



January 17, 2006

**SUBJECT: REVISIONS TO THE SAN PEDRO WATERFRONT PROJECT NOTICE OF PREPARATION (NOP)**

Antonio R. Villaraigosa, *Mayor  
City of Los Angeles*

**Board of Harbor  
Commissioners**

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*President*

Jerilyn López Mendoza  
*Vice President*

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The Environmental Management Division of the Los Angeles Harbor Department, in conjunction with the US Army Corps of Engineers (ACOE), is preparing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the following project in the Port of Los Angeles:

**San Pedro Waterfront Project**

On December 22, 2006, a Notice of Intent/Notice of Preparation (NOI/NOP) was released for public review. More detail is now being provided regarding project elements included in the NOP. The attached notice documents this change to the NOP, which includes extending the Red Car Line to Cabrillo Beach, the Outer Harbor Cruise Terminal, and Warehouse No. 1.

This change to the project description results in an expansion of the project area, which previously ended at Berths 49-50. The project area will now include the 22<sup>nd</sup> Street Landing Area parcel up to and including Crescent Avenue, and extend to Cabrillo Beach to incorporate the proposed right of way and associated stations for the Red Car. Potential significant impacts, as outlined in the attached notice, will be analyzed in the Draft EIR/EIS. The public scoping meeting for the project is on January 23, 2007 at the Crowne Plaza Hotel in San Pedro from 6:00pm – 8:30pm. Written comments to the Corps and Port regarding the Project changes will be received until February 28, 2007. We anticipate releasing the Draft EIR/EIS in late Fall 2007.

All comments received as part of the previous 2005 scoping period, referring to the San Pedro Waterfront Bridge to Breakwater Project, will remain part of the administrative record and be addressed in the Draft EIR/EIS. Please submit any additional comments, concerns, recommendations on the route of the Red Car, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIR/EIS for the project. It is requested that your comments be sent to U.S. Army Corps of Engineers, Los Angeles District, Regulatory Branch and the Los Angeles Harbor Department, c/o Dr. Spencer MacNeil and Dr. Ralph G. Appy, 915 Wilshire, Los Angeles, CA 90017-3401. If you have any questions, please contact Jan Green Rebstock, Project Manager at (310) 732-3949.

Sincerely,

RALPH G. APPY, Ph.D.  
Director of Environmental Management

RA:JGR  
File:Y:\\_General Clerical\Letters\041122-208 San Pedro Waterfront Project\Revision Notice Cover Letter 01-16-07.DOC  
ADP No. 041122-208



# **SPECIAL PUBLIC NOTICE**

## **SAN PEDRO WATERFRONT PROJECT - Red Car Extension**

### **REVISED NOTICE OF PREPARATION**

**January 17, 2007**

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The Environmental Management Division of the Los Angeles Harbor Department in conjunction with the US Army Corps of Engineers (USACE) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Pedro Waterfront Project. Pursuant to both NEPA and CEQA, a Notice of Intent (NOI) and a Notice of Preparation (NOP) was prepared and mailed out December 22, 2006.

### **Description of Red Car Project Elements**

Since the NOI/NOP was released, the Port is providing more detail to the project description. This information results in:

- Inclusion of extension of the Red Car line as a project element. The Port is conducting a feasibility study on the extension of the Red Car line to various locations along the waterfront. A detailed program for the extension of the Red Car is not yet available. However, as the Project currently proposes construction of a Red Car Museum and maintenance facility, there is a desire by the Port to include the environmental review for the Red Car extension to certain areas in the San Pedro Waterfront Project EIR/EIS. Therefore, new project elements will include the potential extension of the Red Car line to Cabrillo Beach, the Outer Harbor Cruise Terminal, and Warehouse No. 1. Construction of additional stations would be required. The Port may also consider alternate modes for portions of the potential alignments, such as a rubber-tired trolley, as opposed to a fixed rail.
- Expansion of the project area, which will now be extended to include the 22<sup>nd</sup> Street Landing Area, Crescent Avenue, Shoshosean Way, and Cabrillo Beach. Please see Revised Figure 3, Local Vicinity, which delineates the project area boundaries. Figures 5 and 6 have also been revised to reflect the entire project area down to Cabrillo Beach. Inclusion of the 22<sup>nd</sup> Street Landing Area parcel and Crescent Avenue in the project area boundary is only to facilitate the extension of the Red Car line and construction of related stations.

### **Description of Potential Routes**

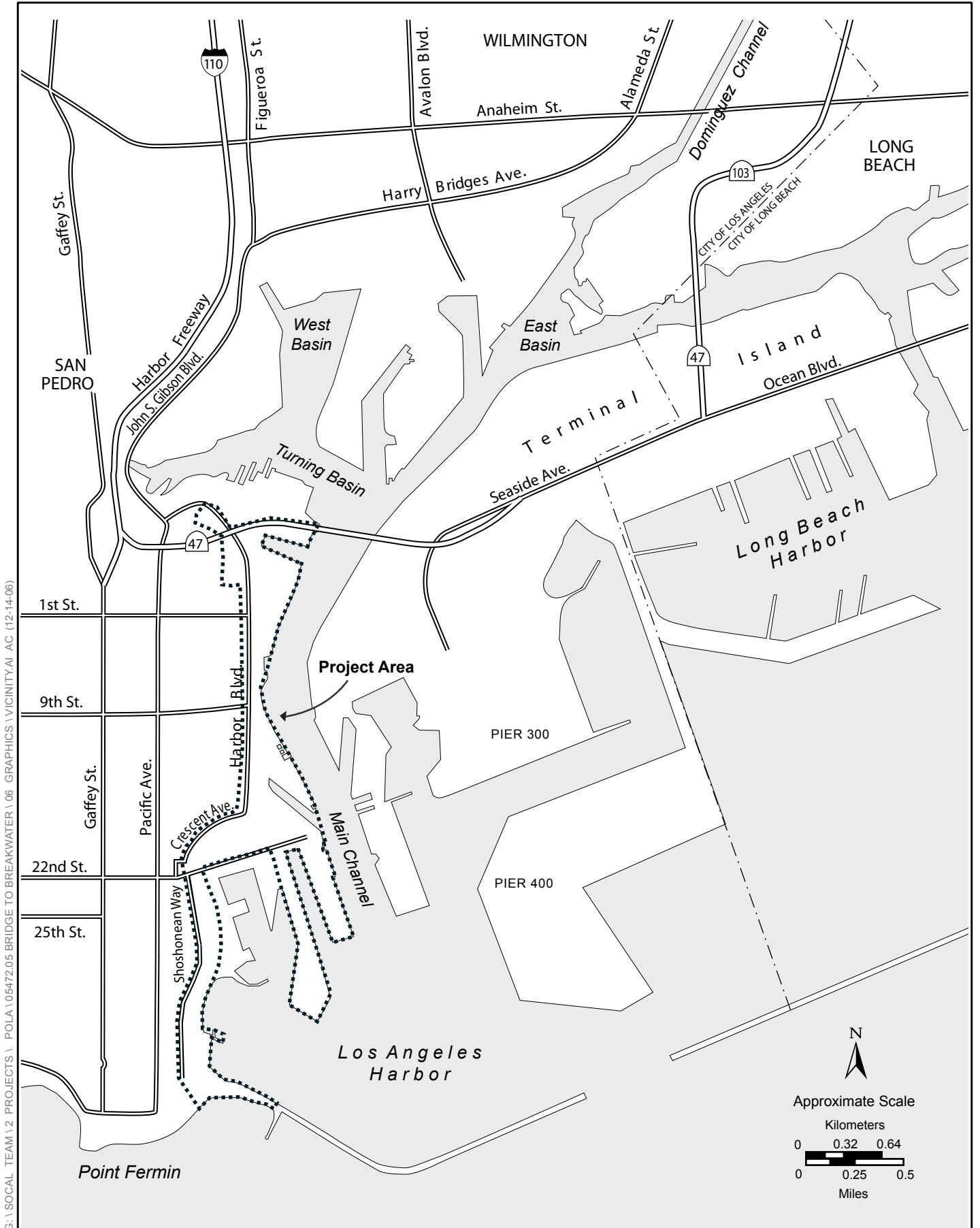
The best routes of the Red Car line to will be determined by the feasibility study. The route to Cabrillo Beach could be in the middle of 22<sup>nd</sup> Street, along the northern edge, somewhere within the 22<sup>nd</sup> Street Landing Area Parcel, or on top of the bluff along Crescent Avenue. The Red Car alignment around Ports O' Call to Warehouse No. 1 may also be located within the median of Sampson Way as part of the proposed street widening, beginning in the Ports O'Call area and extending south to 22<sup>nd</sup> Street.

## Potential Environmental Issues

The extension of the Red Car could potentially result in additional environmental impacts that were not previously identified in the NOI/NOP. The key environmental issues associated with the extension of the Red Car that would be addressed in the Draft EIS/EIR are described below. Additional issues may be identified during the scoping process.

- aesthetic and visual impacts associated with construction of the alignment, and long-term operational impacts resulting from the catenary poles and overhead electrical power lines;
- air quality impacts from construction of the alignment, and potential beneficial long-term operational impacts due to provision of alternative modes of transportation within the Port;
- biological impacts related to the alignment, which may potentially disturb the freshwater marsh in the 22<sup>nd</sup> Street Landing area or upland vegetation adjacent to the salt marsh habitat along Shoshosean Road (the fenced in area will not be encroached upon);
- cultural resources impacts related to potential historic and prehistoric archaeology that may exist within the alignments, and potential indirect effects on historic buildings and structures adjacent to the alignments;
- geological impacts associated with potential cut and fill slopes for the rail alignments;
- hazards and hazardous materials impacts related to potential disturbance of contaminated areas affected by existing and former uses along the alignments, and potential operational issues associated with exposure to hazardous facilities (i.e., Westways) that could pose health and safety risks;
- hydrology and water quality impacts resulting from construction related erosion and long-term drainage within the alignments;
- public services impacts related to increased demand on fire, police, emergency response, and other public services in the event of accident or emergency;
- recreation issues related to potential disruption to park areas from the alignment or alternative alignments;
- impacts related to traffic and transportation, such as pedestrian safety and vehicular circulation conflicts at grade crossings, and potential beneficial effects from providing alternative modes of transportation along the waterfront; and
- cumulative impacts from past, present, and foreseeable future projects.

A public scoping meeting will be held on January 23, 2007 at the Crowne Plaza Hotel in San Pedro to further define and accept input on the scope of the Draft EIR/EIS. The 66-day review and comment period will end on February 28, 2007. Please submit your comments, concerns, mitigation measures, recommendations on the route of the Red Car, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIR/EIS for the project. The Draft EIS/EIR is anticipated to be completed and provided for public review in late Fall, 2007.

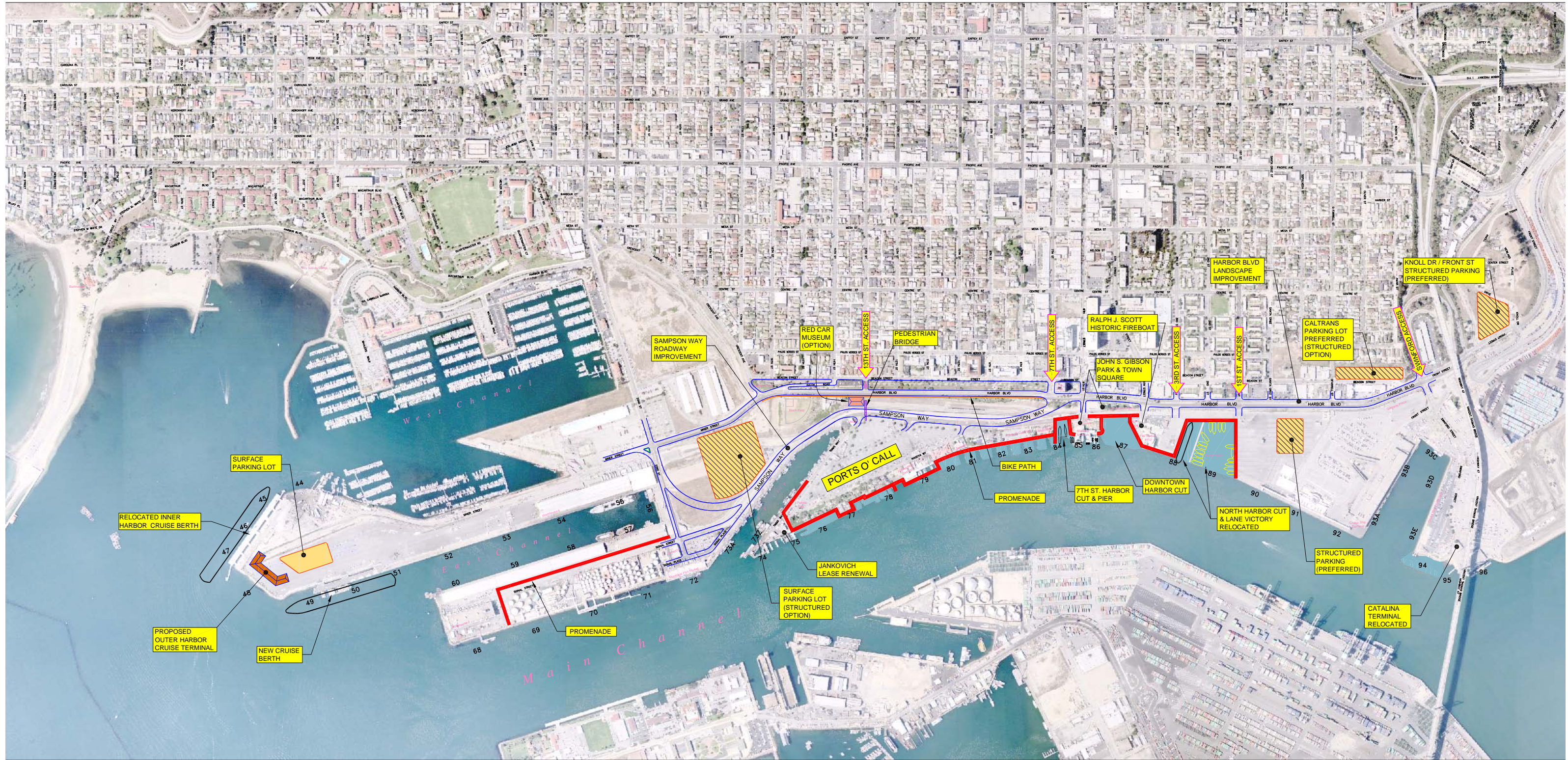


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SOURCE: Port of Los Angeles, 2002



**Figure 3**  
**Local Vicinity**  
**San Pedro Waterfront Project**



PROPOSED PROJECT ELEMENTS

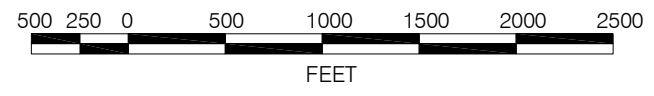


Figure 5  
Proposed Project Elements  
San Pedro Waterfront Project

