

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.

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I N D E X

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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

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 has
25 applied to my agency for a permit to create three new

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

25 Ralph.

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

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

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

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

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 impacts are laid out there
9 for you. We have several unavoidable significant
10 impacts. Some that were less than significant after
11 mitigation and some that we were able to mitigate to
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

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 Inner Harbor Boulevard. It stands in its existing
8 capacity. Sampson Way is widened into two lanes in each
9 direction.

10 In Alternatives 1 and 2, we look at creating a
11 cul de sac at 13th Street, right here, which would limit
12 the traffic this way on Harbor Boulevard. You would have
13 access into the parking structures, but what we would
14 then do is extend Crescent Avenue down to Sampson Way.

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

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

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

1 main thoroughfare.

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

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

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

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

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

1 required, and no new cruise berths.

2 And this is looking at Project Alternative 6
3 would be "No Project." So what if the Project is not
4 approved, what could you assume would reasonably occur
5 anyway?

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

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

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

1 should be addressing your written comments to. And we
2 also will receive comments by e-mail.

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

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

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

23 As I mentioned earlier, if you would like to
24 speak during the second session, you must fill out a
25 speaker card and give it to one of the Corps staff

1 identifiable by their Corps ID badges. Please do this
2 before the second session begins.

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

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

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

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

1 Councilwoman Hahn.

2

3 PUBLIC COMMENTS

4

5 MS. HAHN: Thank you very much.

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

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

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

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

25 One of the five cities was Charleston, West

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

10 I like the considerate amount of open space
11 that's included in this proposal. It's important that we
12 focus on linkages to the California Coastal Trail, like
13 the Royal Palm Beach, White Point Major Conservancy,
14 Angel's Gate, Point Vernon Park.

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

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

24 We know that giving people an opportunity to
25 view the working Waterfront is instant entertainment and

1 something we should take advantage of. We need to allow
2 people to walk alongside this water.

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

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

13 (Applause).

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

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

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

1 area and the San Pedro community."

2 After I read that statement, there's no better
3 way to connect the Waterfront to the community than
4 providing transportation that links Downtown San Pedro
5 with the Waterfront; and the Red Car can do that.

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

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

14 (Applause.)

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

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

1 something that benefits everyone.

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

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

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

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

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

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

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

13 Thank you very much for your attention.

14 Let's build the Waterfront.

15 (Applause.)

16 COLONEL THOMAS MAGNESS: Thank you,
17 Councilwoman.

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

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

25 Also, I want you to know that the Commission

1 has not prejudged any aspect of this Project. What's
2 being described here tonight is the Commission Staff's
3 Proposal. It, of course, will be considered along with
4 all the comments that everyone will make.

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

7 Thank you.

8 COLONEL THOMAS MAGNESS: Thank you.

9 Next please. For ten minutes, representing the
10 Sierra Club, Tom Politeo.

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

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

15 Thank you very much. My name is -- well, she
16 was saying all of the things I wanted to hear.

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

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

25 I hope that my nieces and nephews won't kick me

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

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

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

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

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

23 However, if we wait until climate change is the
24 most painful, we will be too late. There will be no
25 more -- the water supply to California will be gone as

1 well. Food will be so expensive and scarce around the
2 world, hundreds of millions will starve to death. The
3 poor in the United States will struggle to feed
4 themselves.

5 This is why a climate change is insidious. If
6 we wait on it to act -- if we wait to act on it before it
7 becomes the most painful problem we face, it will be too
8 late.

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

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

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

1 American poor feel it, it will be devastating the world
2 for it. All around the world it will be
3 disproportionately felt by people of color. It will kill
4 people by the hundreds of millions.

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

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

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

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

1 California so important. We have the opportunity --
2 perhaps more than anywhere else in the world -- to create
3 a better lifestyle that others will, in turn, follow.

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

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

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

25 In our Waterfront adjoining areas we need to

1 create an attraction of such strong appeal that it just
2 rips people out of their cars and entices them to walk,
3 bike, and go on the Red Car, and have a great time in a
4 sparkling urban oasis which is free of cars.

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

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

18 If we work this from the perspective of
19 "business as usual," we'll be stuck with the same results
20 as usual. It is madness, as Einstein suggested, to keep
21 on doing the same thing and expect a different result.

22 This is why the Sierra Club is asking the Port
23 to work with redeveloping transit parks, recreational,
24 and other agencies to develop a Waterfront plan that
25 brings all the element s together. We need to

1 dramatically reduce our carbon emissions.

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

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

14 Unfortunately, none of the Port's Waterfront
15 Alternatives go far enough. As long as we think we can
16 draw a line around the Project and count the number lead
17 private buildings we put inside of it, it never will.

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

25 We need to help each person live producing a

1 good lifestyle using much less carbon. This is why the
2 Sierra Club will support the Sustainable Waterfront Plan
3 as our starting point for discussion.

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

9 This is why the importance of what we do here
10 transcends not only to San Pedro and Los Angeles, but the
11 state as well.

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

17 Thank you.

18 COLONEL THOMAS MAGNESS: Thank you.

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

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

1 so the transcript and it is complete.

2 Thank you.

3 MS. DUVIVIER: I'm sorry my back is to all of
4 you.

5 My name is Isabelle Duvivier. I'm representing
6 the Los Angeles Waterfront Working Group, a coalition of
7 local, regional and statewide neighborhoods and business
8 and environmental organizations, such as the Sierra Club,
9 members of American Institute of Architects, the State
10 Costa Conservancy, and many of the neighborhood 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
14burdened with the reality that we cannot continue to do
15business as we've been doing, as Tom already very
16eloquently described.

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

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

1 negatively impacts the Cabrillo Beach recreational area.
2 Not only does it impact the use of the Small Craft
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

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 Coastal 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 nursery for baby and small fish. Due to
24 the warmer temperatures, the shallow water is protection
25 from predators. By protecting, expanding, and cleaning

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. DUVIVIER: Shared parking would also
17 encourage people to park downtown and walk enjoying the
18 local 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 orchards, 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. DUVIVIER: 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 Burlingame Smith.

21 Is June here?

22 MS. SMITH: My name is June Burlingame Smith.
23 I 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.

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.

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

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

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

23 Recognizing the Ports O'Call should also be
24 expanded and modernized, but not tripled in size so it
25 would threaten existing downtown business and future

1 development near and in downtown.

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

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

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

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

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

20 Just to be clear, this was passed by the Port
21 and Environment Committee and will go before the whole
22 council before the month is up. Because of the length of
23 the comment period, we didn't have that opportunity
24 before.

25 Time is -- has it changed yet?

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

3 MR. WARREN: Thank you.

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

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

17 We're asking you not to dedicate the south end
18 of the Harbor to Cruise Ships and to people who can pay
19 \$10,000 a couple to go away for a week, but to reserve
20 the area for the 3 million people within 45 minutes from
21 here for recreations and I've listed those. We're asking
22 to create this space for parks by the Waterfront.

23 Imagine 50 to 100 years in the future. What
24 would be the greatest gift to the future that we could
25 make? To dedicate this precious resource to now and to

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

6 I thank you for the opportunity to speak.

7 COLONEL THOMAS MAGNESS: Thank you very much.

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

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

23 (Brief recess.)

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

25 Here's the way we're going to do it: You'll

1 have three minutes to provide individual comments.
2 You'll have three minutes and I will call up three
3 people. So you'll get an idea if you are next or in the
4 spirit of the fact that the World Series Game -- what's
5 tonight? Game 5 is tonight -- you'll need to be "on
6 deck" or "in the hole" and I'll let you know. And what
7 we need to do is proceed rapidly from one to another.
8 Please don't Applause. That could take forever. And I
9 know that you understand the intent here is to give
10 everyone an opportunity to speak and not to let applause
11 take the time that it will.

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

15 So, please, Tom Dorsey.

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

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

25 When you're looking at making things so people

1 can walk more, parking is further away, there might be
2 adequate things taken for people that are physically
3 able.

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

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

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

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

6 Thank you.

7 (Applause.)

8 COLONEL THOMAS MAGNESS: Thank you.

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

11 MR. PAPADAKIS: Thank you.

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

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

23 The only thing that's really sustainable in a
24 poor community is the living a man or woman can make. I
25 want to make that clear about the word "sustainability."

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

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

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

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

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

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

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

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

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

24 Thank you very much.

25 (Applause.)

1 COLONEL THOMAS MAGNESS: Thank you.

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

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

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

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

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

21 Thank you for this opportunity.

22 COLONEL THOMAS MAGNESS: Thank you.

23 David Boyle, please.

24 MR. BOYLE: All right. Thank you.

25 I wanted to add my voice in support of the

1 Project as well. I notice on Page 9 of the Summary of
2 the EIS/EIR that the trail connection of the Coastal
3 Trail -- the Upper Coastal Trail and the L.A. Harbor
4 Coastal Trail. I've done a liveaboard -- a sailboat
5 liveaboard for 18 years and a member of the Cycling Club.
6 We ride this Harbor Trail regularly. And where the two
7 trails join, there's a railroad crossing there. The
8 tracks are at a difficult angle that's quite dangerous.
9 We've had several accidents there. The only way to get
10 across that -- because the way the highway changes, if
11 you follow the traffic flow, you're going to end up
12 paralleling the tracks -- so you have to cross the tracks
13 at 90 degrees and go out into the traffic lanes in order
14 to make a 90-degree turn. If you could include that in
15 your planning, that would be really beneficial.

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

18 (Applause.)

19 COLONEL THOMAS MAGNESS: Thank you, David.

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

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

1 Thank you.

2 (Applause.)

3 COLONEL THOMAS MAGNESS: Thank you, Lenny.

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

7 Please, Roland and then Jill would follow you.

8 Roland, please.

9 MR. ROTHMAN: Thank you.

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

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

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

25 Thank you.

1 (Applause.)

2 COLONEL THOMAS MAGNESS: Thank you, Roland.

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

5 Please, Jill Rothman.

6 MS. ROTHMAN: That's okay.

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

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

16 (Applause.)

17 COLONEL THOMAS MAGNESS: Thank you.

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

20 Joe Garcia, please.

21 MR. GARCIA: Thank you.

22 My name is Joe Garcia and I'm going to be
23 speaking to you on two fronts. One is a profession of
24 civil engineering that's practiced here for the last 15,
25 20 years. And secondly as a citizen and ex-resident of

1 San Pedro.

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

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

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

15 Thank you very much for the opportunity.

16 (Applause.)

17 COLONEL THOMAS MAGNESS: Thank you, Joe.

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

20 Kathleen.

21 MS. WOODFELD: Good evening. Thank you.

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

25 I believe that this Sustainable Waterfront Plan

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

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

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

24 But then again, it has been stated over and
25 over, the elbow design berth would accommodate all types

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

6 I'm also concerned that the study that shows
7 that we need two Outer Harbor berths plus the berth that
8 we have -- the two berths that we have in Inner Harbor
9 was done in 2006, and that the -- it had changed
10 dramatically since then. And I think there might be an
11 overstatement of the cruise industry. And I think that
12 if we build two berths in Outer Harbor, not only are we
13 bringing all kinds of impacts to this community, but
14 we're creating a scenario for what's called "Destination
15 Ships," where people specifically go on the ship only to
16 have that be the destination and they don't come off the
17 ship to spend their money. And this would be very
18 unfortunate for us.

19 Thank you.

20 (Applause.)

21 COLONEL THOMAS MAGNESS: Thank you, Kathleen.

22 Elizabeth Warren and Jean Alexander and Vanessa
23 Rodriguez.

24 MS. WARREN: Good evening.

25 My name is Elizabeth Warren. I'm the Executive

1 Director of Future Ports and a resident of San Pedro.
2 Thank you for the opportunity to provide comments tonight
3 on this important Project. This Project is critical to
4 grow San Pedro's economic strength and stability.
5 However, it's also very important to this region as a
6 whole.

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

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

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

25 We also want to protect our environment and

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

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

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

24 I've always said that San Pedro is the best
25 kept secret in L.A., But we can't stay a secret to

1 survive. Doing nothing is not an option any longer.
2 We've had no significant construction for years and all
3 we've gotten for is six or seven years in time and money
4 spent on environmental documents and no projects.

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

10 Thank you.

11 (Applause.)

12 COLONEL THOMAS MAGNESS: Thank you.

13 Jean Alexander and Vanessa Rodriguez.

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

23 And also I have a boat that's over 40 feet
24 long. And slowly we've been losing all the boat yards in
25 the L.A. Harbor that conserve our boats. And there are

1 still a few, but we're losing a lot. We've lost a lot
2 like San Pedro Boatworks, where I hauled boats out for 30
3 years.

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

13 Thank you.

14 (Applause.)

15 COLONEL THOMAS MAGNESS: Vanessa.

16 MS. RODRIGUEZ: Good evening. Vanessa
17 Rodriguez with the Los Angeles Area Chamber of Commerce.

18 The L.A. Chamber area is the largest and oldest
19 business organization in the county representing over
20 1,600 member companies and over 800,000 employees.

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

1 industrial presence.

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

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

12 Last August the Los Angeles Times reported the
13 region's unemployment rate at 7.1 percent; one of the
14 highest in the country. With such a staggering
15 percentage, we can all agree it is imperative to do this
16 for our country by supporting economic development
17 projects.

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

24 Following the project's completion, the Project
25 will sustain 738 permanent jobs in addition to 645 cruise

1 related jobs.

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

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

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

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

14 Thank you.

15 (Applause.)

16 COLONEL THOMAS MAGNESS: Thank you.

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

19 Please, Steve Blount.

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

22 I'm a candidate of the Assistant of the
23 Assembly District which encompasses Seal Beach and
24 Huntington Beach and they have some community concerns;
25 environmental and energy issues as to San Pedro.

1 I'm a former member of the San Pedro Peninsula
2 Chamber of Commerce and I'm a current member of the
3 Harbor Association of Industry and Commerce. And I work
4 for Union Minerals and that was at Berth 52 and Mobile
5 oil at Berth 46.

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

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

1 is it was Pea Soup Fog and this conversation was clearly
2 heard and I'll end it with this point well made.

3 Following conversation between a man and a
4 woman:

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

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

8 COLONEL THOMAS MAGNESS: Thank you, Steve.

9 John Schafer.

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

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

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

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

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

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

22 I've got a degree in Political Science and I've
23 worked on a lot of these developments inside downtown
24 L.A. But I have two members that I've met -- that I've
25 known for over 20 years who recently passed away in large

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

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

9 Thank you.

10 (Applause.)

11 COLONEL THOMAS MAGNESS: Jon Miller.

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

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

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

22 For example, a study reported in the American
23 Journal of Epidemiology this month of 66,000 nurses over
24 a 10-year period showed that for a 12-month exposure of
25 an increase in 10 micrograms per cubic meter in PM-10

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

9 Also, I'm concerned that if we have the new
10 cruise terminal at Kaiser Point and the cruise industry
11 goes down as it is doing right now, that the berth -- the
12 ships will preferentially go out to Kaiser Point. That
13 will drain all the passengers away from the downtown area
14 where they could have contributed to the economy if
15 they're all bussed out to Kaiser Point and put into the
16 cruise ship bubble where every dollar spent is spent with
17 the Cruise Ship Company. I'm afraid that we may be
18 overbuilding and preferentially draining away from
19 downtown with this Project.

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

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

5 I agree that we should not put parking by the
6 sea. That is a waste of valuable land. I want to see
7 this Project come through and give us the best Waterfront
8 we can have. We need to preserve our Ports O'Call and
9 honor it and make it better and not destroy it. And I
10 agree with everyone that said that doing nothing is not
11 an option. We must do something, but we've got to do the
12 right thing.

13 Thank you.

14 (Applause.)

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

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

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

20 Mike Caccavalla?

21 Carmen Trutanich and Michael Manio.

22 MR. TRUTANICH: My name is Carmen Trutanich.

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

25 I can remember when San Pedro was full of jobs.

1 As a kid I grew up and worked. 10,000 people employed
2 across the bay. The slips were full of ships and there
3 was a lot of things to do.

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

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

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

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

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

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

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

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

17 Thank you.

18 (Applause.)

19 COLONEL THOMAS MAGNESS: Thank you.

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

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

25 Our company is a small business owned --

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

11 Thank you.

12 (Applause.)

13 Colonel THOMAS MAGNESS: Thank you, Michael.

14 Juan Soto, Don Norton, and John Mavar.

15 MR. SOTO: Good evening. My name is Juan Soto.

16 I have been working at Ron's Jewelers for the past 27
17 years. I've seen this town go from economic to an
18 economic upturn where everything was going right -- there
19 was industry here; there were jobs; people were spending
20 money -- to now, where there's a trickle down in the
21 economy. We're at the bottom of the run. And it hurts
22 me to see this town the way it is now because I know that
23 it's a much better town. And if we don't do something
24 soon, if we don't get this thing started, it's going to
25 get worse.

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

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

20 So I wholeheartedly support the proposed plan.

21 Thank you.

22 (Applause.)

23 COLONEL THOMAS MAGNESS: Thank you, Juan.

24 Don Norton, John Mavar, Robert Brandon.

25 Don?

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

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

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

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

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

25 Thank you.

1 (Applause.)

2 COLONEL THOMAS MAGNESS: Thank you, Don.

3 John Mavar, Robert Brandon, Charles Brockett.

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

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

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

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

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

22 Enhance and fix up Ports O'Call. Ports O'Call
23 works on the weekends, but not for everybody in San
24 Pedro. Please look at enhancement, but also providing
25 for people to come off of the hill and from all over L.A.

1 to enjoy our Waterfront.

2 Thank you very much.

3 (Applause.)

4 COLONEL THOMAS MAGNESS: Thank you, John.

5 Robert.

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

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

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

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

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

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

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

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

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

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

19 Thank you.

20 (Applause.)

21 COLONEL THOMAS MAGNESS: Thank you, Robert.

22 Charles Brockett.

23 MR. BROCKETT: Hello. I'm Charles Brockett, a
24 20-year resident of San Pedro. I live in the 2800 block
25 of Peck, which is between Gaffney and Pacific. I'm a

1 retired engineer.

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

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

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

18 MR. BROCKETT: This was submitted as a response
19 to the presentation you made in January, the 23rd of
20 January. I got it in by the deadline. It was inputs to
21 that version of the plan.

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

1 MR. BROCKETT: So did you read it?

2 DR. RALPH APPY: Yes, we did.

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

5 DR. RALPH APPY: Definitely.

6 MR. BROCKETT: Good. Thank you.

7 Colonel THOMAS MAGNESS: Thank you, Charles.

8 (Applause.)

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

11 (Brief recess.)

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

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

1 approximately six months.

2 So the young kids' lungs in the area probably
3 look a lot like this from the air pollution. And about
4 five or ten years ago, I suggested that the Ports of Los
5 Angeles, Long Beach, invest in setting up a distribution
6 network for bio-diesel B-100, and a cold weather blend,
7 and ethanol. Hopefully, we would be able to convert
8 gasoline-powered vehicles in the area to burn on E-100 or
9 E-85, and non-motorized compressed natural gas and, of
10 course, electric vehicles.

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

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

23 And I'd like to suggest that we bring the
24 electric trolleys back and route them across the entire
25 panels for each peninsula.

1 And extending the Harbor Boulevard behind the
2 park at 22nd Street would be a logical step. And also
3 eliminating the other cruise terminal due to excess
4 traffic and air pollution is highly recommended.

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

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

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

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

24 And also I'd like to back up the Sustainable
25 Plan that was presented this evening as being the best

1 plan. And I think you should trash your plan as it is
2 presently stated and adopt the Sustainable Plan.

3 Thank you.

4 (Applause.)

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

7 MR. WELSH: Yes.

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

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

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

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

8 Thank you very much.

9 COLONEL THOMAS MAGNESS: Thank you, Richard.

10 Richard, you realize he was just an actor?

11 Scott Carter, Rick Whearty, and Steve Shorr.

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

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

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

24 The feedback I receive from the water sports
25 people that I've talked with at Willow Beach -- over the

1 years and just recently -- it's mostly wind surfers and
2 kayakers that use the Outer Cabrillo Harbor on the inside
3 of the breakwater.

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

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

17 Addressing Figure 2-A drawing, with the
18 boardwalk being built in front of the Scout Camp will
19 result in removing all safety aspects to any child
20 spending the night there.

21 Can any mother or father here actually want to
22 destroy this long time historical camping facility that
23 serves as an organized water sports facility for the sake
24 of having a few people a day walk on a largely empty
25 boardwalk just to say, "Oh, my. Isn't this nice?"

1 Thank you very much.

2 (Applause.)

3 COLONEL THOMAS MAGNESS: Thank you, Scott.

4 Rick. Come on up here, Rick.

5 MR. WHEARTY: My name Rick Whearty,

6 representing the people of the City of Los Angeles, the
7 boaters around here.

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

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

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

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

1 just needs to be improved.

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

5 I've presented a couple things at the Port
6 commission meetings about the Port Everett Fashion
7 District, which has been deemed a complete success. In
8 that document that I gave to Geraldine Knatz there's some
9 comments that every boat generates almost 50 ancillary
10 jobs. So that the expansion of the Port marinas, a boat
11 yard, and the ancillary businesses that support
12 recreational boating, powerboat, sail, windsurfing -- all
13 these things really benefit the community with a
14 relatively non-polluting method of creating employment
15 within this Port. And as for the restaurants and all the
16 uses that can come out of this -- of expanding the
17 recreational uses for the boating public can be very
18 beneficial.

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

1 So for the people of Southern California this
2 has to be looked at. The Newport Harbor Shipyard was
3 created from the Old Shipyard and proved to be a great
4 success. It has restaurants and a boat yard that's all
5 clean. It generates a lot of business. You know, San
6 Diego has pursued, you know -- Livermore Marina, Pier 39,
7 which has been a complete success.

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

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

17 Time?

18 All right. Thank you very much.

19 COLONEL THOMAS MAGNESS: That's it.

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

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

24 Gary Dwight, Joe Gatlin, and then Kevin Ramsey
25 will be after Joe.

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

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

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

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

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

24 Thank you very much.

25 (Applause.)

1 COLONEL THOMAS MAGNESS: Thank you, Gary.

2 Joe.

3 MR. GATLIN: How you doing, sir.

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

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

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

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

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

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

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

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

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

3 Thank you.

4 (Applause.)

5 COLONEL THOMAS MAGNESS: Thank you, Joe.

6 Kevin Ramsey, Sue Castillo, Carmine Sasso.

7 Kevin.

8 MR. RAMSEY: Thank you, Colonel.

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

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

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

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

23 In addition to the Harbor Board of
24 Commissioners who recently approved the Small Business
25 Enterprise Program and set a 25 percent Small Business

1 Enterprise Goal. San Pedro and Wilmington communities
2 are impacted by the positive and negative impacts of the
3 Port of L.A.

4 As an International Port, these communities and
5 regions should receive the economic benefits of jobs and
6 opportunities on Port related business; homeland
7 security, modernization, and growth of the poor.

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

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

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

22 Thank you.

23 (Applause.)

24 COLONEL THOMAS MAGNESS: Thank you.

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

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

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

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

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

22 Also, in the Zoning and General Land Use
23 Designation, they talk about various commercial uses in
24 supporting these areas for the west -- for the Cabrillo
25 Beach West Basin area, recreational use, but then it

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

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

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

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

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

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

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

10 COLONEL THOMAS MAGNESS: Thank you, Sue.

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

13 Carmine, please.

14 MR. SASSO: Thank you.

15 I'll just be really -- I'll be really quick.
16 My name is Carmine Sasso. I'm a lifelong resident in San
17 Pedro; born and raised here and seen it go through many
18 changes.

19 I support the Port's plan. What we need to do
20 is get past all the political and special interest
21 rhetoric and start moving forward. We're wasting
22 valuable time. We need to initiate and move forward so
23 that the community can thrive and prosper.

24 If you're ever on the Daily Breeze website,
25 some of the blogs that are on there, you can click on

1 those blogs and you can read about whatever story that
2 they're reading -- writing about.

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

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

18 Thank you.

19 (Applause.)

20 COLONEL THOMAS MAGNESS: Thank you, Carmine.

21 Melanie Anne McAllister, Julie Scolville

22 (phonetic), and Joe Amalfitano.

23 Melanie.

24 MS. MCALLISTER: Hi. My name is Melanie

25 McAllister. I'm a 15-year resident of San Pedro and I'm

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

5 I realize this may be a swear word now or
6 politically incorrect, but my husband and I are just
7 trying to walk from the Bridge to the Breakwater. That's
8 all. I don't know why it's taking three years to walk
9 from the Bridge to the Breakwater, but every night we
10 walk down along the new area -- Promenade -- and for
11 health concerns for -- he has high blood pressure,
12 diabetes, and for weight loss concerns. So we're just
13 simply trying to walk from the Bridge to the Breakwater.

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

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

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

5 Thank you for your time.

6 (Applause.)

7 COLONEL THOMAS MAGNESS: Thank you.

8 Julia Scolville. Come on up here, Julia.

9 And then Joe Amalfitano is after Julia.

10 MS. SCOLVILLE: My name is Julia Scolville.

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

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

13 And I'm speaking particularly about the Waterfront and

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

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

16 science of sailing and so forth.

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

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

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

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

21 place to place just using the wind.

22 Now, the other speakers talked about Long

23 Beach. Long Beach is a smaller city than L.A. and it has

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

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

1 (Applause.)

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

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

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

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

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

24 I know that in previous meetings there's the
25 Master Developer is going to come in. And I would assume

1 that if a Master Developer feels that a Cruise Ship
2 Terminal does not fit for the south end, then I guess it
3 won't be there.

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

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

17 Thank you very much.

18 (Applause.)

19 COLONEL THOMAS MAGNESS: Thank you, Joe.

20 Michael. Then William Lyte and Andrew Silber.

21 Just a few more, folks.

22 Mike, please.

23 MR. LABISON: Good evening.

24 I'm Mike Labison and I was born here. No. I'm
25 sorry. I was born in Compton. That's up the road. I

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

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

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

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

17 This is a vital Harbor. It's a great place to
18 live and work. And I'm in support of this Project top to
19 bottom.

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

24 I was the Project Manager for the company here
25 at Phase 1 at the Pier Project. And I've worked on it

1 through Phase 2 and Phase 3. And the Harbor Project is
2 still an open issue right now.

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

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

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

22 (Applause.)

23 COLONEL THOMAS MAGNESS: Thank you, Michael.

24 William Lyte.

25 We have five more, Ladies and Gentlemen.

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

4 Representing the Harbor Association, which is
5 more than 100 firms with thousands of local employees,
6 I'm speaking tonight. Our Harbor Association also spent
7 at least \$50,000 here at the local restaurants in the
8 last year and as we do every year and intend to do that
9 in the future. So we're very, very supportive of the
10 local community and economy and we're very supportive of
11 this Project. Our Board has reviewed it intensively and
12 came out in very strong support of it.

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

23 I also think that if this Project were
24 approved, it would create a hub for the high tech
25 businesses. That's really what we're working on trying

1 to build a Port Technology Industry. And the high tech
2 people like to come to beautiful places. You know, I
3 want to make sure they come here instead of Long Beach.
4 Long Beach would draw them more business right now, but I
5 think that this is where it's going to be anchored.

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

9 Thank you.

10 (Applause.)

11 COLONEL THOMAS MAGNESS: Thank you, Bill.

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

14 So please, Andrew Silber.

15 MR. SILBER: Thank you.

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

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

23 I'm very supportive of the Draft EIR/EIS. I'm
24 very grateful for the Port for putting it together. I do
25 have some reservations, many of which you've heard

1 already, so I won't dwell on them much.

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

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

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

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

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

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

9 Thank you very much.

10 (Applause.)

11 COLONEL THOMAS MAGNESS: Thank you.

12 Lynn Alvarez.

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

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

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

25 I look forward to getting this started and

1 finished as soon as possible.

2 COLONEL THOMAS MAGNESS: Thank you, Lynn.

3 Did you say "Longshorewoman"?

4 MS. ALVAREZ: That's right.

5 COLONEL THOMAS MAGNESS: I like that.

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

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

10 Is that okay with you, Colonel?

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

14 This is -- like a lot of folks who spoke
15 tonight, I'm a lifelong resident of this community as
16 well. And this is a very important community to all of
17 us. And it's a tough community to get consensus and you
18 may not get consensus, but it is absolutely imperative --
19 and I think you heard tonight -- that we move forward.
20 The opportunity -- a lot of people talked about the
21 opportunity for jobs. A lot of folks have talked about
22 the opportunity for, you know, economic development in
23 this area making San Pedro a destination.

24 Those of us with a long history here remember a
25 different town, remember, you know, things have changed

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

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

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

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

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

5 So let's move forward with this plan. Let's
6 listen to the community. Let's incorporate changes as
7 necessary to make sure you're responsive to all these
8 excellent comments.

9 And thank you for your long attention tonight.

10 (Applause.)

11 COLONEL THOMAS MAGNESS: Thank you, Tim.

12 And James.

13 MR. CAMPEA: Thank you for waiting.

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

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

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

1 Project. The community needs it.

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

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

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

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

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

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

15 Thank you.

16 (Applause.)

17 COLONEL THOMAS MAGNESS: Thank you, James.

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

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

25 Thank you, everyone, for attending. I think

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

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

14 Ralph, any other comments?

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

22 Thank you very much.

23 UNIDENTIFIED SPEAKER: I'd like to just add
24 something. I didn't put a card in there, but I'm a San
25 Pedro resident for 35 years too. And I'd like to see

1 Ports O'Call. I'm from Hembrook and we have -- whenever
2 a ship comes in, we play the National Anthem. For every
3 ship, you should then consider the Ports O'Call. That
4 sounds good.

5 DR. RALPH APPY: Thank you.

6 COLONEL THOMAS MAGNESS: Thank you, sir.

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

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1 STATE OF CALIFORNIA
2 COUNTY OF SAN DIEGO

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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.

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

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