



November 18, 2008

Dr. Ralph G. Appy, Director of Environmental Management
Port of Los Angeles
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Dr. Spencer D. MacNeil
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Subject: Response to POLA's San Pedro Waterfront Project

The Central San Pedro Neighborhood Council (CSPNC) was created by the City of Los Angeles to advocate for the interests of the stakeholders in downtown San Pedro. Since our inception in 2002, we have consistently supported the redevelopment of the waterfront to serve residents, local business interests, and all who have a stake in the Los Angeles waterfront. We see this redevelopment as being essential to improving the quality of life for residents, the local economy, and providing good stewardship of our precious waterfront resources.

Upon review of the San Pedro Waterfront Project DEIR released in September of 2008, we have come to the conclusion that the Port's Alternative 4 with certain modifications best meets the goals of our stakeholders. As decided by official action of CSPNC on November 18, 2008, we strongly support moving forward with Alternative 4, and provide the following additional comments to clarify the conditions of our support:

1. All passenger terminals serving the cruise industry should remain concentrated in the downtown area. The Port needs to make a significant investment in the downtown cruise terminal complex as this is situated at the visitor entrance to our waterfront and should be a significant architectural landmark. The existing Berth 93 terminal building is in great need of renovation, and the expansive parking lots fronting it are an eyesore. The renovation or reconstruction of the existing terminal buildings along with the construction of needed ancillary structures should occur in the near future to stimulate waterfront redevelopment and to generate interest among other potential investors. The development of pedestrian-level uses that take advantage of the plaza at the new Swinford water feature should also be a priority. Although the creation of a new North Harbor is appealing, this should not be allowed to take away from the acreage needed to establish an attractive and functional world-class cruise passenger terminal.

2. We agree with other community organizations that find large parking lots on the east side of Harbor Boulevard to be both a waste of prime waterfront property and a barrier to our connection with the waterfront. Off-site structured parking should be built as needed west of Harbor Boulevard in such a manner as to be available for the joint use of cruise passengers and other downtown visitors. We urge the Port to consider providing multi-level structured parking at the site of the Boys and Girls Club surface parking lot, at the Caltrans' Beacon Street parking lot (either in partnership with Caltrans or by purchasing this lot from them), or at one of the Community Redevelopment Agency's downtown opportunity sites. We also support the development of parking structures along the rail yard bluff as proposed by the Port. Any prime parking retained on the cruise terminal complex should be architecturally integrated with redeveloped terminal buildings to be attractive and to retain views of the waterfront.
3. We are especially enthusiastic about the construction of the waterfront promenade, the proposed Downtown Harbor, the 7th Street Harbor, the 7th Street Pier, the Town Square fronting the Maritime Museum, and the pedestrian bridge linking the community at 13th and Beacon Streets to the waterfront. The completion of these projects will do much to generate waterfront excitement and link the community to the waterfront, and should be made a high priority for early completion.
4. The proposed reconfiguration of the connection between Harbor Blvd and Sampson Street, eliminating the 6th Street connection in favor of a streamlined, freeway-like intersection designed to move large quantities of private vehicular traffic from Harbor Boulevard onto the primary waterfront thoroughfare, is a poor plan that neglects its role in providing a key linkage to downtown San Pedro. This intersection, over 300 feet long, would be less safe and not function as well, traffic-wise, as a tried and true compact 90-degree intersection. More importantly, it squanders an unnecessarily large area for roadbed, does not respect our urban-grid formula, and severs a vital connection between downtown and the waterfront. We ask the Port to go back to the drawing board and connect Harbor Boulevard and Sampson Way with a 7th Street extension.
5. We wholeheartedly support the Port's efforts to redevelop and repurpose the Ports O'Call property in order to maximize the benefits which should accrue to this central parcel of waterfront property. Firstly, we ask that redevelopment focus on providing additional regional attractions which do not compete with our downtown economy or cause negative impacts on our stakeholders. While determining how to best meet this goal, we feel it essential in terms of sustainability that the existing key tenants of Ports O'Call who are successful in terms of the numbers of visitors and local customers they serve should be supported with the improvements they need to continue to be successful. We note that the current DEIR simply specifies a certain number of square feet of new development, but we ask the Port to be wary of a generic, developer-created plan that provides standard commercial opportunities without the investment of vision that should be dedicated to a prime waterfront resource. Both urban planning experts and the community should be consulted as to what the highest and best use of this property might be prior to seeking developer proposals for a new master plan. Finally, as we must recommend the elimination of the North Harbor watercut in order to optimize the Downtown Cruise Terminal, we

suggest that "tugboats, visiting historic and naval vessels, and the SS Lane Victory" be located in either the Downtown Harbor or along the Ports O'Call waterfront in order to keep these essential services and attractions prominently positioned along our waterfront.

6. With respect to the proposed conference center in Ports O'Call, we ask that the Port do all that is possible to place this needed facility at a waterfront location that is integrated into a visionary master plan for waterfront redevelopment. We note that these large facilities have the potential to create a zone of relative inactivity when sited within a regional tourist-serving attraction. A water-view location closer to downtown with integrated parking facilities is most desirable. We ask the Port to consider locating it atop the proposed bluff-fronting parking structures.
7. Finally, we have these concerns about three major elements that were NOT included in the DEIR:
 - a) The Port should meet its commitment to linking downtown to the waterfront by extending the Red Car line or providing some other attractive form of public transport that connects downtown to the 6th Street Red Car station.
 - b) The City of Los Angeles Community Redevelopment Agency has been advocating for linkages between downtown and the waterfront that include a partnership between their organization and POLA for the creation of a joint use parking structure on one of their downtown opportunity sites. Providing downtown parking options for cruise passengers would encourage these visitors to enjoy San Pedro before being shuttled off to the cruise terminal.
 - c) The much discussed Maritime and Marine Science Research Center should be included in the Port's master planning for the waterfront, as this single institution alone has a tremendous potential for positive impact on our economy and the long-term sustainability of the region.

We hope that the Port of Los Angeles will take these comments from the official City of Los Angeles-sanctioned representatives of the stakeholders of downtown San Pedro to heart, and incorporate them into their plans for a truly great waterfront for the City of Los Angeles.

Sincerely,



John Delgado
Central San Pedro Neighborhood Council President

cc: Dr. Geraldine Knatz, POLA Executive Director, P.O. Box 151, San Pedro, CA 90733-0151
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