine, please.

15 MR. SASSO: Thank you.

16 I'll just be really -- I'll be really quick.

17 My name is Carmine Sasso. I'm a lifelong resident in San
18 Pedro; born and raised here and seen it go through many
19 changes.

20 I support the Port's plan. What we need to do

21 is get past all the political and special interest
22 rhetoric and start moving forward. We're wasting
23 valuable time. We need to initiate and move forward so
24 that the community can thrive and prosper.

25 If you're ever on the Daily Breeze website,

99

1 some of the blogs that are on there, you can click on
2 those blogs and you can read about whatever story that
3 they're reading -- writing about.

4 You'll see that sometimes they refer to San
5 Pedro as "Where the sewer meets the sea." Okay. And I
6 don't know about you guys, but that's really infuriating
7 to me being that I was born and raised here.

8 So this is something that will put us on the
9 map in a forward direction. We don't need to look no
10 further than Long Beach to evade that shoreline village,
11 Pine Avenue. Look how they turned that area around.
12 There used to be tattoo parlors and x-rated movie
13 theaters. So they came a long way and that's what we
14 need to look at. We don't have to get all fancy about
15 it. Just look and see what they've done, what's worked

16 for them. Apply the same formula for us and move
17 forward. That's what we need to do. Stop the rhetoric
18 and let's move forward.

19 Thank you.

20 (Applause.)

21 COLONEL THOMAS MAGNESS: Thank you, Carmine.

22 Melanie Anne McAllister, Julie Scolville

23 (phonetic), and Joe Amalfitano.

24 Melanie.

25 MS. MCALLISTER: Hi. My name is Melanie

100

1 McAllister. I'm a 15-year resident of San Pedro and I'm
2 also a Community Social Worker here in the San Pedro
3 area. And I haven't attended one of these meetings for a
4 year because it's very hard for me to get away from my
5 job.

6 I realize this may be a swear word now or
7 politically incorrect, but my husband and I are just
8 trying to walk from the Bridge to the Breakwater. That's
9 all. I don't know why it's taking three years to walk
10 from the Bridge to the Breakwater, but every night we

11 walk down along the new area -- Promenade -- and for
12 health concerns for -- he has high blood pressure,
13 diabetes, and for weight loss concerns. So we're just
14 simply trying to walk from the Bridge to the Breakwater.

15 I'd like to support and reiterate our honorable
16 Councilwoman Janice Hahn. I'd like to support and
17 reiterate the Sustainable Waterfront Project Architect's
18 ideas.

19 I just have to say that as a Social Worker and
20 a resident, I was deeply disappointed, disillusioned, and
21 disenchanted that you were not available at the Taste of
22 San Pedro Festival and the San Pedro Lobster Festival for
23 outreach information and communication to your community
24 residents. The Port of Los Angeles was, but the San
25 Pedro Waterfront Project DEIS and DEIR Report Project was

101

1 not. And my family, my residents, my community, my
2 clients were all there trying to look for information and
3 give input on this Project and they were denied because
4 you did not have a table there. So I'd like you to take
5 that into consideration.

6 Thank you for your time.

7 (Applause.)

8 COLONEL THOMAS MAGNESS: Thank you.

9 Julia Scolville. Come on up here, Julia.

10 And then Joe Amalfitano is after Julia.

11 MS. SCOLVILLE: My name is Julia Scolville.

12 And I'd like to speak about the needs of the youth. I

13 think that's being sorely neglected in the Port plans.

14 And I'm speaking particularly about the Waterfront and

15 the use of the Waterfront for students to learn how to

16 sail, how to build their own boats, and all about the

17 science of sailing and so forth.

18 I'm an ex-boat owner and sailor. And it gives

19 you so much pleasure and a sense of accomplishment to be

20 able to have your own boat. And without the use of any

21 pollution, any kind of fuel, you're able to get from

22 place to place just using the wind.

23 Now, the other speakers talked about Long

24 Beach. Long Beach is a small er city than L.A. and it

25 has a beautiful sailing center. There's no reason why we

1 couldn't do the same thing here. And that's it.

2 (Appause.)

3 COLONEL THOMAS MAGNESS: Thank you, ma'am.

4 Joe, come on up. After Joe is Michael Labison
5 and William Lyte.

6 MR. AMALFITANO: Hello. My name is Joe
7 Amalfitano. I'm a lifelong resident here at San Pedro.
8 I have no business ties of any regarding this Project.
9 I'm not a restaurant owner, business owner. I'm here as
10 a citizen and I agree with the Port plan.

11 Along with many of the other speakers,
12 especially Mr. Sasso speaking of the rhetoric. I've
13 heard about global warming and melting casts because
14 there's a steakhouse at Ports O'Call. I'm hearing about,
15 you know, the West Point, Kaiser Point, all of 22nd
16 Street that the ship can't turn around. They've got them
17 turning around now. There's plenty of wind surfing area.
18 I go out there fishing all the time. There's plenty of
19 space for all of that.

20 What we need to do is focus moving forward.
21 With all due respect to the workers, I am a member of it
22 too and I know it provides jobs, but this needs to be
23 done for San Pedro. We've been talking about it for 35
24 years now and it's time to move forward.

25 I know that in previous meetings there's the

1 Master Developer is going to come in. And I would assume
2 that if a Master Developer feels that a Cruise Ship
3 Terminal does not fit for the south end, then I guess it
4 won't be there.

5 People are talking about pollution. How this
6 works at other states and cities that have cruise
7 terminals with electric buses and whatnot, I'm sure it
8 can work here also. There's many solutions to what needs
9 to be done, but it is time to move forward.

10 Mr. Mavar made a point of bringing down the
11 people from the hill and different, you know, consumers,
12 what the Port puts there will attract the consumer it's
13 looking for. And it's a shame that San Pedro residents
14 do have to go quite a ways to go to a steakhouse and
15 other businesses. We have this beautiful Port here that
16 should be developed and I'm in full favor of the Port
17 Development.

18 Thank you very much.

19 (Applause.)

20 COLONEL THOMAS MAGNESS: Thank you, Joe.

21 Michael. Then William Lyte and Andrew Silber.

22 Just a few more, folks.

23 Mike, please.

24 MR. LABISON: Good evening.

25 I'm Mike Labison and I was born here. No. I'm

104

1 sorry. I was born in Compton. That's up the road. I
2 went to school here. No. I'm sorry about that too. I
3 went to school in Long Beach. But, you know, it's in the
4 area. I've worked here all of my life except for a short
5 period of time in the mid '60s.

6 And I appreciate the uniform, Colonel. You're
7 an Airborne Ranger Combat Engineer. And I see your
8 badges. So thanks for that.

9 I'm a high school graduate. I'm a laborer.
10 I'm a pile driver. And I'm retired from the Operating
11 Engineers. And I spent a lot of time in this channel
12 between L.A., Long Beach, Angel's Gate, Long Beach to the
13 west end -- or Catalina Island. And there's a lot of
14 stone that's in this Harbor that came from Catalina
15 Island.

16 I represent the Labor Force, guys and ladies
17 that I've worked with in this Harbor for almost 40 years.

18 This is a vital Harbor. It's a great place to

19 live and work. And I'm in support of this Project top to
20 bottom.

21 It sounds like the idea of having a cruise from
22 Berth 46 doesn't sound to be too popular -- shoot. I was
23 here when the Sansenia blew up at the same place that
24 this proposed terminal would go in.

25 I was the Project Manager for the company here

105

1 at Phase 1 at the Pier Project. And I've worked on it
2 through Phase 2 and Phase 3. And the Harbor Project is
3 still an open issue right now.

4 I support this Project. I think it's long
5 overdue. I've seen 12 years of stagnancy in both harbors
6 between L.A. and Long Beach and I've seen the growth in
7 other harbors. And I've spent time up north in the San
8 Francisco Bay area, Washington and smaller ports between
9 Oxnard, Ventura, Oceanside, and San Diego. And I've seen
10 in smaller harbors, these kinds of projects flourish and
11 bloom. And I think we've been stagnant here for too
12 long. This is not just to support the Labor Force, but
13 it's to support the community.

14 We want the work. We need the work. This
15 Harbor is the gem and I think it can be made a jewel. We
16 deserve this. This is a world Port in the highest sense
17 of the word. It's not a microcosm of containers and
18 boxes going in and out. It can support the
19 infrastructure of recreation, tourism, ships, the cruise
20 lines, and the casts and support that we can give it.

21 I'm behind it. I'm for it. And I want to see
22 it go on from here.

23 (Applause.)

24 COLONEL THOMAS MAGNESS: Thank you, Michael.

25 William Lyte.

106

1 We have five more, Ladies and Gentlemen.

2 MR. LYTE: I'm Bill Lyte. I'm the President of
3 the Harbor Association of Industry and Commerce. I'm
4 also on the San Pedro Chamber and PCAC Boards.

5 Representing the Harbor Association, which is
6 more than 100 firms with thousands of local employees,
7 I'm speaking tonight. Our Harbor Association also spent
8 at least \$50,000 here at the local restaurants in the

9 last year and as we do every year and intend to do that
10 in the future. So we're very, very supportive of the
11 local community and economy and we're very supportive of
12 this Project. Our Board has reviewed it intensively and
13 came out in very strong support of it.

14 We recognize that it provides the vitality,
15 needed jobs, the retail sales and multiplier effect,
16 money to public agencies. We also think that it could
17 really make the Waterfront blossom. And I was thinking
18 about that as I visited Monterey this summer after about
19 20 years away. I was absolutely astounded by how
20 beautiful it was. This run down old county was just
21 chockful of people from all over the world spending
22 money. Every business was flourishing as were all the
23 tourist destinations like the aquarium.

24 I also think that if this Project were
25 approved, it would create a hub for the high tech

107

1 businesses. That's really what we're working on trying
2 to build a Port Technology Industry. And the high tech
3 people like to come to beautiful places. You know, I

4 want to make sure they come here instead of Long Beach.
5 Long Beach would draw them more business right now, but I
6 think that this is where it's going to be anchored.

7 We're very much in support of this Project. We
8 hope it's approved right away. And we will support it's
9 implementation in every possible way.

10 Thank you.

11 (Applause.)

12 COLONEL THOMAS MAGNESS: Thank you, Bill.

13 Andrew Silber, Lynn Alvarez, Tim McOsker, and
14 James Campea will be our last ones.

15 So please, Andrew Silber.

16 MR. SILBER: Thank you.

17 My name is Andrew Silber. I'm a resident of
18 San Pedro and a business owner in San Pedro. And thank
19 you for giving us the opportunity to address this issue
20 today.

21 I'm extremely involved in the community. I go
22 to all the many boards and I sit on committees. So I
23 spend a lot of time on trying to improve this area.

24 I'm very supportive of the Draft EIR/EIS. I'm
25 very grateful for the Port for putting it together. I do

1 have some reservations, many of which you've heard
2 already, so I won't dwell on them much.

3 My main concern is the interface between the
4 town of San Pedro and the Waterfront. It's been studied
5 extensively including the UMI study. It's vital to the
6 town that it's tied to the Pacific Ocean. To cut it off
7 with Harbor Boulevard and treat the two as separate
8 entities is, I believe, a big mistake. It's been a
9 continuous mistake that needs to be fixed. The time is
10 now to fix that mistake and integrate it doing what we
11 used to call the seamless interface.

12 Some of the issues that have been taken out --
13 you've heard at length, of course, about the Red Car. If
14 it can't be a large rail driven red trolley, it could be
15 something else. But we do need a loop to move people
16 from the cruise terminal through Downtown San Pedro and
17 back to the Waterfront.

18 I appreciate enormously the beautification that
19 have gone into these six proposed projects; four of which
20 are serious proposed projects, two of which much less
21 improvement.

22 The Councilwoman I thought addressed it very
23 accurately. It's very important that Ports O'Call, of
24 course, is restored. I personally prefer it is expanded.
25 I think it may be to the detriment of Downtown San Pedro,

1 but I'd love to see it restored.

2 I'd like to see you look after the current
3 tenants who are in Ports O'Call and large restaurants
4 that thrive there.

5 And I urge the Port once again to consider
6 carefully the north, south division that runs along
7 Harbor Boulevard; the Red Car Line, the bluff, and the
8 amount of traffic that Harbor uses. Those three things
9 keep Downtown San Pedro from the Waterfront.

10 Thank you very much.

11 (Applause.)

12 COLONEL THOMAS MAGNESS: Thank you.

13 Lynn Alvarez.

14 MS. ALVAREZ: Hi. I'm Lynn Alvarez. I've
15 lived in San Pedro all my life and I work at the Port of
16 Los Angeles as a Longshorewoman. And I'm here tonight to
17 say that I support the Port's proposed plan.

18 I live in the south side of town and I think
19 the addition of the Cruise Ship Terminal in the Outer
20 Harbor would be a welcoming sight. Also, this terminal
21 will add lots of jobs for Longshoremen and others that
22 this community desperately needs.

23 I also think that Ports O'Call needs to be
24 completely revitalized and that getting a developer to do
25 this is a great idea.

110

1 I look forward to getting this started and
2 finished as soon as possible.

3 COLONEL THOMAS MAGNESS: Thank you, Lynn.

4 Did you say "Longshorewoman"?

5 MS. ALVAREZ: That's right.

6 COLONEL THOMAS MAGNESS: I like that.

7 Tim. And James Campea will be our final
8 speaker.

9 MR. MCOSKER: I was hoping to be the final
10 speaker because I have about 45 minutes of material.

11 Is that okay with you, Colonel?

12 I'll go very, very briefly. You've had a long
13 evening. We really appreciate your attention and we
14 appreciate the Harbor Department for being here.

15 This is -- like a lot of folks who spoke
16 tonight, I'm a lifelong resident of this community as
17 well. And this is a very important community to all of

18 us. And it's a tough community to get consensus and you
19 may not get consensus, but it absolutely imperative --
20 and I think you heard tonight -- that we move forward.
21 The opportunity -- a lot of people talked about the
22 opportunity for jobs. A lot of folks have talked about
23 the opportunity for, you know, economic development in
24 this area making San Pedro a destination.

25 Those of us with a long history here remember a

111

1 different town, remember, you know, things have changed
2 and times do change. And we have an opportunity here
3 working with the Harbor Department with the support of
4 the Harbor Department, but also with the community coming
5 together to do something that is really, really nice.

6 It won't be perfect at the edges. I think
7 Carmen also said that there's opportunities to make
8 changes. I mean, I hear and I respect the opinions of
9 Subcommittee Councils and Janice Hahn when she talks
10 about the long time tenants down in the Ports O'Call and
11 hanging on to them, because that's going to be important
12 for you for buying from the community. It's going to be

13 important for you for buying from the community.

14 And doing whatever we can to keep the
15 revitalization on it -- to keep the hope of
16 revitalization for the downtown is going to be really,
17 really, really important to get that too. And so you
18 have some challenges ahead of you.

19 I think the most important thing you heard
20 tonight was that it is important to move forward. It's
21 important to move forward. I mean, I was honored to work
22 for our former mayor of the San Pedro Residence Jim Hahn.
23 When Jim Hahn, Janice' older brother, moved -- you know,
24 took the downtown and this great idea and said, "Let's do
25 this. Let's do this and let's bring in a lot of

112

1 resources."

2 And I think there's a lot of folks in San Pedro
3 who feel disappointed over time that maybe it hasn't
4 moved quickly enough. Well, here we are. That's passed.
5 That's gone. Those days are gone.

6 So let's move forward with this plan. Let's
7 listen to the community. Let's incorporate changes as

8 necessary to make sure you're responsive to all these
9 excellent comments.

10 And thank you for your long attention tonight.

11 (Applause.)

12 COLONEL THOMAS MAGNESS: Thank you, Tim.

13 And James.

14 MR. CAMPEA: Thank you for waiting.

15 I'm James Campea, long-time resident of San
16 Pedro.

17 The word "sustainable" comes up a lot and what
18 that says to me -- with construction jobs for this
19 Project, they will create jobs for the Project and then
20 when the project's over, the construction jobs are over.
21 That doesn't say sustainable to me.

22 I am in support of most of the Project. I
23 don't think it should be held up by the decision to
24 have -- whether you want to have the cruise terminal on
25 the Outer Kaiser Point. I don't think that should hold

113

1 up the Project. There's a lot of good things for the
2 Project. The community needs it.

3 I think it was Mr. Mavar said something about
4 people coming down from the hill. I think, you know --
5 when I looked at the City of Santa Monica, I looked at
6 Long Beach or San Diego or Monterey, the people from the
7 city, where do they go on the weekend? They don't have
8 money or expenses or time to go some place out of town,
9 so they want to go to some place in town. And I think
10 presently San Pedro doesn't offer a place for a lot of
11 people with different interests to come here.

12 And I have never taken a cruise. If I did, I
13 think I'd rather get off in Long Beach because I think
14 that city appeals to a lot of people that take cruises.
15 There's a lot of things to do. There's San Diego. And I
16 don't know if the actual Cruise Shipping Industry is
17 sustainable. Maybe with this current economic crisis,
18 what if it crashes? If the Cruise Industry crashes, then
19 does San Pedro crash if it's all built around that?

20 I think we need to -- if that Outer Kaiser
21 Point is kind of predicated on everything going forward,
22 I'm afraid it's going to pull away -- and I know it's
23 been mentioned tonight -- from the San Pedro's town, the
24 City of San Pedro. People get off the boat, they don't
25 know what to do. There's nothing to do. There's a few

1 good restaurants.

2 We like it because we live here. We would like
3 it more if it was invested and that people from all over
4 Los Angeles came here and they just didn't just go to the
5 beach. Maybe they would park and walk in town, eat in
6 town, shop in town.

7 Sometimes when you think about people shopping
8 in town, where are they going to shop? The 99 Cent
9 Store. You know, that's ridiculous. We do have a Target
10 though, but they don't know where it is. Maybe the Red
11 Car can take them over there.

12 But I think "sustainable" is a word you need to
13 look at and that we could all -- we live here and we like
14 to go here and enjoy theaters, music, eating, shopping,
15 you know, like regular cities have.

16 Thank you.

17 (Applause.)

18 COLONEL THOMAS MAGNESS: Thank you, James.

19 Well, that's it. What a terrific night.

20 First of all, thank you all. For those that
21 stayed, there will be parting gifts. You see, everyone
22 else left and they didn't know. But for those who
23 stayed, there will be a prize. And you can get -- I
24 think we have the EIS in a CD version you can pick up on
25 your way out.

1 Thank you, everyone, for attending. I think
2 there was, you know, some good consensus. And a lot
3 of, you know, I think, a shared vision within this
4 community and the comments certainly reflected that. And
5 I appreciate the respect that everyone had for the
6 opinions of the speakers.

7 What a great community we live in and what a
8 great opportunity that I think is in front of us. And
9 now let us work together to undertake what is now in
10 front of us. Render appropriate decisions that do
11 advance this Project, but also embrace this concept of
12 sustainability of stewardship of preservation of
13 resources. And that is certainly a requirement for us
14 all.

15 Ralph, any other comments?

16 DR. RALPH APPY: No. I just want to point out
17 that for all of you that stayed, we logged exactly three
18 hours and 36 minutes of talking tonight. And we recorded
19 every word and those will be on our website and we'll
20 respond to all of your comments. And we appreciate all

21 of you very much for staying for all of you that stayed
22 until the very end.

23 Thank you very much.

24 UNIDENTIFIED SPEAKER: I'd like to just add
25 something. I didn't put a card in there, but I'm a San

116

1 Pedro resident for 35 years too. And I'd like to see
2 Ports O'Call. I'm from Hembrook and we have -- whenever
3 a ship comes in, we play the National Anthem. For every
4 ship, you should then consider the Ports O'Call. That
5 sounds good.

6 DR. RALPH APPY: Thank you.

7 COLONEL THOMAS MAGNESS: Thank you, sir.

8 (The public meeting was concluded at 9:05 p.m.)

9
10
11
12
13
14
15

16
17
18
19
20
21
22
23
24
25

117

1 STATE OF CALIFORNIA

2 COUNTY OF SAN DIEGO

3

4 I, Ja'Nal M. Carter, a Certified Shorthand Reporter
5 for the State of California, CSR No. 12813, do hereby
6 certify: That the proceedings were taken before me at
7 the time and place herein named; that the said
8 proceedings were reported by me in shorthand and
9 transcribed through computer-aided transcription, under
10 my direction; and that the foregoing is a true record of

11 the testimony elicited at said proceedings to the best of
12 my ability.

13

14 I do further certify that I am a disinterested
15 person and am in no way interested in the outcome of this
16 action or connected with or related to any of the parties
17 in this action or to their respective counsel.

18

19 In witness whereof, I have hereunto set my hand this
20 _____ day of _____, 2008.

21

22

23

JA'NAL M. CARTER, CSR NO. 12813

24

25