

DANA ROHRABACHER

46th District, California

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Congress of the United States
House of Representatives

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September 29, 2009

The Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, CA. 90731

Dear Harbor Commissioners:

I regret that I cannot personally present my remarks to you this evening because I am en route to Washington, D.C. for scheduled House votes.

I recently received an in-depth briefing about the San Pedro Waterfront Project and was impressed with the concept and proposed development plans. I have long-admired the uniqueness that is San Pedro and appreciate that a part of this historic town is in my congressional district. During our briefing, I took the liberty of suggesting to the project advocates that a theme attraction that is iconic to San Pedro and the waterfront be incorporated into the project.

The waterfront area of San Pedro is a recreational and economic sleeping giant and has the potential to compare to the Cornice districts and other waterfront settings located in many cities around the world. As proposed, the San Pedro Waterfront Project charts a tourist destination that will generate new jobs, reinvigorate local businesses as well as spawning new ones, and overall enhance the quality of residential life in the surrounding area. It promises to have a domino effect on our Ports O'Call retail area by way of renewal and revitalization.

You have before you the economic and social data that underlies the project and, rather than going chapter and verse on what is already in the project proposal, I wish to offer you my robust support for this visionary and wise investment in the tremendous resource that is the San Pedro Waterfront.

I am honored to stand with all that are engaged in this exciting and prudent venture.

Yours sincerely,

A handwritten signature in black ink that reads "Dana Rohrabacher".

Dana Rohrabacher
Member of Congress

California State Senate

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SENATOR **RODERICK D. WRIGHT** TWENTY-FIFTH SENATE DISTRICT

Representing the Communities of Alhambra Park, Athens, Compton, Gardena, Florence-Graham, Hawthorne, Inglewood, Ladera Heights, Lawndale, Long Beach, Los Angeles, Palos Verdes Peninsula, San Pedro, Watts, Westchester, Westmont, and Willowbrook



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PREPAREDNESS

JOINT COMMITTEE ON RULES

September 23, 2009

Hon. Cindy Miscikowski
President
Los Angeles BOARD OF HARBOR COMMISSIONERS
425 South Palos Verdes Street
San Pedro, CA 90731

Re: San Pedro Waterfront Proposal

Dear President Miscikowski:

I support the San Pedro Waterfront plan now before the BOARD OF HARBOR COMMISSIONERS. I offer this support in the belief that the overall vision of the plan is solid, but that many of the details – including some that are contentious – will be sanded down over time as the waterfront project rolls out in the coming years.

My district contains all of the tidelands on which the port sits, which includes the approximately 400 acres of the proposed project. The project area involves sovereign state lands which were initially granted to the CITY OF LOS ANGELES through legislation (Chapter 656, Statutes of 1911, subsequently amended). The first question for any such project rests on whether it is faithful to the language and interpretations of the *Tidelands Trust* within the state Constitution. It is gratifying that the STATE LANDS COMMISSION has opined that “the majority of proposed uses... appear generally consistent with the public trust,” but I am certain there will be the need to work through a range of questions and I am confident the port will act with all due deference to the Commission as you proceed.

As you consider the San Pedro Waterfront plan, I am optimistic that the responsiveness to the community demonstrated by the Mayor and this Board and the vigilance shown by the Councilwoman will go a long way in securing the public goodwill and support needed for this project from the vast majority of residents and business owners in the community. Not everyone will be happy. That is the nature of democracy. But I am confident that with ears wide open and flexibility as your guide, the Port will be able to work through even the most contentious elements to reach the compromises needed that will allow all sides to come together around this project.

It is understandable that many residents have strong views about the vision and details contained within the plan. There will be substantial impacts – including negative ones – that will come about due to this plan. The Board and staff will need to continue vigorously engaging residents at every stage of the project and on all aspects of the plan to ensure that the devil does not ensnare you in the details.

But I also believe that the plan being only a foundation, which will be modified over time. The economy we face reminds us that any proposal can be buffeted by changing realities, and so realism and flexibility will necessarily guide your actions. The core components of the plan – the promenade, enhanced retail at Ports o Call Village, parks, open space, cruise ships, public harbors and plazas – will drive the vision, but time, the economy and the community interplay will all lead to an organic evolution of the waterfront proposal.

As an example, while the port may be wise to plan for expanded cruise ship business, it is heartening to know that executive staff sees that the economic reality is that there is no need to rush on full construction of the dual-ship facility envisioned in the staff recommendation. One day everyone in town might be selling trinkets to tourists, but that doesn't seem likely any day soon.

What does seem wise in light of our economy is to focus on the area of greatest immediate payoff by anchoring the waterfront to the downtown area. Build the 7th Street Marina. Begin the task of identifying a developer for the retail and convention space in the Ports o Call Village. Make wide use of the Red Car to encourage people to ride-and-walk their way through the entire project. Criss-cross the Red Car and send a line from the civic plaza up into downtown, where it could loop in front of the courthouse and port building before traversing up towards Pacific and cutting across the downtown area, all towards the goal of bringing people together and delivering punch to the local economy. This allows time to link future steps to the changing economic realities and to build wider community consensus on other details.

I know that this project is an enormous undertaking, being the largest community waterfront development initiative ever undertaken at the Port. If a major part of the plan is to entice people to spend money in local businesses, then it would seem logical that you'd want to encourage development that "captures" visitors for more than a short walk on the promenade. The plan, for example, envisions a convention space to accommodate up to 1,000 people for large occasions and regularly hosting events with 300 or more guests. Yet there is no provision for new hotel space, despite the obvious opportunity to build rooms along the water. Likewise, the ability to entice tall ships and other large sailing vessels to berth on the waterfront and make port for their stay could result in a far more public-friendly maritime tourism experience with vessels often hosting hundreds of crew and passengers.

Thinking through many of the details for implementing the San Pedro Waterfront will understandably come once the port has developers in place to undertake the various components of the plan. To this end, I make special note of the reputation you enjoy, Madame President, as someone who is deeply versed in all aspects of the biggest projects. Your leadership and attention to market forces brings a glimmer of hope that the port will stand a greater chance at success than in times past in recruiting and retaining a developer for the retail components.

San Pedro Waterfront Proposal
September 23, 2009
Page Three

I am pleased to offer this letter of support and to urge the BOARD OF HARBOR COMMISSIONERS approve the San Pedro Waterfront plan. I am confident your commission and staff will continue in displaying the sensitivity to the community that has warmed relations with area residents. Knowing that all of this will be tempered by the tough economic realities of our time, still, I am certain that your board's adoption of the guiding vision will be a watershed moment in San Pedro history.

Sincerely,



RODERICK D. WRIGHT
Senator, 25th District

RDW/wro

California State Senate

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SENATOR JENNY OROPEZA
TWENTY-EIGHTH SENATE DISTRICT
CHAIR, SENATE MAJORITY CAUCUS



COMMITTEES
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SUBCOMMITTEES
CALIFORNIA PORTS AND GOODS
MOVEMENT

September 25, 2009

The Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, California 90731

Re: **San Pedro Waterfront Project - Support**

Dear Harbor Commission Members:

I am writing to voice my support of the San Pedro Waterfront Project proposed by the Port of Los Angeles. As our region and the nation struggle to emerge from the current global recession, Port and City leaders need to set their sights on preparing to compete in a new environment where success is measured by the creation of jobs, diversification of the job base, and enhancement of our infrastructure and business environment to generate economic development for the Harbor Area and the region at large, while maintaining a commitment to the environment.

The San Pedro Waterfront Project is a worthy infrastructure and public access improvement project that supports economic growth, job creation, and environmental sustainability by creating a world-class "L.A. Waterfront" to compliment our world-renowned trade gateway. Countless cities worldwide have seen public waterfront developments generate tourism, revitalize local businesses, attract new residents into surrounding areas, and create a variety of new economic development opportunities. The San Pedro Waterfront Project will help the Port of Los Angeles continue to create thousands of construction jobs and help Los Angeles remain a top-tier vacation destination and West Coast homeport for cruise tourism.

The proposed 400-acre, project would better connect the San Pedro community with the waterfront via three new harbors adjacent to downtown San Pedro and significantly enhance commercial opportunities in and around the Port by revitalizing and further developing the Ports O' Call retail area. A prime regional destination some 40 years ago, a renewed Ports O' Call area will create thousands of direct and indirect jobs to serve visitors and support new restaurants and retail activities.

Over the long-term, the San Pedro Waterfront Project would also provide the Port's cruise operations with new terminal facilities and berth capacity to retain cruise line customers, grow existing cruise operations, and better accommodate larger-class cruise ships. During 2006, the most active cruise year to date at the Port, cruise operations generated more than \$281 million in regional economic activity, including more than 2,500 jobs, \$87.5 million in wages/income, and \$11.2 million in state and local taxes. In the Harbor Area alone, cruise passengers and crew members spent more than \$23 million, while cruise lines spent more than \$65 million in ship supplies and services. At full build-out, it is estimated that the addition of a new cruise facility in the outer harbor could help the Port accommodate as many as 287 vessel calls and 1.13 million passengers on an annual basis. The potential economic impact of expanding cruise operations



and the resulting increase in passenger volumes are significant and complement the region's larger tourism industry.

Jobs related to the proposed San Pedro Waterfront Project -- including approx. 4,100 cruise operations jobs, plus an estimated 800 additional non-cruise related jobs serving waterfront businesses -- would generate an estimated \$37.9 million in new wages and more \$137 in total regional wages. In addition, approximately 7,111 direct design/construction jobs and more than 13,700 total jobs (one-year-equivalent) would be generated during project build-out.

In line with the Port's "green growth" approach toward capital development supporting cargo operations, the proposed cruise facilities are also of note with regard to long-term sustainability. Facilities would incorporate Leadership in Energy and Environmental Design (LEED) building standards and cruise vessels would be required to plug into shore-side electrical power when docked -- substantially reducing emissions while at berth.

Just as we are making the necessary cargo terminal investments for our future, in the coming years, it's important for the Port of Los Angeles to revitalize the San Pedro waterfront, make it more community- and visitor-appealing, and maintain the City of Los Angeles's position as a leading West Coast cruise port. For these reasons, I strongly support the San Pedro Waterfront Project proposed by the Port of Los Angeles.

Sincerely,



JENNY OROPEZA
Senator, 28th District

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California State Senate

SENATOR
ALAN LOWENTHAL
TWENTY-SEVENTH SENATE DISTRICT



TRANSPORTATION
AND HOUSING
CHAIR

SUBCOMMITTEE ON
CALIFORNIA PORTS AND
GOODS MOVEMENT
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AND INSURANCE

BUDGET AND FISCAL
REVIEW

EDUCATION

LABOR AND INDUSTRIAL
RELATIONS

NATURAL RESOURCES
AND WATER

ENVIRONMENTAL QUALITY

September 29, 2009

The Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, California 90731

Dear Harbor Commission Members:

I am writing in strong support of the San Pedro Waterfront Project proposed by the Port of Los Angeles. I was first introduced to this project, almost ten years ago, as the State Assembly representative for the San Pedro area. The goals of the project—to promote economic growth, create jobs and open public access to the waterfront—convinced me to help secure \$300,000 in funding from the state's Coastal Conservancy.

As our region, state and nation try to recover from a world-wide recession, the timing is right to use the resource we have by developing an outstanding waterfront. This would serve as a destination throughout the region for residents and visitors, spurring economic opportunities and opening up the waterfront to recreational uses. I am especially pleased that the proposed project would create public access to the waterfront with three new harbors and pedestrian walkways.

The new cruise terminals will bring additional economic opportunities for the port area, from new jobs to thousands of ship passengers passing through San Pedro. The facilities would include "green" building standards, and cruise ships would be required to plug into dockside electrical power.

As the Port of Los Angeles has plans in place for future cargo needs, there is tremendous potential to create a world class waterfront attraction and the number one cruise terminal on the West Coast. While I no longer represent the L.A. Port area, I still feel a responsibility to see this project through and believe the time is now for the San Pedro Waterfront Project proposed by the Port of Los Angeles.

Sincerely,

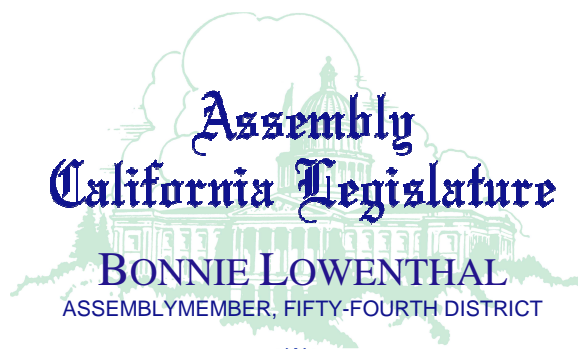
Alan S. Lowenthal
Senator, 27th District



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AGING AND LONG TERM CARE,
CHAIR

SELECT COMMITTEE ON PORTS,
CHAIR

MEMBER:
ACCOUNTABILITY AND
ADMINISTRATIVE REVIEW

HEALTH

TRANSPORTATION

WATER, PARKS AND WILDLIFE

September 29, 2009

The Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, California 90731

Re: San Pedro Waterfront Project - Support

Dear Harbor Commission Members:

I am pleased to add my voice to those in support the Port of Los Angeles' San Pedro Waterfront Project, which, I believe, will bring jobs and encourage economic growth, while maintaining the kind of commitment to environmental sustainability that has been so long in coming.

At issue is a vision of the L.A. Waterfront that attracts tourism dollars and encourages the kind of mixed-use growth that bolsters neighborhoods and invigorates businesses.

The project could generate more than 7,000 design and construction jobs, as well as 800 additional non-cruise related jobs serving waterfront businesses. Port officials say we're looking at a total of more than 13,700 one-year-equivalent jobs.

I am pleased to note that the facilities would incorporate Leadership in Energy and Environmental Design (LEED) building standards, and that the project will include more than 27 acres of new green open space, and a transportation plan that includes pedestrians, cyclists and public transit.

Finally, I believe it is crucial that this project moves forward in a way that remains respectful of, and responsive to, the community members whose lives will be most closely affected. I hope, too, that you will take a closer look at the understandable concerns about the proximity of a large cruise terminal to the only public bathing beach in San Pedro.

Sincerely,

BONNIE LOWENTHAL
Assemblymember, 54th District

Response to Comments on Final EIR: Assemblymember B. Lowenthal

Comment #1

Thank you for your comment. The San Pedro Waterfront EIR fully analyzed the potential environmental impacts of the Outer Harbor Cruise Terminal on Cabrillo Beach as well as six alternatives, including a number that do not include a cruise terminal in the Outer Harbor.



September 29, 2009

The Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, California 90731

Dear Harbor Commission Members:

I am writing to voice my support of the San Pedro Waterfront Project proposed by the Port of Los Angeles. As our region and the nation struggle to emerge from the current global recession, Port and City leaders have set their sights on preparing to compete in a new environment where success is measured by the creation of jobs, diversification of the job base, and enhancement of local infrastructure and business environment to generate economic development for the Harbor Area and the region at large, while maintaining a commitment to the environment.

The proposed 400-acre project would better connect the San Pedro community with the waterfront via three new harbors adjacent to downtown San Pedro and significantly enhance commercial opportunities in and around the Port by revitalizing and further developing the Ports O' Call retail area. A prime regional destination some 40 years ago, a renewed Ports O'Call area will create thousands of direct and indirect jobs to serve visitors and support new restaurants and retail activities.

Jobs related to the proposed San Pedro Waterfront Project -- including approx. 4,100 cruise operations jobs, plus an estimated 800 additional non-cruise related jobs serving waterfront businesses -- would generate an estimated \$37.9 million in new wages and more \$137 in total regional wages. In addition, approximately 7,111 direct design/construction jobs and more than 13,700 total jobs (one-year-equivalent) would be generated during project build-out.

In line with the Port's "green growth" approach toward capital development supporting cargo operations, the proposed cruise facilities are also of note with regard to long-term sustainability. Facilities would incorporate Leadership in Energy and Environmental Design (LEED) building standards and cruise vessels would be required to plug into shore-side electrical power when docked -- substantially reducing emissions while at berth.

Just as the Port is making the necessary cargo terminal investments for our future, in the coming years, it's important for the Port of Los Angeles to revitalize the San Pedro waterfront, make it more community- and visitor-appealing, and maintain L.A.'s position as a leading West Coast cruise port. For these reasons, I strongly support the San Pedro Waterfront Project proposed by the Port of Los Angeles.

Sincerely,

A handwritten signature in black ink that reads "Warren T. Furutani". The signature is written in a cursive, flowing style.

WARREN T. FURUTANI
Assemblymember, 55th District



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

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CHAIRMAN OF THE BOARD
SUPERVISOR, FOURTH DISTRICT

September 24, 2009

The Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, California 90731

Dear Harbor Commission Members:

SAN PEDRO WATERFRONT PROJECT - SUPPORT

I am writing to voice my strong support of the San Pedro Waterfront Project proposed by the Port of Los Angeles. As our region and the nation struggle to emerge from the current global recession, Port and City leaders need to set their sights on preparing to compete in a new environment where success is measured by the creation of jobs, diversification of the job base, and enhancement of our infrastructure and business environment to generate economic development for the Harbor Area and the region at large, while maintaining a commitment to the environment.

The San Pedro Waterfront Project is a worthy infrastructure and public access improvement project that supports economic growth, job creation, and environmental sustainability by creating a world-class "L.A. Waterfront" to complement our world-renowned trade gateway. Just as they do in countless cities worldwide, public waterfront developments generate tourism, revitalize local businesses, attract new residents into surrounding areas, and create a variety of new economic development opportunities. The San Pedro Waterfront Project will help the Port of Los Angeles continue to create thousands of construction jobs and help Los Angeles remain a top-tier vacation destination and West Coast homeport for cruise tourism.

The proposed 400-acre, project would better connect the San Pedro community with the waterfront via three new harbors adjacent to downtown San Pedro and significantly enhance commercial opportunities in and around the Port by revitalizing and further developing the Ports O' Call retail area. A prime regional destination some 40 years ago, a renewed Ports O'Call area will create thousands of direct and indirect jobs to serve visitors and support new restaurants and retail activities.

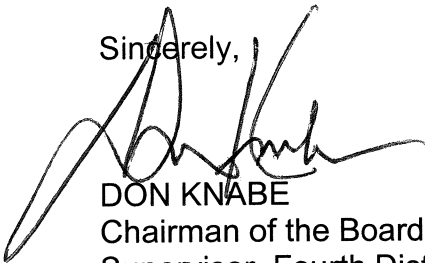
Over the long-term, the San Pedro Waterfront Project would also provide the Port's cruise operations with new terminal facilities and berth capacity to retain cruise line customers, grow existing cruise operations, and better accommodate larger-class cruise ships. During 2006, the most active cruise year to date at the Port, cruise operations generated more than \$281 million in regional economic activity, including more than 2,500 jobs, \$87.5 million in wages/income, and \$11.2 million in state and local taxes. In the Harbor Area alone, cruise passengers and crew members spent more than \$23 million, while cruise lines spent more than \$65 million in ship supplies and services. At full build-out, it is estimated that the addition of a new cruise facility in the outer harbor could help the Port accommodate as many as 287 vessel calls and 1.13 million passengers on an annual basis. The potential economic impact of expanding cruise operations and the resulting increase in passenger volumes are significant and complement the region's larger tourism industry.

Jobs related to the proposed San Pedro Waterfront Project -- including approximately 4,100 cruise operations jobs, plus an estimated 800 additional non-cruise related jobs serving waterfront businesses, would generate an estimated \$37.9 million in new wages and more \$137 in total regional wages. In addition, approximately 7,111 direct design/construction jobs and more than 13,700 total jobs (one-year-equivalent) would be generated during project build-out.

In line with the Port's "green growth" approach toward capital development supporting cargo operations, the proposed cruise facilities are also of note with regard to long-term sustainability. Facilities would incorporate Leadership in Energy and Environmental Design (LEED) building standards and cruise vessels would be required to plug into shore-side electrical power when docked – substantially reducing emissions while at berth.

Just as we are making the necessary cargo terminal investments for our future, in the coming years it is important for the Port of Los Angeles to revitalize the San Pedro waterfront, make it more community and visitor appealing, and maintain L.A.'s position as a leading West Coast cruise port. For these reasons, I strongly support the San Pedro Waterfront Project proposed by the Port of Los Angeles.

Sincerely,



DON KNABE
Chairman of the Board
Supervisor, Fourth District
County of Los Angeles

DK:lr



CITY COUNCIL OF THE CITY OF LOS ANGELES

TOM LABONGE
COUNCILMEMBER 4TH DISTRICT

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September 29, 2009

President Cindy Miscikowski
The Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, California 90731

Re: San Pedro Waterfront Project - Support

Dear President Miscikowski:

The Los Angeles Times Editorial in today's paper best described the need to enhance one of the city's greatest assets, the San Pedro waterfront at the Port of Los Angeles. Like the great Councilwoman from this area, Janice Hahn, I support the project. Councilwoman Hahn has always kept the Council informed about the needed progress in the Port.

There is no doubt that we need to improve the San Pedro waterfront area so that Los Angeles can compete for business in the current global recession. I support the current proposal's goals of overall economic development including creating jobs, diversifying the job base, enhancing opportunities for trade and improving the infrastructure. Building a world-class, environmentally sustainable "L.A. Waterfront" is a great idea and needs to happen. Cities throughout the world have done this with tremendous success.

In line with the Port's "green growth" approach toward capital development supporting cargo operations, the proposed cruise facilities are also of note with regard to long-term sustainability. Facilities would incorporate Leadership in Energy and Environmental Design (LEED) building standards and cruise vessels would be required to plug into shore-side electrical power when docked – substantially reducing emissions while at berth.

Just as we are making the necessary cargo terminal investments for our future, in the coming years, it's important for the Port of Los Angeles to properly revitalize the San Pedro waterfront, make it more appealing to both visitors and the local community. For these reasons, I support the San Pedro Waterfront Project.

Sincerely,

TOM LABONGE
Councilmember, 4th District

cc: All members of the Board of Harbor Commissioners