

# Chapter 9 Comments and Responses

## 9.1 ORGANIZATION OF THE COMMENTS AND RESPONSES

This chapter of the Final Environmental Impact Report (Final EIR) contains all comments received on the Draft Environmental Impact Report (Draft EIR) during the public review period, as well as responses to each of these comments. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15088, the City has evaluated the comments on environmental issues received from agencies and other interested parties and has prepared written responses to each comment pertinent to the adequacy of the environmental analyses contained in the Draft EIR. In specific compliance with CEQA Guidelines Section 15088(b), the written responses address the environmental issues raised. In addition, where appropriate, the basis for incorporating or not incorporating specific suggestions into the Proposed Project is provided. In each case, DCP has expended a good faith effort, supported by reasoned analysis, to respond to comments. Although some letters may raise legal or planning issues, these issues do not always constitute significant environmental issues. Therefore, the comment has been noted, but no response has been provided. Generally, the responses to comments provide explanation or amplification of information contained in the Draft EIR.

In total, 15 comment letters regarding the Draft EIR were received from public agencies, organizations, and individuals. Table 9-1 (Comment Letters Received during the Draft EIR Public Review Period) provides a comprehensive list of comment letters in the order that they are presented in this section.

<b>Table 9-1 Comment Letters Received during the Draft EIR Public Review Period</b>					
<i>No.</i>	<i>Commenter/Organization</i>	<i>Letter Code</i>	<i>Letter Date</i>	<i>Page Where Comment Begins</i>	<i>Page Where Response Begins</i>
<b>AGENCIES</b>					
1	Public Utilities Commission	PUC	October 12, 2012	9-6	9-7
2	Native American Heritage Commission	NAHC	August 16, 2012	9-8	9-13
3	Caltrans	CALTRANS	September 27, 2012	9-14	9-16
4	City of Rancho Palos Verdes	CRPV1	September 6, 2012	9-17	9-19
5	City of Rancho Palos Verdes	CRPV2	October 9, 2012	9-20	9-24
6	South Coast Air Quality Management District	SCAQMD	October 9, 2012	9-28	9-32
<b>ORGANIZATIONS</b>					
7	Los Angeles Conservancy	LAC	September 24, 2012	9-35	9-39
8	Croatian American Club of San Pedro	CACSP	August 28, 2012	9-41	9-42
9	Northwest San Pedro Neighborhood Council	NSPNC1	October 8, 2012	9-43	9-71
10	Northwest San Pedro Neighborhood Council	NSPNC2	October 9, 2012	9-95	9-95
11	Grand Vision Foundation	GVF	October 9, 2012	9-96	9-98
12	Sierra Club	SC	October 9, 2012	9-99	9-101

**Table 9-1 Comment Letters Received during the Draft EIR Public Review Period**

No.	Commenter/Organization	Letter Code	Letter Date	Page Where Comment Begins	Page Where Response Begins
<b>INDIVIDUALS</b>					
13	Gayle Williamson	GAWI	October 9, 2012	9-103	9-104
14	Robert Kim Stevens	RKST	August 20, 2012	9-105	9-108
15	Jerry Gaines	JEGA	October 8, 2012	9-109	9-110

## 9.2 COMMENTS AND RESPONSES ON THE DRAFT EIR

This section contains the City’s responses to comments for each comment letter and a master response to global comments made on population data. Original comment letters, which have been bracketed to isolate the individual comments, are each followed by responses to the individual, bracketed comments within that letter. As noted above, and stated in CEQA Guidelines Sections 15088(a) and 15088(b), comments that raise significant environmental issues are provided with responses. Comments that are outside of the scope of CEQA review do not merit a response, but are included within this Final EIR and will be considered by the City of Los Angeles Department of City Planning and City Council prior to taking action on this Final EIR and the proposed project. In some cases, a response may refer the reader to a previous response, if that previous response substantively addressed the same issues.

The City of Los Angeles welcomes all comments; however, opinions and expressions of opposition and support unrelated to physical environmental impacts are not specifically addressed in the Final EIR. The purpose of an EIR is to objectively present information regarding potential environmental impacts of a project. The purpose of accepting comments on a Draft EIR and subsequent publication of a Final EIR is for any errors to be identified and corrected. Opinions concerning issues not addressed by CEQA (such as socio-economic issues) and opinions regarding environmental issues already addressed in the EIR, as well as expressions of opposition or support for a project, are forwarded to the decision-makers for their consideration in taking action on a project, but such comments do not require detailed response in a CEQA document.

### 9.2.1 Master Response #1 – Baseline Data

#### Base Year Population

**Comments:** Several comments were received stating concern that the San Pedro Community Plan Draft EIR utilized 2005 SCAG data for the Base Year, when more recent 2010 Census data should have been used. It is argued that the use of 2005 Base Year data results in a smaller “delta” than if 2010 Census data were used, which understates the impacts disclosed in the Draft EIR. The City has provided additional information in this Master Response #1 to clarify why the 2005 Base Year data used in the Draft EIR is (1) supported by substantial evidence and was adequate for purposes of establishing the appropriate baseline and determining foreseeable significant impacts in compliance with CEQA, and (2) why using the 2010 Census data would not result in new or different significant impacts from those identified in the Draft EIR.

**Introduction:** The CEQA Guidelines require that an EIR include a description of the Base Year conditions against which project-related impacts are compared. Normally, the Base Year is the physical environmental condition that exists when the Notice of Preparation (NOP) is published. However, the CEQA Guidelines recognize that the date for establishing a Base Year cannot be rigid because environmental conditions may vary over time and it may be more appropriate for disclosing impacts to select an alternative baseline. Therefore, the use of a Base Year that differs from the date of the NOP is appropriate when doing so results in a more accurate environmental analysis. Conversely, there is no specific timeline established by the CEQA Guidelines that dictate how much time may pass before the established Base Year physical environmental conditions are no longer acceptable for use as the Base Year.

Land use planning for the San Pedro Community Plan officially began in 2006. The NOP for the San Pedro Draft EIR was published in January 2008. Following the general rule in CEQA Guidelines Section 15125, the Department of City Planning (DCP) identified the year 2005 as the Base Year physical environmental conditions against which project-related impacts are compared. Using the Southern California Associate of Governments (SCAG) 2004 Regional Transportation Plan (RTP), 2005 Base Year estimates in the San Pedro Community Plan Draft EIR were estimated to be 82,112 persons and 29,911 housing units. The Final EIR, including the Draft EIR and Appendix O (Methodology) indicates that the City relied on the best available data and reasonable assumptions to determine the 2005 Base Year conditions in the various impact areas.

Notwithstanding the City's legally and factually supported selection of the 2005 Base Year data, in an effort to respond to comments, the City is providing supplemental data and additional discussion on the more current data to demonstrate that the analysis in the Draft EIR is further validated. Baseline data is comprised of demographic data that is not static. Shifts in demographic data occur continually through the process of analyzing the project. A point in time must be selected to represent the existing conditions. The 2010 Census data was released in April 2011 during the preparation of the Draft EIR. The 2010 Census showed that there were 5,461 fewer persons in the San Pedro Community Plan Area (CPA) in 2010 than were estimated for the 2005 Base Year (an approximately 6 percent decrease). It also showed an increase of 1,751 housing units than were estimated for the 2005 Base Year (an approximate 6 percent increase). Although there is a difference between the 2005 Base Year estimates and the 2010 Census data, the difference does not constitute a significant material change to the scope of the Proposed Project. As discussed in this Master Response #1 – Baseline Data, as well as in the Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3), the difference does not change the impact conclusions presented in the Draft EIR. Therefore, the continued use of the 2005 Base Year data is appropriate and reasonable for the EIR. (For more information on the City's methodology for establishing baseline related to demographics, refer to Appendix O (Methodology)).

**Base Year Conditions.** The State of California requires that cities plan for changes that can affect population, housing demand and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. The regional growth projections are developed by the City of Los Angeles in concert with the SCAG, the Metropolitan Planning Organization (MPO) for the six-county region. SCAG is mandated by Federal and State governments to prepare the Regional Transportation Plan (RTP), a long-range regional transportation plan that addresses regional growth based on an analysis of past and future regional trends. Using the RTP, the Proposed Project is developed to accommodate a small

share of Citywide projected growth within Framework Element identified regional and commercial centers. The Proposed Project assumes growth over the 20-year life of the plan, and could accommodate approximately 83,354 persons and 34,731 housing units.

As mentioned above, the 2010 Census showed that there were 5,461 fewer persons in the San Pedro Community Plan Area (CPA) in 2010 than were estimated for the 2005 Base Year (an approximate 6 percent decrease). It was also showed that there were 1,751 more housing units than were estimated for the 2005 Base Year (an approximate 5.9 percent increase). Since development activity in the CPA between 2008 and 2010 was minimal, factors such as increases in the vacancy rate due to the Great Recession could account for the difference, still other factors warrant consideration. For example, following the release of the 2010 Census, a Congressional Report found that there had been an undercount predominately of Blacks and Hispanics nationwide.<sup>1</sup>

While the 2010 Census indicates a slight decline in population, recent estimates for 2015 show stabilization, if not a slight increase in both population and housing. DCP's 2015 Growth & Infrastructure Report estimates that population and housing within the San Pedro CPA has increased by an additional 1,996 persons (an approximate 2.6 percent increase) and 169 housing units (an approximate 0.5 percent increase) since 2010, bringing the totals within the CPA to 78,647 persons and 31,831 units as of 2015. These figures are shown in Table 9-2 Population and Housing below. The stabilization of the San Pedro's demographics means that continued use of 2005 Base Year data is still reasonable. This is further supported in the Supplemental Analysis, which shows use of 2010 Census data yields substantially similar conclusions to the Draft EIR.

<b>Table 9-2 Population and Housing</b>		
	<i>Population</i>	<i># of Housing Units</i>
2005 SCAG Estimate (Base Year)	82,112	29,911
2010 Census	76,651	31,662
2015 Estimate <sup>a</sup>	78,647	31,831
2030 Proposed Plan (the Project)	83,354	34,731

a. 2015 population and housing estimates come from the Department of City Planning's 2015 Growth and Infrastructure Report.

The population and housing capacity of the San Pedro CPA that was evaluated for the Draft EIR is based on assumptions about the level of development that can be expected to occur during the 20 year planning horizon of the Proposed Project. Shifts in demographics as shown in the 2010 Census are a part of the general economy's cyclical growths and dips, and are expected over the 20-year life of the Proposed Project. As described more fully in Final EIR Appendix O (Methodology), the reasonable expected growth of population and housing in the San Pedro CPA, as evaluated in the Draft EIR, does not explicitly mean that the CPA would be developed to planned levels if demand for the land uses does not exist. The analysis of impacts using projected reasonable expected growth is a disclosure of potential development levels that could exist at the forecasted end-state based on the land uses and policy changes proposed under the San Pedro Community Plan.

<sup>1</sup> The 2010 Decennial Census: Background and Issues Report for Congress, Congressional Research Service, October 18, 2012 (see Appendix P for additional data and supporting exhibits).

**Analysis of 2010 Census Data for the San Pedro CPA.** It is important to note that while an EIR must include a description of the Base Year conditions against which project-related impacts are compared, the “delta,” or difference between the Base Year 2005 conditions and the future 2030 build-out conditions of the Proposed Project is generally assessed in terms of dwelling units or a threshold other than population. Changes in population factor into portions of the analysis for 6 of the 16 impact areas which include (1) Air Quality, (2) Greenhouse Gas Emissions, (3) Noise, (4) Population, Housing and Employment, (5) Public Services and (6) Transportation. Additionally, as described in the Draft EIR, for the majority of the impact areas, the “delta” is not used to determine whether the implementation of the Proposed Project, which has a 20-year planning horizon, would result in significant environmental impacts. Rather, the determination of significance of impacts is based primarily on the end-state conditions, or in this case, whether future conditions under the Proposed Project’s 2030 capacity would exceed established thresholds of significance, as described in the Draft EIR. Supplemental analysis of the other environmental topics evaluated in the Draft EIR with respect to the 2005 Base Year conditions are presented in Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3). The supplemental analysis concludes that the impact determinations presented in the Draft EIR would not change if the Base Year was moved to a more recent date for the purposes of an evaluation of the environmental impacts caused by the implementation of the Proposed Project through the year 2030.

Using the Draft EIR 2005 baseline of 82,112 persons and the Proposed Plan capacity of 83,354 persons, the Proposed Project would represent a “delta” of approximately 2%. Using the 2010 Census population of 76,651 persons as the baseline would change the “delta” to approximately 9%. However, impact areas that utilized a “delta” between 2005 Base Year population and 2030 build-out population were determined to be significant and unavoidable. These impact areas include: air quality, greenhouse gas emissions, noise, and traffic. Use of 2010 Census population would not result in greater impacts, as all impact areas using a “delta” based on 2005 Base Year population data were conservatively analyzed and determined to be significant and unavoidable. Use of the 2010 Census data would show a similar impact since the slight decrease in population does not change whether or not impact threshold has been exceeded. In this case, incremental widening of this “delta” would not result in a determination more severe than significant and unavoidable, as the delta is not substantial and may reflect variations in data collection methods, Census undercounts, or recession related vacancy rates. Once that threshold has been exceeded, the impact is determined significant and unavoidable. The Draft EIR analysis and use of 2005 Base Year population data yields the same impacts as the substantially similar 2010 Census data, and therefore still serves as an appropriate and reasonable Base Year.

## 9.2.2 Public Utilities Commission (PUC), October 12, 2012


### Comments by PUC

**PUC**

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STATE OF CALIFORNIA Edmund G. Brown Jr., Governor

**PUBLIC UTILITIES COMMISSION**  
320 WEST 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



October 12, 2012

Debbie Lawrence  
City of Los Angeles  
200 North Spring Street  
Los Angeles, CA 90012

Dear Ms. Lawrence:


Re: SCH# 2008021004 San Pedro Community Plan

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Draft Environmental Impact Report (DEIR)* from the State Clearinghouse for the proposed City of Los Angeles (City) San Pedro Community Plan project.

RCES recommends that the City add language to the San Pedro Community Plan so that any future development adjacent to or near the shared railroad/light rail right-of-way is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way.

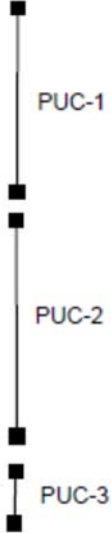
If you have any questions, please contact Ken Chiang at 213-576-7076, email at [ykc@cpuc.ca.gov](mailto:ykc@cpuc.ca.gov).

Sincerely,



Ken Chiang, PE  
Utilities Engineer  
Rail Crossings Engineering Section  
Consumer Protection & Safety Division

C: State Clearinghouse



PUC-1

PUC-2

PUC-3

## Responses to PUC

### *Response to Comment PUC-1*

This comment contains introductory material summarizing the responsibilities of the California Public Utilities Commission over the safety of highway-rail crossings in California. No further response is required.

### *Response to Comment PUC-2*

This comment recommends that the San Pedro Community Plan include language regarding safety for future development adjacent to or near the shared railroad/light-rail right-of-way, and at-grade highway-rail crossings, and suggests potential mitigation measures related to that request. The City's adopted Mobility Plan 2035 addresses the safety of all road users at railroad crossings as a general policy that is a guide for decision-makers when reviewing development projects. Specifically, Policy 1.5 is to "reduce conflicts and improving safety at railroad crossings through design, planning, and operation." These comments are not on the adequacy of the EIR and no further response is required. These comments will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### *Response to Comment PUC-3*

This comment contains closing material and no further response is required.

## 9.2.3 Native American Heritage Commission (NAHC), August 16, 2012


### Comments by NAHC

**NAHC**

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STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

**NATIVE AMERICAN HERITAGE COMMISSION**  
915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5399  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
[de\\_nahc@pacbell.net](mailto:de_nahc@pacbell.net)



August 16, 2012

Ms. Debbie Lawrence, CEQA Specialist  
**City of Los Angeles**  
200 North Spring Street, Room 667  
Los Angeles, CA 90012

Re: SCH#2008021004; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "San Pedro Community Plan Update Project;" located in the City of Los Angeles – San Pedro; Los Angeles County, California.

Dear Ms. Lawrence:


The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3<sup>rd</sup> 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. This project is also subject to California Government Code Section 65352.3 *et seq.* This project is also subject to California Government Code Section 65352.3 *et seq.*

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC recommends that the lead agency request that the NAHC do a Sacred Lands File search as part of the careful planning for the proposed project.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

NAHC-1





Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254( r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

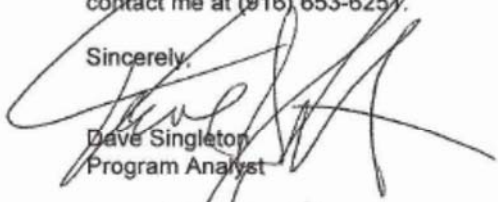
To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

NAHC-1  
Cont.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List



NAHC-1  
Cont.

**Native American Contacts**  
Los Angeles County  
August 16, 2012

LA City/County Native American Indian Comm  
Ron Andrade, Director  
3175 West 6th St, Rm. 403  
Los Angeles , CA 90020  
randrade@css.lacounty.gov  
(213) 351-5324  
(213) 386-3995 FAX

Gabrielino Tongva Nation  
Sam Dunlap, Chairperson  
P.O. Box 86908  
Los Angeles , CA 90086  
samdunlap@earthlink.net  
Gabrielino Tongva  
(909) 262-9351 - cell

Ti'At Society/Inter-Tribal Council of Pimu  
Cindi M. Alvitre, Chairwoman-Manisar  
3094 Mace Avenue, Apt. B Gabrielino  
Costa Mesa, , CA 92626  
calvitre@yahoo.com  
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council  
Robert F. Dorame, Tribal Chair/Cultural Resources  
P.O. Box 490  
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gtongva@verizon.net  
562-761-6417 - voice  
562-761-6417- fax  
Gabrielino Tongva

Tongva Ancestral Territorial Tribal Nation  
John Tommy Rosas, Tribal Admin.  
Private Address  
Gabrielino Tongva  
tattnlaw@gmail.com  
310-570-6567

Gabrielino-Tongva Tribe  
Bernie Acuna  
1875 Century Pk East #1500 Gabrielino  
Los Angeles , CA 90067  
(619) 294-6660-work  
(310) 428-5690 - cell  
(310) 587-0170 - FAX  
bacuna1@gabrieinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission  
Anthony Morales, Chairperson  
PO Box 693  
San Gabriel , CA 91778  
GTTribalcouncil@aol.com  
(626) 286-1632  
(626) 286-1758 - Home  
(626) 286-1262 -FAX  
Gabrielino Tongva

Gabrielino-Tongva Tribe  
Linda Candelaria, Chairwoman  
1875 Century Pk East #1500 Gabrielino  
Los Angeles , CA 90067  
lcandelaria1@gabrielinoTribe.org  
626-676-1184- cell  
(310) 587-0170 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008021004; CEQA Notice of Completion; draft Environmental Impact Report of the San Pedro Community Plan; City of Los Angeles; Los Angeles County, California.

**Native American Contacts**  
Los Angeles County  
August 16, 2012

Gabrieleno Band of Mission Indians  
Andrew Salas, Chairperson  
P.O. Box 393                      Gabrielino  
Covina                      , CA 91723  
(626) 926-4131  
gabrielenoindians@yahoo.  
com

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008021004; CEQA Notice of Completion; draft Environmental Impact Report of the San Pedro Community Plan; City of Los Angeles; Los Angeles County, California.**

## Responses to NAHC

### *Response to Comment NAHC-1*

This letter summarizes various statutes governing the protection and preservation of Native American cultural resources, including recommendations by the Native American Heritage Commission, and its request for consultation with Native American tribes as appropriate. These comments are not on the adequacy of the EIR and no further response is required. Throughout the EIR process the NAHC was advised and copied on all documents. For additional information about the Sacred Lands File and SCCIC Records search see Section 4.4 of the DEIR. No further response is required.

## 9.2.4 State of California Department of Transportation (CALTRANS), September 27, 2012


### Comments by CALTRANS

**CALTRANS**

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7, REGIONAL PLANNING  
IGR/CEQA BRANCH  
100 MAIN STREET, MS # 16  
LOS ANGELES, CA 90012-3606  
PHONE: (213) 897-0219  
FAX: (213) 897-1337

Emmett G. Brown, Jr., Governor



*Fix your power!  
Be energy efficient!*

September 27, 2012

Mr. Debbie Lawrence  
City of Los Angeles  
Department of City Planning Department  
200 North Spring Street  
Los Angeles, CA 90012

IGR/CRQA No. 120819-DEIR  
San Pedro Community Plan  
Vic. LA-110 /710 /47/213  
SCH#2008071133

Dear Ms. Lawrence:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) for The San Pedro Community Plan. The San Pedro Community Plan contains approximately 3,674 acres and is situated in the southern portion of the city of Los Angeles.

The Community Plan Area (CPA) is geographically located on the Palos Verdes Peninsula at the southern terminus of the Harbor Freeway Interstate 110 (I-110), and is adjacent to the Wilmington-Harbor City Community Plan Area. The CPA is also located adjacent to the Port of Los Angeles, the Pacific Ocean, and the city of Rancho Palos Verdes.

The highway system within the CPA generally follows a north and south grid system, except in areas adjacent to the coast. Most traffic enters and exits the area from the north. Freeway access to the San Pedro community is provided by the I-110 and I-710 freeways and the State Route (SR) 47 Vincent Thomas Bridge. There are several major streets in the San Pedro area that run north and south, including Western Avenue, Gaffey Street, and Harbor Boulevard. Streets that run east and west include 9<sup>th</sup> and 25<sup>th</sup>.

Caltrans concurs that the proposed updated San Pedro Community Plan will potentially cause significant traffic impacts to the State Highway System. SR-110, SR-47, and SR-213 will be significantly impacted since these routes are the major north and south corridors into the San Pedro community.

Caltrans agrees with the proposed transportation improvements and mitigation measures as outlined in Volume II, Section 4.2 of the DEIR, which consist of the following items:

- Transportation System Management (TSM) Strategies
- Transit Improvements
- Non-Motorized Transportation
- Transportation Demand Management (TDM) Strategies

"Caltrans improves mobility across California"

CALTRANS-1

CALTRANS-2

CALTRANS-3

Ms. Debbie Lawrence  
September, 27, 2012  
Page 2 of 2

- Capital Improvements
- Neighborhood Traffic Management Plans

When a State Highway has saturated flows, the use of a micro-simulation model is encouraged for the analysis (please note: the micro-simulation model must be calibrated and validated for reliable results). Other methodology for analysis may be accepted, however, Caltrans strongly encourages the lead agency and those responsible for preparing the Traffic Impact Study (TIS) to consult with Caltrans staff to confirm the necessary data and methods to be used for analyzing State facilities. Typically, the traffic analysis methodologies for the facility types indicated below are used by Caltrans.

- A. Freeway Segments – Highway Capacity Manual (HCM)
- B. Weaving Areas – Caltrans Highway Design Manual (HDM)
- C. Ramps/Ramp Junctions – HCM, operational analysis or Caltrans HDM, Caltrans Ramp Metering Guidelines
- D. Multi-Lane Highways and Two-Lane Highways – HCM, operational analysis
- E. Signalized Intersections – HCM, Highway Capacity Software, operational analysis, TRAFFIX, Synchro
- F. Unsignalized intersections – HCM, operational analysis, Caltrans Traffic Manual for signal warrants
- G. Transit – HCM, operational analysis
- H. Pedestrians and Bicycles - HCM
- I. Caltrans Criteria/Warrants – Caltrans Traffic Manual
- J. Channelization – Caltrans Guidelines for Reconstruction of Intersections

The most recent edition of the above mentioned guides and manuals should be used.

Caltrans developed a Guide for the Preparation of Traffic Impact Studies for the benefit of local agencies in preparing their traffic impact studies. The Guide can be downloaded from the Internet at:

[http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

If you have any questions, you may reach Zeron Jefferson, Project Coordinator, at (213) 897-0219 and please refer to record number 120819/ZJ.

Sincerely,



DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

▲ CALTRANS-3  
■ Cont.

■ CALTRANS-4

■ CALTRANS-5

■ CALTRANS-6

*"Caltrans improves mobility across California"*

## Responses to CALTRANS

### *Response to Comment CALTRANS-1*

This comment contains introductory material and summarizes the location and highway characteristics of the plan area. No further response is required.

### *Response to Comment CALTRANS-2*

This comment acknowledges that the Proposed Plan will potentially cause significant impacts to the state highway system. Please refer to Draft EIR Section 4.13-32 for a detailed analysis of the potential transportation impacts to the Congestion Management Program (CMP) arterial roadway intersections. “In this study, the CMP analysis is refined as allowed under Section D.3 of the 2010 CMP for Los Angeles County to be more suited to the goals of the TIMP for the San Pedro CPA. Because mitigation of freeway impact is beyond the scope of the San Pedro Community Plan TIMP, freeway segment analysis is not conducted under this study. Freeway segment analysis may be conducted as a separate analysis outside of the San Pedro Community Plan TIMP and Community Plan Program effort. The refined travel demand model can readily provide this level of information.”

### *Response to Comment CALTRANS-3*

This comment states agreement with the proposed transportation improvements and mitigation measures as outlined in the EIR. No further response is required.

### *Response to Comment CALTRANS-4*

This comment encourages the use of a micro-simulation model for analysis and identifies traffic analysis methodologies that may be accepted. The comment further encouraged consultation with Caltrans staff to confirm the data and methods to be used for analyzing state facilities. Please refer to Draft EIR Section 4.13 for a detailed analysis of the transportation analysis which used a focused traffic demand model and criteria developed by Los Angeles Department of Transportation for all Community Plan projects in the City of Los Angeles. The Southern California Association of Governments (SCAG) regional model, developed in consultation with Caltrans, was the starting point for development of the San Pedro travel demand model. The model was refined to better reflect current and future conditions within the San Pedro Community Plan Area. No further response is required.

### *Response to Comment CALTRANS-5*

This comment describes the available Guide for the Preparation of Traffic Impact Studies developed by Caltrans for the benefit of local agencies in preparing traffic impact studies. This comment is not on the adequacy of the EIR. No further response is required.

### *Response to Comment CALTRANS-6*


This comment contains closing information. No further response is required.



## 9.2.5 City of Rancho Palos Verdes (CRPV1), September 6, 2012

### Comments by CRPV1

CRPV1



**CITY OF RANCHO PALOS VERDES**  
CITY MANAGER'S OFFICE  
ADMINISTRATION

6 September 2012

VIA ELECTRONIC AND U.S. MAIL

Debbie Lawrence, AICP  
City of Los Angeles  
Department of City Planning  
200 N. Spring St., Rm. 667  
Los Angeles, CA 90012

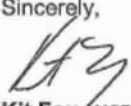
**SUBJECT: Request for Extension of the Public Comment Period for the Draft Environmental Impact Report for the San Pedro Community Plan Update (Case No. ENV-2009-1558-EIR)**

Dear <sup>Debbie</sup> Ms. Lawrence:

The City of Rancho Palos Verdes has appreciated the opportunity participate in the San Pedro Community Plan Update process over the past few years, including last night's meeting with the Northwest San Pedro Neighborhood Council Land Use and Planning Committee. We are currently reviewing the Draft Environmental Impact Report (DEIR), for which the 45-day public comment period is scheduled to end on 24 September 2012. However, we find that we will require additional time for our traffic engineer to review the DEIR, Mobility Element and Transportation Improvement Mitigation Program (TIMP), particularly as they relate to roadways and bikeways that link and/or intersect with those in Rancho Palos Verdes. Therefore, we respectfully request an extension of the 45-day public comment period for the DEIR for at least fifteen (15) additional days to 8 October 2012.

If you have any questions or need additional information, please feel free to contact me at (310) 544-5226 or via e-mail at [kilf@rpv.com](mailto:kilf@rpv.com).

Sincerely,



**Kit Fox, AICP**  
Senior Administrative Analyst

cc: Mayor Misetich and Rancho Palos Verdes City Council  
Carolyn Lehr, City Manager  
Carolynn Petru, Deputy City Manager  
Eduardo Schonborn, Senior Planner  
Nicole Jules, Senior Engineer

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30940 HAWTHORNE BLVD / RANCHO PALOS VERDES, CA 90275-5391 / (310) 544-5205 / FAX (310) 544-5291  
WWW.PALOSVERDES.COM/RPV  
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CRPV1-1

CRPV1-2

9/11/12

City of Los Angeles Mail - Request for Time Extension (ENV-2009-1558-EIR)



Debbie Lawrence <debbie.lawrence@lacity.org>

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## Request for Time Extension (ENV-2009-1558-EIR)

1 message

---

Kit Fox <KitF@rpv.com>

Thu, Sep 6, 2012 at 9:48 AM

To: Debbie Lawrence <debbie.lawrence@lacity.org>

Cc: Eduardo Schonborn <EduardoS@rpv.com>, Nicole Jules <NicoleJ@rpv.com>,Carolynn Petru <Carolynn@rpv.com>, Carolyn Lehr <clehr@rpv.com>

Hi Debbie:

It was nice to see you, Connie and Kevin last night. As I mentioned to Connie, I believe that we'll need more time for our traffic engineer to review the DEIR, TIMP and Mobility Element. Therefore, we're asking for an extension of the public comment period for the DEIR (see attachment).

Thanks!

Kit Fox, AICP

Senior Administrative Analyst

City Manager's Office

City of Rancho Palos Verdes

30940 Hawthorne Blvd.

Rancho Palos Verdes, CA 90275

T: (310) 544-5226

F: (310) 544-5291

E: [kitf@rpv.com](mailto:kitf@rpv.com)

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60K

<https://mail.google.com/mail/u/0/?ui=2&ik=a00f69a7578&view=pt&search=imp&th=1399c77241fc9841>

## Responses to CRPV1

### *Response to Comment CRPV1-1*

This comment requests an extension of the review period for the EIR. The comment period was extended to October 9, 2012.


### *Response to Comment CRPV1-2*

This comment contains closing information. No further response is required.

## 9.2.6 City of Rancho Palos Verdes (CRPV2), October 9, 2012

### Comments by CRPV2

**CRPV2**



CITY OF RANCHO PALOS VERDES  
CITY MANAGER'S OFFICE  
ADMINISTRATION

9 October 2012

VIA ELECTRONIC & U.S. MAIL

Debbie Lawrence, AICP  
City of Los Angeles  
Department of City Planning  
200 N. Spring St., Rm. 667  
Los Angeles, CA 90012

**SUBJECT: Comments Regarding the Proposed Draft Environmental Impact Report (Case No. ENV-2009-1558-EIR) for the San Pedro Community Plan Update**

Dear <sup>DEBBIE</sup>Ms. Lawrence:

The City of Rancho Palos Verdes appreciates the opportunity to comment upon the Draft Environmental Impact Report (DEIR) for the above-mentioned project. We also appreciate that our request for a 15-day extension on the public comment period was granted. As you may recall, the City previously commented upon the scope of the DEIR for this project on 12 February 2008. We have reviewed the Notice of Completion/Availability and the DEIR, and offer the following comments:

1. The discussion of Project Implementation in the DEIR (Section 3.4) includes the description of proposed land use changes (pp. 3-12 to 3-25). Of particular interest to the City of Rancho Palos Verdes are the proposed land use designations for two (2) of the subareas identified on Figure 3-4 and in Table 3-2:

- a. Subarea 10 is a 76.02-acre area located at the northeast corner of Gaffey Street and Westmont Drive, which includes the existing Rancho LPG (formerly AmeriGas and Petrolane) facility. The plan calls for the existing land use designations of "Heavy Manufacturing" and "Light Manufacturing" in this subarea to be replaced with a single designation of "Heavy Industrial." How will this proposed change affect future operations and limit the expansion and/or modification of the current Rancho LPG facility?
- b. Subarea 260 is a 15.69-acre area that includes the existing commercial centers surrounding the intersection of Western Avenue and 25<sup>th</sup> Street. The plan calls for the existing land use designations of "Neighborhood Office Commercial" and "Low Residential" in this subarea to be replaced

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CRPV2-1

CRPV2-2

Debbie Lawrence  
9 October 2012  
Page 2

with a single designation of "Community Commercial." We understand that the intent of this proposed change is to encourage the re-development of this subarea into a mixed-use, pedestrian-oriented community commercial center serving the southernmost portion of the San Pedro community. The intersection of Western Avenue and 25<sup>th</sup> Street is located along one of the major transportation corridors providing access to the City of Rancho Palos Verdes (25<sup>th</sup> Street becomes Palos Verdes Drive South a mile or so to the west of this intersection). We understand that site-specific re-development proposals within this subarea would be subject to additional CEQA review in the future. However, we remain concerned that the environmental impacts of the higher density/intensity of future development envisioned in this subarea—particularly Transportation/Traffic impacts—have not been adequately addressed in the DEIR.

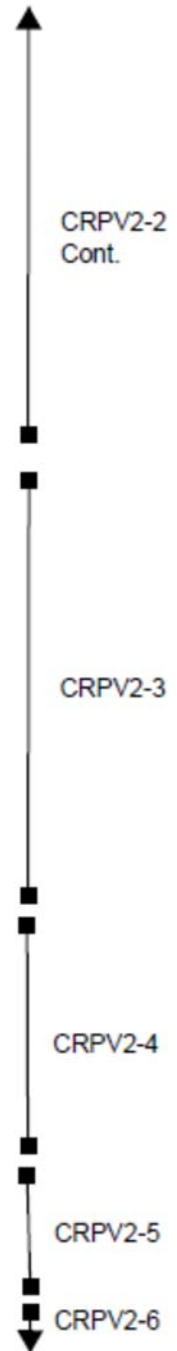
2. The discussion of Safety/Risk of Upset in the DEIR (Section 4.7. p. 4.7-6) states:

*The transport of hazardous materials through the CPA is regulated by the State Department of Transportation (Caltrans) and California Highway Patrol (CHP). The CPA is situated at the southern terminus of I-110 and adjacent to the Port of Los Angeles. There is a heightened risk of a hazardous material leak or spill in the CPA due to the volume of traffic and the nature of the materials that are be routinely transported from the Port of Los Angeles through I-110.*

Although this statement is correct, it is incomplete in that neglects to address the transportation of hazardous materials via other modes, most notably by rail. We understand that much of the transport of butane and propane at the above-mentioned Rancho LPG facility occurs by rail tank car.

Elsewhere in this section (p. 4.7-8), the DEIR notes that although oil fields may pose a hazard to nearby residences, "there are no oil wells or state-designated oil fields within the CPA." Again, although this statement is technically correct, it fails to acknowledge the presence of the Rancho LPG facility in the CPA, which stores materials that are by-products of oil refining from nearby facilities located just outside of the CPA boundary.

Based upon the foregoing comments, the City of Rancho Palos Verdes respectfully suggests that the assessment that environment impacts regarding the use, storage and transportation of hazardous materials and the creation of reasonably foreseeable upset and accident conditions are less than significant (pp. 4.7-20 to 4.7-25) should be reassessed. Also, we note that the location of



Debbie Lawrence  
9 October 2012  
Page 3

Crestwood Street Elementary School in Rancho Palos Verdes is depicted incorrectly on Figure 4.7-2 (p. 4.7-27).

▲ CRPV2-6  
■ Cont.

3. The discussion of Transportation/Traffic in the DEIR (Section 4.13, p. 4.13-27) states:

*Development proposals that involve large areas that are not expected to be fully implemented until 2030 or beyond (such as Community Plans) are not analyzed effectively by detailed intersection volume/capacity analyses. In cases such as these, roadway segment level of service analyses are sufficient as a means to determine service capacity and projected deficiencies of the roadway network in the community.*

As depicted in Table 4.13-13 (p. 4.13-42), the implementation of the proposed plan and Transportation Improvement and Mitigation Program (TIMP) results in a net increase of seven (7) roadway segments within the community plan area that will operate at Level of Service (LOS) E or F by 2030, as compared to existing traffic conditions. The DEIR identified these impacts as significant and unavoidable. Our detailed review of the TIMP and traffic modeling tables reveals that the LOS for six (6) additional segments of Western Avenue—all wholly or partially within Rancho Palos Verdes—will deteriorate to LOS E or F, as will the LOS for two (2) additional segments of 25<sup>th</sup> Street between Western Avenue and our City boundary. This amounts to one-third (1/3) of the segments that will experience significantly reduced LOS (compared to existing conditions) under the proposed plan. We are concerned that these impacts may disproportionately affect the Rancho Palos Verdes residents who use these roadway segments, and question the factors that may be contributing to these impacts, including:

CRPV2-7

- The density assumptions modeled for the *Ponte Vista* project in the adjacent Wilmington-Harbor City community plan area, which are merely described as "moderate" in the TIMP (p. 34);
- The proposed changes in land use designations within Subarea 260 at the intersection of Western Avenue and 25<sup>th</sup> Street, as described above; and,
- The necessity to eliminate an eastbound travel lane on 25<sup>th</sup> Street to accommodate a Class II bike lane.

The DEIR offers Mitigation Measure 4.13-1 (p. 4.13-43) to address the deterioration of LOS and related metrics (i.e., VMT, VHT, average speed and weighted average V/C ratio) within the community plan area, to wit:

■ CRPV2-8  
▼

**Debbie Lawrence**  
**9 October 2012**  
**Page 4**

*Implement development review procedures to ensure that the applicable Mobility policies of the San Pedro Community Plan are applied and implemented by individual discretionary development projects when they are considered for approval in the plan area.*

The City of Rancho Palos Verdes respectfully suggests that this proposed mitigation measure is inadequate to address the impact of this project upon our residents, and should be augmented by additional mitigation measures and modifications to the proposed plan.

4. The discussion of Alternatives to the Proposed Plan in the DEIR (Section 6.2.3, p. 6-9) dismisses as infeasible any alternative that would reduce building heights and/or floor-area ratios (FAR) to address significant and unavoidable environmental impacts of the plan. Notwithstanding this, the City of Rancho Palos Verdes respectfully requests that the proposed plan be revised to:
- Reduce the proposed density/intensity of development to be allowed within Subarea 260; and,
  - Provide a Class II bike lane on 25<sup>th</sup> Street without eliminating an eastbound travel lane between Mermaid Drive and Western Avenue.

Again, thank you for the opportunity to comment upon the DEIR for this important project. Please note the City reserves the right to submit additional comments on the draft community plan itself at a future date. If you have any questions or need additional information, please feel free to contact me at (310) 544-5226 or via e-mail at [kitf@rpv.com](mailto:kitf@rpv.com).

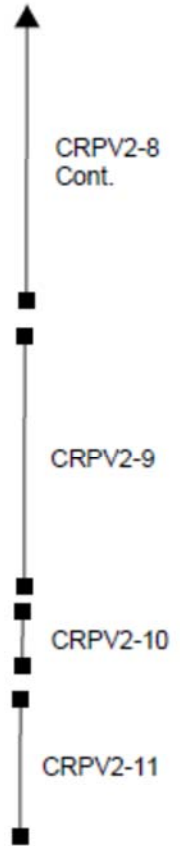
Sincerely,



**Kit Fox, AICP**  
Senior Administrative Analyst

cc: Mayor Misetich and Rancho Palos Verdes City Council  
Carolyn Lehr, City Manager  
Carolynn Petru, Deputy City Manager  
Eduardo Schonborn, Senior Planner  
Nicole Jules, Senior Engineer

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## Responses to CRPV2

### *Response to Comment CRPV2-1*

This comment contains introductory material. No further response is required.

### *Response to Comment CRPV2-2*

The comment references specific subareas: Subarea 10 and Subarea 260. The comment related to Subarea 10 questions how the land use designation change from Light Industrial to Heavy Industrial will affect the future operations and expansion of the existing Rancho LPG (Liquid Petroleum Gas) facility located in a portion of this subarea. Since the Draft EIR was published, Subarea 10 was revised and became Subareas 5 and 10, which no longer recommend the land use designation change from Light Industrial to Heavy Industrial. Additionally, the existing zoning regulations pertaining to this facility address expansion and modification, and are retained for this parcel. Any specific project-related impacts would be analyzed under subsequent project-specific CEQA review for all discretionary projects under the Community Plan. Refer to Response to Comment NSPNC1-53. The comment related to Subarea 260 questions whether the impacts of the proposed land use designation change from Neighborhood Commercial to Community Commercial have been adequately addressed. Based on community input, the Department of City Planning removed this subarea; therefore, no changes to the existing land use designation and zoning are proposed. Therefore, no further response is required.

### *Response to Comment CRPV2-3*

The commenter states that the EIR does not specifically describe transport of hazardous materials by rail. It is acknowledged that transport of hazardous materials through the plan area may occur by rail. However, as noted in the EIR on pages 4.7-11 through 4.7-15, numerous federal, state, and local agencies regulate transport of hazardous materials by all travel modes. Further, policy 1.1.4 of the Safety Element of the Los Angeles General Plan is to “Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from accidental release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation.” Policy 2.1.2 states, “Develop and implement procedures to protect the environment and public, including animal control and care, to the greatest extent feasible within the resources available, from potential health and safety hazards associated with hazard mitigation and disaster recovery efforts.”

In light of the 2015 decision by the California Supreme Court in *CBLA v. BAAQMD*, (2015) 62 Cal.4th 369, the effects of exposure on new residents of a project from the existing environment are not CEQA impacts, absent a finding the project is exacerbating the existing environmental conditions. (See also *CBLA v. BAAQMD*, (2016) 2 Cal. App. 5th 1067.) For purposes of CEQA, it is not appropriate or necessary to analyze the effects of exposure of new residents of a project to existing adverse conditions such as noise, traffic, air quality, or hazardous materials (see also *Ballona Wetlands Land Trust v. City of Los Angeles*, (2011) 201 Cal.App.4th 455, where the Second Court of Appeal reiterated established precedent that an “EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project”). *Ballona Wetlands* highlighted the difference between a “project’s exacerbation of environmental hazards [and] the effects on users of the project and structures in the project of



preexisting environmental hazard” and holds that “to the extent that such questions may encompass the latter effects, the questions do not relate to environmental impacts under CEQA and cannot support an argument that the effects of the environment on the project must be analyzed in an EIR.” Therefore, it is not necessary to analyze the existing condition of rail transport with respect to how it may affect residents of the plan area. The Proposed Plan does not include expansion of any existing rail activities. Therefore, an analysis of the risk of upset from rail transport of hazardous materials is not required in the EIR. In any event, all applicable federal, state, and local regulations would apply to transport of hazardous materials by any mode of travel, and the Proposed Plan would not increase or alter these activities.

However, in the interests of full disclosure, text has been added to the EIR to identify the existence of rail transport of hazardous materials through the plan area. See Chapter 10 Additions and Corrections. The analysis of transportation of hazardous materials as a result of implementation of the Proposed Plan remains unchanged.

#### ***Response to Comment CRPV2-4***

The commenter states that the DEIR fails to acknowledge the presence of the nearby Rancho LPG facility in the CPA. Please refer to Response to Comment CRPV2-3. The Proposed Plan does not increase, expand or alter any existing refinery activities in the CPA or nearby, therefore no further comment is required.

#### ***Response to Comment CRPV2-5***

The commenter requests the reassessment of environmental impact regarding the existing use, storage and transportation of hazardous materials and accident conditions. Refer to Response to Comment CRPV2-3 and CRPV2-4.

#### ***Response to Comment CRPV2-6***

The commenter states that the location of Crestwood Street Elementary School is depicted incorrectly on Figure 4.7-2. The comment is noted.

#### ***Response to Comment CRPV2-7***

The commenter states that Rancho Palos Verdes residents would be disproportionately affected by reduced LOS, in particular for segments along Western Avenue and 25<sup>th</sup> Street. The transportation analysis reflects a conservative analysis. Since the release of the Draft EIR, factors that may contribute to decreased LOS along Western Avenue and 25<sup>th</sup> Street have been revised and impacts to these streets are anticipated to be less than disclosed in the Draft EIR.

Land uses assumed for Ponte Vista consisted of 1,395 multifamily units and 10,000 square feet of commercial space. It should be noted that the Draft EIR for the Ponte Vista project was recirculated and a substantial reduction from the number of dwelling units was assumed in the analysis. At the time the City Planning Department reviewed a previous development project proposal for the Project Site in 2008, Department staff recommended that a Specific Plan should be established to develop the site at a Low Medium I Residential density, which would allow densities of 9-18 dwelling units per acre. Under such a Specific Plan, approximately 775 to 886 units could be built at the site if it were to be developed to the maximum allowable density of 18 units per net acre. For purposes of evaluating this alternative, a site plan

containing 830 units (in a combination of single- and multi-family product types) was prepared. When the City Planning Commission considered the previous project proposal for the Project Site, it advised the Applicant to evaluate this Staff Recommendation as a project alternative in a new or recirculated EIR. Since the time of preparation of the DEIR, the Ponte Vista project size has been reduced. The project was approved in 2014 with up to 400 units. This coupled with the removal of SA 260 reduces the overall impact to Western Avenue.

The comment also references proposed Subarea 260, located at the intersection of 25<sup>th</sup> Street and Western Avenue. Based upon community input, the Department of City Planning has further analyzed the recommendations for this subarea and has recommended no change to the existing land use designation and zoning. In order to perform a conservative analysis, it was assumed that an eastbound travel lane would be eliminated on 25<sup>th</sup> Street to accommodate a bicycle lane. Since the DEIR was published, LADOT staff assessed potential traffic and safety related to the proposed bicycle lane and determined that the traffic volumes on 25<sup>th</sup> Street did not create congestion to negatively impact LOS. Therefore, DOT restriped the roadway to create the new bike lane for safety reasons.

### ***Response to Comment CRPV2-8***

The commenter states that Mitigation Measure 4.13-1 is inadequate and should be augmented by additional mitigation measures and modifications to the proposed plan. Upon further review, Mitigation Measure 4.13-1 has been removed because under existing regulations development review procedures for discretionary projects are already required to take into account applicable Community Plan Mobility policies, and development projects that require dedication and improvements per Section 12.37 of the LAMC are now required to comply with the street designations of the San Pedro Community Plan. Furthermore, since the proposed San Pedro Community Plan is a policy-level document, there is insufficient information about future development projects to propose specific mitigation measures at the project level different than what is already required under existing regulations. Please also refer to Mobility Plan 2035 and Section 4.13 of the Draft EIR and its discussion about the proposed Transportation Improvement and Mitigation Plan which encourages alternative modes of transportation and other mitigation strategies to reduce some of the projected vehicle trips generated in San Pedro. Nevertheless, the Draft EIR concluded impacts to transportation would be significant and unavoidable as some aspects of the TIMP are subject to future funding availability and legislative approval.

### ***Response to Comment CRPV2-9***

The commenter requests that the Proposed Plan consider an alternative to the Proposed Plan that would reduce the proposed density/intensity of development within Subarea 260. Refer to Response to Comment CRPV2-2.

### ***Response to Comment CRPV2-10***

Please see Response to Comment CRPV2-7 concerning the potential need for elimination of the travel lane on 25<sup>th</sup> Street to accommodate a future bike lane. As stated above, LADOT has completed the bike lane since the DEIR was published so no further comment is required.


*Response to Comment CRPV2-11*

This comment provides closing information and no further response is required.

## 9.2.7 South Coast Air Quality Management District (SCAQMD), October 9, 2012

### Comments by SCAQMD

**SCAQMD**



**South Coast  
Air Quality Management District**  
21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

E-Mailed: October 9, 2012 October 9, 2012  
Debbie.Lawrence@lacity.org

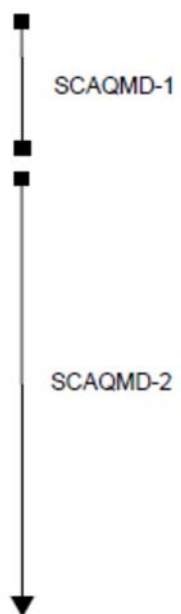
Ms. Debbie Lawrence  
San Pedro Community Planner  
Los Angeles Department of City Planning  
200 North Spring Street, Room 667  
Los Angeles, CA 90012

**Review of the Draft Environmental Impact Report  
(Draft EIR) for the San Pedro Community Plan Project**

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comment is intended to provide guidance to the lead agency and should be incorporated into the Final Environmental Impact Report (Final EIR) as appropriate.

The AQMD staff recognizes the potential long term regional air quality benefits from the proposed transit oriented development portion of the project that may reduce vehicle miles traveled (VMT) in the region. However, the AQMD staff is concerned that the project places new sensitive land uses<sup>1</sup> (i.e., residential land uses) adjacent to the Port of Los Angeles (POLA). The POLA is a significant source of toxic air pollutants as shown by AQMD's MATES III study. Therefore, absent substantial evidence (i.e., quantification of health risk impacts and mitigation) demonstrating that public health impacts due to the project's proximity to POLA are insignificant the lead agency should include mitigation in the Final EIR that is consistent with the CARB Land Use Handbook<sup>2</sup>.

Specifically, the lead agency should avoid the placement of new sensitive land uses or the intensification of existing sensitive land uses that are significantly impacted by the port. In the event that the final EIR demonstrates significant adverse air quality impacts the lead agency should require mitigation pursuant to Section 15092 of the California



SCAQMD-1

SCAQMD-2

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<sup>1</sup> Sensitive land uses are land uses where sensitive individuals are most likely to spend time, including schools, schoolyards, parks, playgrounds, day care centers, nursing homes, hospitals, and residential communities.

<sup>2</sup> California Air Resources Board. April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at: <http://www.arb.ca.gov/ch/landuse.htm>

Ms. Debbie Lawrence

2

October 9, 2012

Environmental Quality Act (CEQA) Guidelines. Further, AQMD staff recommends that pursuant to Section 15126.4 of the CEQA Guidelines additional mitigation measures are considered to minimize the project's significant construction and operational air quality impacts. Details regarding these comments are attached to this letter.

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,

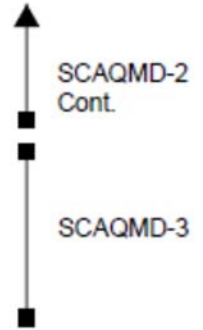


Ian MacMillan  
Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources

Attachment

IM:DG

LAC120814-01  
Control Number



Ms. Debbie Lawrence

3

October 9, 2012

Potential Health Risk Impacts to Sensitive Land Uses

1. Based on the lead agency's project description in Chapter 3 of the Draft EIR (see Figure 3-2) the proposed project includes the intensification of residential land uses along Harbor Boulevard that is adjacent to the Port of Los Angeles. Specifically, the project will increase the capacity for residential units in sub-area 135 and 175 (see figure 3-4) of the community plan. As a result, the AQMD staff is concerned about potentially significant health risk impacts from toxic air pollutants emitted by the high volume of port related activity adjacent to the proposed residences. AQMD's MATES III study determined that the cancer health risks near the port are substantially elevated compared to the rest of the air basin. While the ports have taken many steps to control emissions their significant impact on local air quality remain.<sup>3</sup> Therefore, AQMD staff recommends that the lead agency provide additional mitigation that requires the maximum possible buffer between new residential land uses and the port area. Further, the lead agency could consider other alternatives that would strategically concentrate new housing stock in areas further inland in the proposed community commercial area. In addition to considering the above mentioned mitigation measure/alternative the lead agency should revise Mitigation Measure 4.2-3 in the Final EIR to identify specific project design features that could effectively reduce potential significant health risk impacts from the project.

SCAQMD-4

Operational Emissions Mitigation

2. Given that the lead agency determined that the proposed project will exceed the CEQA regional operational significance thresholds for VOCs, PM2.5, and PM10 and exceed the GHG emissions thresholds the AQMD staff recommends that the lead agency provide the following additional mitigation measures pursuant to CEQA Guidelines Section 15126.4.

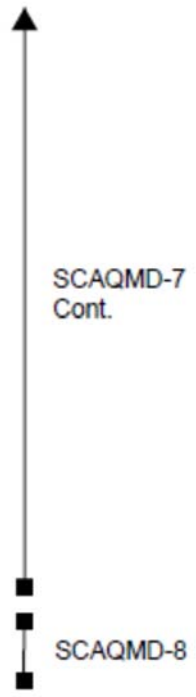
Transportation

- Require electric car charging stations for non-residential land uses. Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs.
- Provide electric car charging infrastructure for commercial and residential land uses beyond local requirements.
- Provide incentives to encourage public transportation and carpooling, such as park and ride lots, or dedicated shuttle service from the development to nearby transit for commuters.
- Provide incentives for employees and the public to use public transportation such as discounted transit passes, reduced ticket prices, and/or other incentives.
- Implement a rideshare program for employees.
- Require the use of 2010 diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) upon project build-out, whenever feasible.

SCAQMD-5

<sup>3</sup> <http://www.aqmd.gov/prdas/matesIII/matesIII.html>

<p>Ms. Debbie Lawrence</p>	<p>4</p>	<p>October 9, 2012</p>	
<ul style="list-style-type: none"> <li>• Provide an alternative fueling station for delivery trucks (e.g., natural gas or electric) and passenger cars.</li> <li>• Create local “light vehicle” networks, such as neighborhood electric vehicle (NEV) systems.</li> <li>• Require the use of electric or alternative fueled maintenance vehicles at commercial and residential sites.</li> </ul>			<p>SCAQMD-5                  Cont.</p>
<p><u>Other</u></p>			
<ul style="list-style-type: none"> <li>• Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.</li> <li>• Provide outlets for electric and propane barbecues in residential and park areas.</li> <li>• Require use of electric lawn mowers and leaf blowers.</li> <li>• Require use of electric or alternatively fueled sweepers with HEPA filters at commercial sites.</li> <li>• Require use of water-based or low VOC cleaning products at commercial facilities.</li> </ul>			
<p><u>Construction Equipment Mitigation Measures</u></p>			
<p>3. The lead agency determined that the proposed project will exceed the CEQA regional construction significance thresholds for NOx, VOC, CO, PM10, and PM2.5; therefore, AQMD staff recommends that the lead agency provide the following additional mitigation measures pursuant to CEQA Guidelines Section 15126.4.</p>			<p>SCAQMD-6</p>
<ul style="list-style-type: none"> <li>• Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NOx emissions requirements,</li> <li>• Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles)<sup>4</sup> have enacted, require all on-site construction equipment to meet EPA Tier 3 or higher emissions standards according to the following:</li> </ul>			
<ul style="list-style-type: none"> <li>✓ Project start, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</li> </ul>			<p>SCAQMD-7</p>
<p><sup>4</sup> For example see the Metro Green Construction Policy at:  <a href="http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf">http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf</a></p>			

Ms. Debbie Lawrence	5	October 9, 2012
<ul style="list-style-type: none"> <li>✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</li> <li>✓ A copy of each unit’s certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</li> <li>✓ Encourage construction contractors to apply for AQMD “SOON” funds. Incentives could be provided for those construction contractors who apply for AQMD “SOON” funds. The “SOON” program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: <a href="http://www.aqmd.gov/tao/Implementation/SOONProgram.htm">http://www.aqmd.gov/tao/Implementation/SOONProgram.htm</a></li> </ul> <p>Additional measures to reduce off-road construction equipment can be found at the following website: <a href="http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html">www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html</a>.</p>		

## Responses to SCAQMD

### *Response to Comment SCAQMD-1*

This comment contains introductory material and no further response is required.

### *Response to Comment SCAQMD-2*

The commenter recommends the City, as the lead agency, avoid the placement of new sensitive land use or the intensification of existing sensitive land uses that are significantly impacted by the port. However, in light of the 2015 decision by the California Supreme Court in *CBLA v. BAAQMD*, (2015) 62 Cal.4th 369, the effects of exposure on new residents of a project from the existing environment are not CEQA impacts, absent a finding the project is exacerbating the existing environmental conditions (see also *CBLA v. BAAQMD*, (2016) 2 Cal. App. 5th 1067). Here, there has been no evidence that the Proposed Project is exacerbating the existing environmental conditions. For purposes of CEQA, it is not appropriate or necessary to analyze the effects of exposure of new residents of a project to existing adverse conditions such as noise, traffic, air quality, or hazardous materials (see also *Ballona Wetlands Land Trust v. City of Los Angeles*, (2011) 201 Cal.App.4th 455, where the Second Court of Appeal reiterated established precedent that an “EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project”). *Ballona Wetlands* highlighted the difference between a “project’s exacerbation of environmental hazards [and] the effects on users of the project and structures in the project of preexisting environmental hazard” and holds that “to the extent that such questions may encompass the latter effects, the questions do not relate to environmental impacts under CEQA and cannot support an argument that the effects of the environment on the project must be analyzed in an EIR.” Therefore, it



is not necessary or appropriate to analyze the existing conditions of Port operations with respect to how they may affect residents (present or future) of the plan area. Therefore, no further response is required.

### ***Response to Comment SCAQMD-3***

Written responses to these comments will be provided to the SCAQMD pursuant to the CEQA Guidelines. The remainder of this comment contains closing material and no further response is required.

### ***Response to Comment SCAQMD-4***

The commenter reiterates concerns regarding potential future health risks to residential neighborhoods from the San Pedro Community Plan resulting from port-related activity. The comment suggests that additional mitigation be provided to require the maximum possible buffer between new residential land uses and the port area, or consider other alternatives that would concentrate residential land uses further inland away from the port. Please see Response to Comment SCAQMD-2.

### ***Response to Comment SCAQMD-5***

The comment states that, given that the proposed project has been determined to have significant operational-related air quality impacts, additional mitigation measures are recommended. The mitigation measures that the SCAQMD recommends include maximizing electric car infrastructure; encouraging incentives for public transportation and ridesharing programs; the use of alternative fuel commercial vehicles; maximizing solar energy on new construction; requiring the use of electric lawnmowers and other outdoor maintenance equipment; and requiring the use of low VOC cleaning products at commercial developments. Some of the suggested mitigation measures have been incorporated as a part of the updated MM4.2-1 and MM4.6-1. Certain suggested mitigations were determined to already be incentivized through other agency regulations. For example, the Department of Water and Power offers rebates and incentives for commercial customers that install electric vehicle charging stations, and also offers a Solar Incentive Program for residential and non-residential participants. Some suggested mitigation measures were not incorporated because they present feasibility concerns and require future study by the City. At the same time, the San Pedro Community Plan contains policies that encourage the implementation of most of the recommended emission reduction measures identified in this comment. For example, Policy LU1.7 (also Policy LU5.10, Policy LU14.6, and Policy LU16.5) provides that developments should be sustainable and incorporate green building design, systems, and materials to the greatest extent feasible, which would include the use of solar panels in new development. Policy M12.3 encourages new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels, while Policy M12.4 requires that new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV). While the Transportation Improvement and Mitigation Program (TIMP) for the San Pedro Community Plan shows that VMT will increase as a result of area growth, growth projections and shifts in land use within the San Pedro CPA in conjunction with the anticipated increases in vehicle efficiencies in the future result in a reduction in criteria pollutant emissions from vehicles.

### ***Response to Comment SCAQMD-6***

The comment states that, given that the proposed project has been determined to have significant construction-related air quality impacts, the comment recommends the use of certain mitigation measures for 2010 or newer diesel trucks for material delivery and import/export of soil. Vehicles involved in new construction implemented under the San Pedro CPIO would be required to meet the rules for mobile source review established by the California ARB as noted in MM4.2-1. This would include the use of retrofit engines (e.g. engine catalysts) in diesel-fueled construction equipment. This comment has been addressed and no further response is required.

### ***Response to Comment SCAQMD-7***

The comment states that, given that the proposed project has been determined to have significant construction-related air quality impacts, additional mitigation measures are recommended. Suggested mitigation measures concerning requiring construction equipment on site to meet the EPA-Certified Tier 3 emission standards were not incorporated. These regulatory standards are part of the California ARB and SCAQMD measures to reduce criteria pollutant emissions (refer to pages 4.2-12 of the DEIR) and already are required for the project. As such, our analysis assumes that individual project contractors would comply with all California ARB and SCAQMD off-road construction equipment requirements, including the phasing in of appropriate emissions standards and submitting the appropriate BACT documentation to California ARB and SCAQMD prior to mobilization for individual projects. This comment has been addressed and no further response is required.

### ***Response to Comment SCAQMD-8***


This comment contains informational material and no further response is required.

## 9.2.8 Los Angeles Conservancy (LAC), September 24, 2012

### Comments by LAC

9/25/12 City of Los Angeles Mail - LA Conservancy comments on the San Pedro Community Plan Update Draft EIR

**LAC**

 Debbie Lawrence <debbie.lawrence@lacity.org>

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**LA Conservancy comments on the San Pedro Community Plan Update Draft EIR**

1 message

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**Flora Chou** <fchou@laconservancy.org> Mon, Sep 24, 2012 at 4:54 PM  
To: "Debbie.Lawrence@lacity.org" <Debbie.Lawrence@lacity.org>  
Cc: Adrian Fine <afine@laconservancy.org>, Ken Bernstein <ken.bernstein@lacity.org>

Debbie,

Please find attached the Los Angeles Conservancy's comment letter on the Draft EIR for the San Pedro Community Plan Update. If you have any questions, please feel free to contact me at the number before or Adrian Fine at 213-430-4203, [afine@laconservancy.org](mailto:afine@laconservancy.org).


LAC-1

Thanks,

Flora Chou, LEED AP  
Preservation Advocate  
Los Angeles Conservancy  
523 West Sixth Street, Suite 826 | Los Angeles, CA 90014  
(p) 213.430.4211|(fx) 213.623.3909| [fchou@laconservancy.org](mailto:fchou@laconservancy.org)

**Sign up for our E-News**  
**Follow us on Twitter**  
**Become a Facebook fan**  
**Membership starts at just \$40, join the Conservancy now!**

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 **LAC comments on San Pedro Community Plan Draft EIR\_09.24.2012.pdf**  
57K

<https://mail.google.com/mail/u/0/?ui=2&ik=a00f69e757&view=pt&search=inbox&th=139fab41a8d53cc7>



September 24, 2012

**Submitted by email**

Ms. Debbie Lawrence, San Pedro Community Planner  
Los Angeles Department of City Planning  
200 North Spring Street, Room 667  
Los Angeles, CA 90012  
Email: [Debbie.Lawrence@lacity.org](mailto:Debbie.Lawrence@lacity.org)

**RE: San Pedro Community Plan Update Draft EIR, ENV-2009-1558-EIR**

Dear Debbie:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Draft Environmental Impact Report (Draft EIR) for the San Pedro Community Plan Update. The Los Angeles Conservancy is the largest local preservation organization in the United States, with over 6,500 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

The Conservancy has long been active in the San Pedro area with a past walking tour of downtown San Pedro, support of the Vinegar Hill Historic Preservation Overlay Zone (HPOZ), and advocacy efforts at Fort MacArthur and the former Nike missile sites at White Point. We are currently engaged with the Port of Los Angeles to preserve historic sites at Terminal Island directly adjacent to San Pedro. We commend the goals and policies to protect historic resources and neighborhoods as stated in the August 2012 draft of the San Pedro Community Plan (the Plan), but additional evaluation of the Plan's potential adverse impacts is needed. We also urge consistency in the policies toward historic and cultural resources among the City's community plan updates.

**I. Historic and Cultural Resources in San Pedro**

Established in 1888 as its own city, San Pedro developed from a small outpost to a growing community with the arrival of the Southern Pacific Railroad to Los Angeles in the 1870s. The importance of San Pedro's harbor increased with this link to the transcontinental rail system that allowed trade and shipping to boom. Businesses and residences developed to support these enterprises and new neighborhoods formed on the bluffs and mesas near the harbor, including the current Vinegar Hill HPOZ just south of the business district around Beacon Street.

The establishment of the Port of Los Angeles in 1907, and the incorporation of San Pedro into the City of Los Angeles in 1909, further propelled the growth of San Pedro as a port



523 West Sixth Street, Suite 826, Los Angeles, California 90014 T: 213 623 2489 F: 213 623 3909

city. Centered on shipping, fishing, and other maritime industries, San Pedro attracted immigrants from coastal communities around the world including Portuguese, Scandinavians, Greeks, Croatian, Italians, and Japanese residents. The military also had a presence in the area as early as 1908, with Fort MacArthur established at Point Fermin to defend Southern California and serving as a military installation from World War I through the Cold War.

The Draft EIR identified twenty-six designated historic resources in San Pedro, including the San Pedro Municipal Building (1928), Warner Grand Theatre (1931), and the U.S. Post Office (1936). Properties formally determined eligible for the National Register of Historic Places, such as Rancho San Pedro housing development, and several City of Los Angeles Historic-Cultural Monuments (HCMs) are also identified.

**II. Additional clarity of the Community Plan’s impacts on historic resources is required**

More potentially eligible historic resources exist in San Pedro, as identified through surveys by the former Community Redevelopment Agency of Los Angeles (CRA/LA) in its redevelopment areas, and by the City’s SurveyLA efforts, which has completed the preliminary survey of San Pedro. The Draft EIR fails to include these survey results or evaluate the impact of the Plan on potential historic resources. The Final EIR should at a minimum include areas with concentrations of potential resources to assess impacts of the Plan’s proposed goals and policies, and to assist with the development of appropriate planning policy, design guidelines, and sufficient staff resources for these areas. This is particularly important with the elimination of CRA/LA that resulted in the loss of the permit and design review aspects of implementing the Redevelopment Plans, which has yet to be replaced.

Additionally, the Draft EIR concludes that adoption of the Plan would result in less than significant impacts to historic resources. However, several factors with the potential to impact historic resources have not been addressed in the Plan or evaluated in the EIR. For instance, the opportunity areas identified for new residential development are sites with or adjacent to historic resources. Among these are the Rancho San Pedro housing project owned by the Housing Authority of the City of Los Angeles, the Fort MacArthur Upper and Middle Reservations, which include National Register-listed buildings and a historic district, and the Ponte Vista area outside of the plan area, but which includes the National Register-eligible Defense Fuel Supply Point Historic District reflecting the Navy’s presence in San Pedro. The Plan does not mention or prioritize the historic status of these resources in the opportunity discussions. The Final EIR should consider whether projects at these and other opportunity areas will adversely impact historic resource and propose additional policies or mitigation measures to avoid any impacts.

Also, it appears that the zoning in the Regional Center and Commercial Center areas of downtown San Pedro may remain incompatible with scale of the identified historic resources, despite proposed limits on heights and an existing design overlay. The summary of proposed draft changes mentions consideration of a Transfer of

LAC-3  
Cont.

LAC-4

LAC-5

LAC-6

Development Rights (TFAR) program to protect historic resources in downtown San Pedro, though neither the Plan nor the Draft EIR reference such a program. A TFAR program can be an excellent tool to protect historic resources if the transfers are linked to the protection and maintenance of the historic resources.

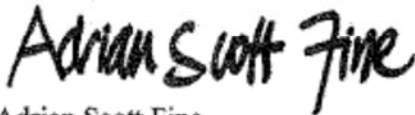
**III. Consistency among community plan updates' approach toward historic and cultural resources is needed**

The San Pedro Community Plan is the second community plan to be updated, following the adoption of the Hollywood Community Plan update in 2012. While the San Pedro update contains several direct and indirect efforts to protect historic resources, including encouraging adaptive reuse of bungalow and courtyard housing under small lot development, specific policies included in the Hollywood update are missing from this Plan. Similarly, the West Adams-Baldwin Hills-Leimert Park Community Plan update currently in environmental review proposes a different set of policies for that area. To reduce confusion and ensure a consistent approach across the plan areas, we recommend establishing a set of baseline policies toward historic and cultural resources, with additional provisions tailored to the unique conditions and priorities in each area. Such policies could include among others:

- Compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* for historically sensitive properties.
- Encourage sensitive and/or adaptive reuse of historic building.
- Ensure compliance with the California Environmental Quality Act (CEQA) for projects that impact designated and potential historic resources.
- Incorporating development and preservation with smart growth and sustainability principles. The reinvestment, reuse and "greening" of the existing building stock are fundamental to sustainable development that can improve energy efficiency, reduce carbon usage, and be employed to combat climate change.

Thank you for the opportunity to comment on the Draft EIR for the San Pedro Community Plan Update. Please feel free to contact me at 213-430-4203 or [afine@laconservancy.org](mailto:afine@laconservancy.org) should you have any questions.

Sincerely,



Adrian Scott Fine  
Director of Advocacy

cc: San Pedro Bay Historical Society  
Councilmember Joe Buscaino, CD 15  
Office of Historic Resources, City of Los Angeles



## Responses to LAC

### *Response to Comment LAC-1*

This comment contains introductory material and no further response is required.

### *Response to Comment LAC-2*

This comment contains summary information concerning the Conservancy and requests additional evaluation of the plan's potential adverse impacts (to historic resources), as well as policy consistency between the City's community plan updates. Please refer to Section 4.4 of the Draft EIR for the historical resources impact analysis. Comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### *Response to Comment LAC-3*

This comment summarizes the history of San Pedro and no further response is required.

### *Response to Comment LAC-4*

This comment states that the EIR fails to include potential impacts on designated historic resources. Please refer to Section 4.4 of the Draft EIR for the historical resources impact analysis. The SurveyLA process is described, and the EIR states that future discretionary projects identified that could adversely affect potentially eligible historic resources will be subject to further project-level CEQA evaluation. As noted on DEIR pages 4.4-23 through 4.4-24:

The Proposed Plan contains goals, objectives, policies, and programs aimed at enhancing neighborhoods by upgrading the quality of development, improving neighborhood transitions, streetscapes, restricting incompatible uses, increasing housing opportunities, and encouraging a pedestrian environment. Several Proposed Plan policies directly and indirectly relate to the preservation of cultural resources, and more specifically historic age, built environment resources. Policies related to protecting the existing scale, architectural composition, and context of San Pedro neighborhoods indirectly apply to historical resources by ensuring continuity in areas which may include such resources. Additional policies directly relate to the preservation of historic resources in San Pedro, including the protection and preservation of historic neighborhoods, such as Old San Pedro/Downtown, the Vinegar Hill HPOZ, and other distinctive neighborhoods. The Proposed Plan also contains policies aimed at supporting the general preservation of San Pedro's historically significant resources. These policies, which promote, enhance, and attempt to preserve cultural resources, are consistent with existing local guidelines and regulations as outlined in the City of Los Angeles General Plan Framework, the San Pedro Specific Plan, and the LAMC.

Historical resources individually designated as Historic-Cultural Monuments (HCMs) and collectively designated as HPOZs are subject to existing City ordinances, the Cultural Heritage Ordinance, and the HPOZ Ordinance, respectively. The analysis contained in the EIR pertains to designated historic resources corresponding to the threshold of significance in the CEQA guidelines, which is identified on page 4.4-25 of the EIR.

The commenter notes that the Draft EIR fails to include the preliminary survey of the San Pedro area undertaken by the City's SurveyLA efforts. These surveys identify and evaluate properties according to standardized criteria for listing in the National Register, California Register, and for local designation as

HCM and HPOZs. However, no actual designation results directly from survey activity. Designation by the City of Los Angeles and nominations to the California Register or National Register are separate processes that include property owner notification and public hearings. The survey will not result in properties being listed in the National Register, California Register, or designation as HCM, all which require more in-depth research, an application process, and discretionary action.

Approximately 16,081 parcels in the San Pedro CPA were surveyed by SurveyLA. Properties in existing historic districts and already historically designated properties were not surveyed. The Historic Resources Survey Report prepared for the San Pedro Area was published in July of 2012. The survey identified a large number of intact single-family residences dating from the period prior to San Pedro's annexation to the City of Los Angeles in 1909 as well as numerous examples of intact multi-family residences. However, no residential districts were identified. The survey also identified numerous intact examples of commercial properties, constructed between the 1920s and the 1950s, primarily serving residential neighborhoods. As with residential districts, no historic commercial districts were identified. For a complete list of identified properties, refer to the *Historic Resources Survey Report San Pedro Community Plan Area*, which can be found on the City of Los Angeles Office of Historic Resources' website (<http://www.preservation.lacity.org>).

### ***Response to Comment LAC-5***

All discretionary projects in the CPA will be required to undergo a project-specific, individual CEQA review to identify all impacts and feasible mitigation measures.

### ***Response to Comment LAC-6***

All discretionary projects in the CPA will be required to undergo a project-specific, individual CEQA review to identify all impacts and feasible mitigation measures. If any individual project could adversely affect a historic resource, appropriate mitigation would be implemented on a project-by-project basis.

The commenter is correct in that implementation of a TFAR is useful in protecting historic resources. This is a proposed program of the plan with respect to historic resources.

### ***Response to Comment LAC-7***

This comment requests that a consistent approach across the plan areas and establishing a set of baseline policies toward historic and cultural resources be implemented. Each community plan area is unique and contains tailored policies for respective historic and cultural resources. These policies are consistent at a citywide level and allow for more detailed expression of specialized resources that reflect cultural and historic themes of each community. In general, this comment relates to the approaches taken in developing the Proposed Project and is not directed towards the content or adequacy of the Draft EIR. Although a response is not required, this comment will be forwarded to decision makers for their consideration.

### ***Response to Comment LAC-8***

This comment contains closing information and no further response is required.



## 9.2.9 Croatian American Club of San Pedro (CACSP), August 28, 2012

### Comments by CACSP

**CACSP**

August 28, 2012

Debbie Lawrence, AICP  
City of Los Angeles Department of City Planning  
Policy Planning & Historic resources Division  
200 N. Sprint Street, Room 667  
Los Angeles, CA 90012

Re: Comments on the August, 2012 Draft Report of the San Pedro Community Plan


Dear Ms. Lawrence,

I was most impressed with the San Pedro history sections in the August 2012 Draft version of the San Pedro Community Plan. As president of the Croatian-American club, I was happy to read on Page 51 recognition of the importance of the Croatian community and the existence of the Croatian-American Club located on 9<sup>th</sup> Street. Just to note, I recently read an article from Wikipedia which stated that there are reportedly more than 35,000 people of Croatian decent that live in San Pedro, making it the biggest Croatian community on the Pacific Coast.

Although we sincerely appreciate your acknowledgements of our heritage, we must point out that there are archaic and somewhat offensive terms within this Draft report that are used to describe San Pedro's Croatian community. What once may have been acceptable is no longer. As such, we respectfully have two requests for modification to the Draft report:

1. On Page 1, the 2<sup>nd</sup> paragraph, sentence 1 is written as, "The climate, combined with the maritime and port-related industries located at the harbor, have historically helped to shape the San Pedro community, attracting working-class immigrants from other regions with strong seafaring ties, including, most notably, Italy and the former Yugoslavia." Please replace the words "former Yugoslavia" with "Croatia." The immigrants from the former Yugoslavia that San Pedro's seaside attracted came almost entirely from Croatia and it is much more accurate to attribute Croatia than the former Yugoslavia when describing them.
2. Page 18, the 1<sup>st</sup> paragraph is written as, "...industry in San Pedro as well as seafarers and fisherman from Europe's Dalmatia region." Please replace "Europe's Dalmatia region" with "Croatia's Dalmatian coastal region." And, "San Pedro became a melting pot of Italians, Portuguese, Serbo-Croatian, ...." Please replace "Serbo-Croatian" with "Croatian." Croatians are proud to be a part of the melting pot of San Pedro, but we are Croatian, not Serbo-Croatian. Just like the Serbs that have populated the San Gabriel area of Southern California would not wish to be referred to as Serbo-Croatian, we also respectfully ask to be accurately described.

Thank you for you kind consideration in this matter.

Sincerely,  
  
Joe Ivcevic  
President  
Croatian American Club of San Pedro

CACSP-1  
CACSP-2  
CACSP-3  
CACSP-4

## Responses to CACSP

### *Response to Comment CACSP-1*

This comment contains introductory and summary material and no further response is required.

### *Response to Comment CACSP-2*

The commenter requests text changes be made to the Community Plan language concerning the former Yugoslavia. As noted, this change was made to the proposed Community Plan language and no further response is required.

### *Response to Comment CACSP-3*

The commenter requests text changes be made to the Community Plan language in the discussion of industry. As noted, this change was made to the proposed Community Plan language and no further response is required.

### *Response to Comment CACSP-4*

This comment contains closing information and no further response is required.

## 9.2.10 Northwest San Pedro Neighborhood Council (NSPNC1) October 8, 2012

### Comments by NSPNC1

**NSPNC1**



**Northwest San Pedro Neighborhood Council**  
"Your Community Voice"

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October 8, 2012

City of Los Angeles Department of City Planning  
ATTN: Debbie Lawrence  
200 North Spring Street, Room 667  
Los Angeles, CA 90012  
Debbie.Lawrence@lacity.org

**COMMENTS ON DRAFT SAN PEDRO COMMUNITY PLAN AND DRAFT EIR**

Attached are our comments on the Draft Plan and EIR for the San Pedro Community Plan. This has been a multi-year project and our Planning and Land Use Committee participated in several meetings with Debbie Lawrence and Conni Pallini-Tipton. We appreciate all of the time, effort, and thought they put into this process. The draft Plan contains many good ideas and policies to guide development and assist in improving our community. The DEIR is an extensive document, and we have spent considerable time on our comments. We believe these comments will improve the plan and the long-term results for our community.

We want to thank the Department for extending the time for comment on the DEIR. Without that extension our Board would not have been able to consider and adopt these comments.

We reserve the right to submit additional comments on the Plan and DEIR, particularly in light of the fact that we have not yet received the implementation section.

Thank you for your consideration of our comments. Feel free to contact me if you have any questions.

Diana Nave, President  
Northwest San Pedro Neighborhood Council

Cc: Joe Buscaino, Alison Becker

Diana Nave  
President

George Thompson  
Vice President

Scott Allman  
Treasurer

Katie Marrie  
Secretary

NSPNC1-1

1

**DEIR COMMENTS**

**GENERAL COMMENTS APPLICABLE TO MULTIPLE SECTIONS**

**A. The DEIR uses 2005 SCAG interpolated population data rather than actual 2010 census data.**

The DEIR justifies using 2005 data because the Notice of Preparation was in 2006. However, the 2005 data is interpolated (a guess) and the 2010 Census data that is based on an actual door to door count.

According to the 2005 SCAG estimate there were 82,112 people residing in the Plan area. The population capacity in the plan update is 83,354, or an increase of 1.5%. However, if the 2010 census count of 76,651 persons is used, the planned for growth is really 8.7%. This is an important difference, worth getting right!

Since potential impacts are calculated on a pro rata basis, the use of the 2005 data results in fewer potential impacts than if the 2010 data are used. This error means that the impacts on traffic, services, utilities, schools, air quality, noise, etc. are substantially understated.

We request that the 2010 census data be used. We note that the Hollywood Community Plan Final EIR was revised based on the 2010 Census Data. In addition, the Port of Los Angeles has recently re-circulated the Draft EIR for the Southern California International Gateway (SCIG) Project because, as they stated:

“The Draft EIR included a 2005 baseline year for the analysis. The LAHD recognizes that 2005 is no longer an appropriate baseline to use and has revised the analysis using 2010 as the new baseline....2010 data and updated air quality models are incorporated....This includes, but is not limited to, 2010 census data, updated air quality models and emission factors, new traffic counts at study intersections, new noise measurements at selected noise sensitive receiver locations, and updated on-site operational activity....”

**B. Neither the Plan nor the DEIR provide space for needed public facilities**

The data show that additional library, parks, and schools and/or school space will be needed. Nowhere does the update or DEIR mention these facilities or provide a potential location for them.



**C. The data excludes SB 1818 potential unit [and resultant population] increases.**

The DEIR reports that 60% of housing in the Plan area is multi-family housing.

None of the traffic impacts [and many other impacts] take into account the density bonuses available as a matter of right to any owner of multi-family property. If property owners made use of the maximum density bonuses available as a matter of right, there would be more than 100,000 residents in the Plan area.

We understand that so far perhaps only 2% of owners have taken advantage of SB1818. However, those development rights exist now and in the future. It cannot be said with certainty what the future will bring, but we know now what the development rights are. Any assessment of the environmental impacts of the Plan update needs to consider those development possibilities.

**D. The City has failed to complete an infrastructure capacity analysis that will provide better information for the plan.**

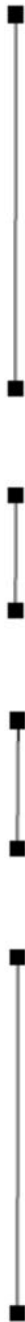
The city needs to complete the long overdue Infrastructure Needs Assessment and base the DEIR on the actual status of our infrastructure capacity. When completed this information should be issued as an addendum to the plan.

**E. The DEIR does not adequately address the impacts being created by port expansion.**

The Port expansion will have significant effects in San Pedro, particularly in terms of traffic. As one example, if the port grows to accommodate 5 cruise ships a day, this would bring up to 40,000 visitors in a day. This cannot be ignored. These traffic increases would impact Harbor Blvd., 22<sup>nd</sup> Street, and Miner St.

**F. The failure of the DEIR to include all of San Pedro makes it nearly impossible to evaluate the environmental impacts of the proposed project.**

In addition to the exclusion of the Port, the area between Capitol Drive and Palos Verdes North, although considered part of San Pedro, is contained in the Harbor-City Wilmington Plan. Changes that have occurred or are occurring in that portion of San Pedro will have significant impacts on the CPA. The area includes the 61 acre vacant parcel currently known as Ponte Vista, the Defense Fuel Support Point with the capacity to store 1.5 million barrels of petroleum products, the Phillips 66 Oil Refinery, the Regional Headquarters for Department of Recreation and Parks, Marymount College (planned for expansion from residence halls to full campus with 800 resident students and 700 commuter students), the future Volunteers of America Navy Village housing, and Rolling Hills Prep School. We again request that this part of San Pedro be included in the San Pedro Community Plan.



NSPNC1-4

NSPNC1-5

NSPNC1-6

NSPNC1-7

**G. There should be a policy of pro rata use of infrastructure capacity.**

Any development requiring discretionary approvals should be limited to a pro rata portion of available infrastructure capacity. For example, a single development that uses all of the available traffic capacity of Western Avenue would render revised zoning for all other developable parcels meaningless.

The following specific comments follow the numbering format in the DEIR and should also be incorporated into the Draft Plan if applicable:

**Section 3.4 Plan Policies**

3.1.1 ADD First Street as a primary street. Although not designed as such, it is one of the major through routes connecting west San Pedro and Rancho Palos Verdes to Gaffey Street, the 110 Freeway, downtown San Pedro, and the Port.

3.1.2 Paragraph 1. CHANGE the second sentence to be accurate and consistent with the language in the draft plan: "... Single-family residential is primarily located in the southern, northern and western portions of the community, while multi-family residential is concentrated in the central and eastern portions."

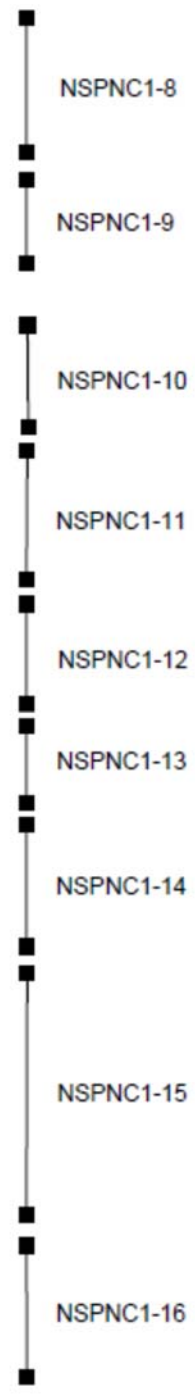
3.1.2 Paragraph 2 CORRECT: Peck Park is not in the southern & coastal area of the CPA, it is in the northwest portion. In the last sentence in that paragraph, the reference to the military reservation needs to indicate that it is military **housing**.

3.1.2 Paragraph 3 - ADD Crafted, City Dock 1, USS Iowa, and the Cruise berth at Kaiser Point (important because they all have planning implications).

3.1.2 ADD a new paragraph regarding Ponte Vista - "This area is currently zoned for open space and R-1. Several builders have proposed higher density. Although it is technically outside of the Project Area it is part of San Pedro and whatever is built there will have significant impacts on the CPA."

Table 3-1 page 3-9 in the EIR and table 2-2 in the Plan (p24) CORRECT: These tables should be consistent and based on 2010 census data: Table 2-2 shows a growth in population of just over 1100 people and a growth in dwelling units of around 5,000, NOT including Ponte Vista. This makes no sense. Table 2-2 uses 2005 SCAG estimates and 2030 projections. SCAG population figures are more than 6,000 higher than 2010 Census figures; in effect, the real population growth planned for in the CPA Update is 7,000, not 1,000. Failure to include Ponte Vista further skews the analysis.

Further, Table 3-9 uses current plan capacity and projected plan capacity that shows an increase of about 1200 people and slightly over 1,000 housing units. Why are the two tables using different data? In both cases it appears that 2005 SCAG guesses were used, which are substantially different from 2010 Census data.



Finally, the new SCAG estimate for 2035 should be used rather than the old 2030 estimate.

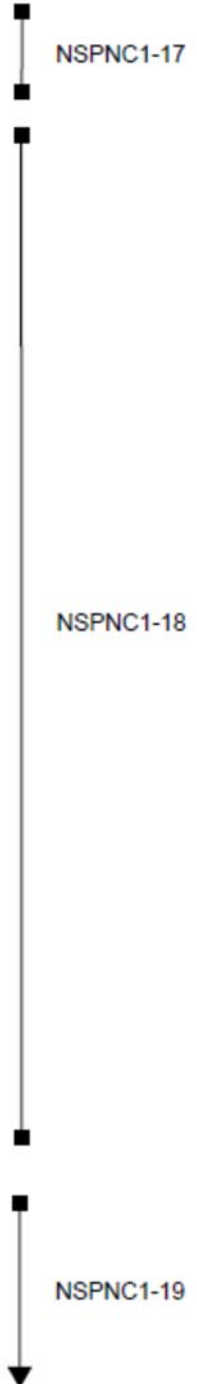
**Chapter 4: Environmental Analysis**

P 4-6, Table 4-1, Cumulative Projects. ADD:

- a. VOA Navy Village
  - b. Marymount College Expansion (Palos Verdes Drive North & Waterfront Campus)
  - c. Harbor Highlands (N. Gaffey at Gatun) – under construction
  - d. Sanitation District Outfall Project – in EIR process
  - e. Rolling Hills Prep Build out (Palos Verdes Drive North)
  - f. Port Master Plan Update
  - g. USS Iowa - Approved
  - h. Ports O' Call re-development – out to bid
  - i. Cabrillo Marina Phase II - constructed
  - j. Wilmington Industrial Park expansion
  - k. New Cruise Terminal at Kaiser Point
  - l. Crafted at the Port – partially operational
  - m. Widening of 110/47 transition
  - n. Other projects entitled but not built
- DELETE Jordan Downs; it should not be included in this list.

**4.1 Aesthetics**

4.1.1 Downtown San Pedro is not the only shopping area. One of San Pedro's specific challenges is that we have two distinctly separate shopping areas and they are opposites in terms of their character, history and as urban planning models. The downtown San Pedro "node" is the historic and nostalgic commercial heart whereas Western Avenue at 25<sup>th</sup> and Western and then Western from Summerland to the



cemetery is a linear thoroughfare and connector/divider (San Pedro to Palos Verdes) with a series of strip malls. Western Avenue is not primarily a destination but a stopover and conduit to the freeway for many in PV and San Pedro. The node is a vestige of a downtown and the 'big box' stores that could have attached themselves to the periphery of downtown and added/drawn vitality to it have been located on North Gaffey that further fragmented San Pedro.

4.1-2 Paragraph 1. Third sentence REPLACE "the south central and southeastern portion" with the word "much." Views of the Harbor/Port exist throughout the CPA and are not limited to the two portions mentioned.

4.1-2 Paragraph 3. CORRECT: The first sentence is misleading. Between Gaffey and Western Ave from 25<sup>th</sup> Street to 7<sup>th</sup> St. there is a very high concentration of single-family residences. In fact, the homes in the Vista del Oro area often range from those built in the 1920's to the 40's. This is San Pedro's oldest continuous densely lived-in/historic SFR area. The head of Landmarks in LA recently toured this area and found it to be viable for HPOZ status. The Vinegar Hill portion (36<sup>th</sup> to 26<sup>th</sup> Streets between Gaffey and Pacific has older small single-family homes on small lots. The northern and westernmost portions contain predominately newer single-family homes on standard lots.

Page 4.1-3, Open Space Areas.

ADD Welcome Park, 22<sup>nd</sup> St Park, N. Gaffey Green Belt, Bandini Canyon, the Waterfront Promenade and Knoll Hill, with an explanation that, with the exception of Bandini Canyon and the Welcome Park, these open space areas are owned by the Port of Los Angeles.

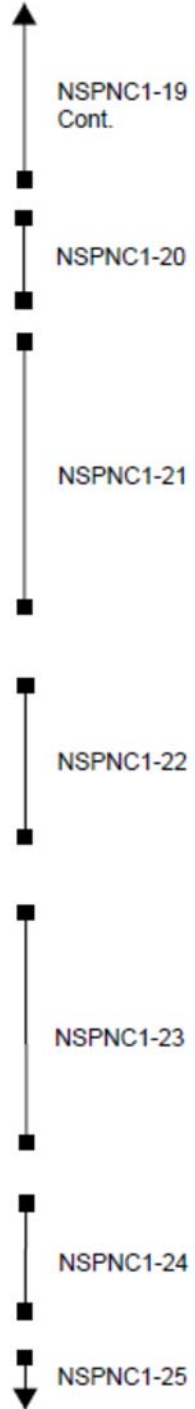
Page 4.1-3, Scenic Vistas

ADD Peck Park Canyon, Plaza Park, Averill Park Palm Tree Promenade, Point Fermin Park, Royal Palms, Gaffey Street Lookout, and Knoll Hill to the list of Scenic Vistas. In addition, Vista del Oro has panoramic views of the LA Basin, mountains, harbor, Vincent Thomas bridge, lighthouse, Pacific Ocean and the coastline to Dana Point. Although they are outside of the San Pedro Specific Plan area, these are significant view areas and should be included in the discussion. Most of these should also be included in Open Space Areas.

Page 4.1-4, Scenic Trails

ADD Peck Park Canyon trails, Bandini Canyon, the Gaffey Green Belt, and the California Coastal Trail, in list of trails. Although they are outside of the San Pedro Specific Plan area, these are significant trails and should be included in the discussion.

Page 4.1-4, Scenic Roadways





- **Western Avenue - EXPAND** to read "from Paseo del Mar to 9<sup>th</sup> St".
- **Paseo del Mar ADD** reference to landslide closing a portion of this thoroughfare. This road closure will have more impact on the community than most of the other changes foreseen in the plan. It needs to be acknowledged.
- **ADD** a new paragraph, to read: "In addition, the following are also scenic roads: Harbor Blvd with its views of the Port, 22 St, Dodson St, and Anchovy"

Page 4.1-4 and -5 Scenic Resources

ADD Gateway Fountains & Promenade, Knoll Hill, USS IOWA, and Gaffey Green Belt with its planned extension along Pacific, Front, and Harbor Blvd. to the Vincent Thomas Bridge where it will join the Promenade, Averill Park (designed by Fredric Law Olmstead), Friendship Park, The Warner Grand Theater, The Red Car Line, The Angel's Gate Lighthouse, and the Cabrillo Beach Bathhouse.

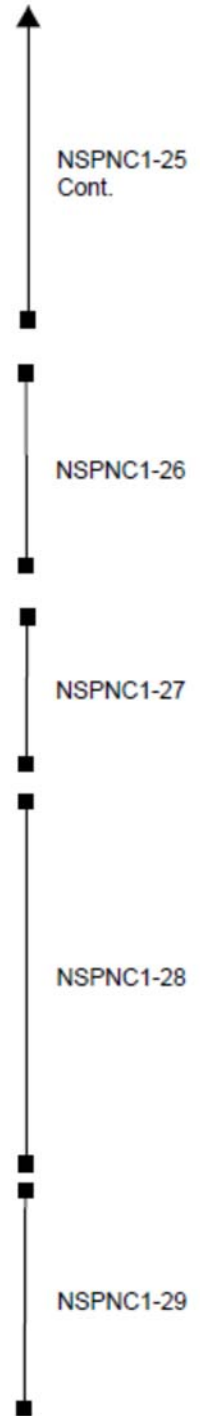
4.1-5 Light & Glare

The Port of LA is the major contributor to light pollution and further expansion or infill of the waters of our port will add to this loss of our night sky and the dark water that reflects that sky.

Table 4.1-6, proposed Plan Policies:

- Policy LU7.5 ADD "or in single family residential neighborhoods"
- ADD a policy that shade trees must be incorporated into all surface parking areas and walkways with trimming guidelines that observe/respect birds' nesting season
- ADD a policy to connect existing trails to each other and to the California Coastal trail
- ADD a policy to connect bike paths and promote bicycling
- ADD a policy to require "dark sky" lighting techniques to minimize light pollution
- ADD a policy that allows pro rata use of available infrastructure capacity.

Impact 4.1-2 (pages 4.1-23 to 24) discusses the proposed increase in building heights along Western Avenue at 25<sup>th</sup> Street and indicates "...the proposed plan and implementing ordinances could impact scenic resources within locally recognized scenic roadways." It goes on to say that "this would be a significant and unavoidable impact." We agree that such development could have a significant impact on the surrounding views, however it can and should be avoided by not adopting the proposed change.



#### 4.2 Air Quality

1. CORRECT: The Port of Los Angeles is excluded from the CPA. By excluding it, the amount of pollution to be included in the report is reduced, and San Pedro is omitted. This should be corrected to include the Port of LA, due to its proximity to San Pedro and because the Port includes data on impacts in San Pedro from its projects. It is unclear if all of the anticipated traffic impacts of the port development have been included. For example, if the port grows to 5 cruise ships, this will bring in 40,000 visitors a day and we must plan for this. The number of cars and busses bringing in people in one day for the cruise ships alone is huge. Even if all of these visitors arrived by bus, and each bus carried 50 people that is 800 buses. This is in addition to the pollution from the cruise ships themselves, which are the largest contributor to such pollution.

NSPNC1-30

2. CORRECT: The DEIR uses air quality data from a station in Long Beach. However, the Port has an air collecting station on Harbor Blvd at 3rd St with several years of air quality data on the Port's website. They currently monitor emission levels of ozone, sulfur dioxide, nitrogen dioxide, carbon monoxide, two sizes of particulate matter (PM10 or coarse particles, and PM2.5 or fine particles), polycyclic aromatic hydrocarbons (PAHs), and ultrafine particles. The Port data should be used in addition to or instead of the Long Beach data.

NSPNC1-31

3. ADD: In addition to the effects of the Port on air quality, two other major installations have an impact: Rancho Holdings, which stores butane and propane on North Gaffey street, very near schools and homes and Phillips, 66 a large oil refinery, located adjacent to San Pedro. These facilities release a number of "flares" (burn offs), which spew hazardous particulates into the air having an adverse impact on air quality. On 9/15/12 Phillips 66 Oil Refinery, lost power and had to immediately shut down their operations and "flare" (burn off) all the "product" in their lines. This is not the first time this happened. Also, in restarting the system from total shutoff at the refinery, a "gas" smell emanating through the neighborhood, which added to the poor air quality.

NSPNC1-32

4. CORRECT: With the increase of residences anticipated with the Highlands and Ponte Vista developments, the amount of air pollution will be increased with vehicular CO2. The reports states that San Pedro can expect only about 1,250 more residents by 2030. That figure grossly underestimates the real population growth since it is based on the 2005 estimate rather than the 2010 census. In addition it does not include the anticipated increase in residents that will result from the development of Ponte Vista.

NSPNC1-33

5. CORRECT: With the arrival of the Iowa, the opening of the Crafted in San Pedro, the planned cruise terminal at Kaiser Point, and the numerous other events now being held at the Port of Los Angeles along the San Pedro Harbor, in addition to the great number of residences being built in San Pedro. This greatly increases the amount of traffic, thus increasing the amount of CO2 in the air. The proposed

NSPNC1-34

mitigations are inadequate.	
6. COMMENT: The DEIR report suggested more residents go "green" in the purchase and installation of solar roofs. Many residents in San Pedro could never afford the purchase and maintenance of solar roofs and many residences are rentals.	
7. Stats on p 4.2-25 CORRECT to 2010 census data.	
8. The 110/47 interchange is being widened. Was the increased usage included in the analysis on the air quality? If not, ADD	
9. ADD a policy to require any large development to include alternate energy.	
10. ADD: The proposed mitigations are inadequate and need to be strengthened.	
<b>4.3 Biological Resources</b>	
ADD a policy to survey the four locations for the Palos Verdes Blue butterfly ( <i>Glaucopsyche lygdamus palosverdesensis</i> ) identified in Figure 4.3-2 at Harbor Highland Park, Point Fermin Park, White Park, Deanne Dana Friendship Community Regional Park / Bogdanovich Recreation Center for the following PV Blue food source plants: (a) California Buckwheat ( <i>Eriogonum fasciculatum</i> ); (b) Santa Barbara Milk Vetch ( <i>Astragalus trichopodus</i> ); and (c) California Broom / Deerweed ( <i>Lotus scoparius</i> ). If these food source plants are located, undertake all reasonable efforts to ensure their continued survival, and if necessary, introduce additional plants. This strategy has proven successful for the re-establishment of the PV Blue Butterfly in El Segundo at LAX recently.	
<b>4.4 Cultural Resources</b>	
Table 4.4-1 ADD Banning's Landing, Timm's Landing, Muller House, Timm's House (19 <sup>th</sup> St), and Averill Park (designed by Olmsted), Add the explanation (Hyde House/Dana's Revine) after Casa de San Pedro, Add address for American Trona Corp (#8), ADD "YMCA" after Harbor View House (# 20) DELETE "Juarez Theater" from #7.	
Table 4.4-3 ADD a policy to prepare a study of all of San Pedro's monuments, places and buildings of significance	
<b>4.5 Geology/soils and mineral resources</b>	
<b>4.6 Greenhouse Gas Emissions</b>	
<b>4.7 Safety/Risk of Upset</b>	
Figure 4.7-1, Methane Zones - ADD a mitigation to conduct a full	
	NSPNC1-34 Cont.
	NSPNC1-35
	NSPNC1-36
	NSPNC1-37
	NSPNC1-38
	NSPNC1-39
	NSPNC1-40
	NSPNC1-41
	NSPNC1-42
	NSPNC1-43

characterization/quantification of methane emissions and emission rates in the identified zones. These zones are upsetting, particularly the massive zone at the northeast end of San Pedro.

One of our members suggests the following: This exercise should be conducted by LA EAD staff or by certified contractor using a methane meter or a portable GC/FID instrument. Once this has been completed, a decision should be made as to whether to utilize this methane resource for either co-generation by collection, dewatering, and combustion to produce steam or steam/energy as done at the LA Co. Sanitation District landfills. For the smaller methane spots, co-located at Pt. Fermin Park, White Park, and Deanne Dana Friendship / Bogdanovich Recreation Center, the collected methane emissions could feasibly be used for hot water heating or other beneficial end-use applications. The City is under an obligation via AB32 for a reduction of Green House Gas emissions to 1990 levels and this characterization/quantification would be a step in this direction.

ADD: The DEIR does not consider and therefore does not address the potential health impact or catastrophic loss due to problems developing in the methane zones. An educational outreach should be done to help the community understand the potential impact of methane.

Page 4.7-8, Aviation Hazards – ADD: government (e.g. military, police, sheriff) and news helicopters are frequently over the area. The area is also on the flight path for training and testing by Robinson’s Helicopters, located adjacent to the Zamperini Field Airport in Torrance.

Page 4.7.10 Emergency Response – ADD: The number of Police (LAPD) and Fire (LAFD) personnel are at a dangerous low. If San Pedro were to experience a disaster, whether it be an earthquake or other disaster, those LAPD officers would be assisting the LAFD firefighters in putting out fires and securing our local refineries, and other buildings/areas, where hazardous materials are stored. The LAFD has told residents that they will have to fend for themselves for at least a week, and up to three or four weeks.

ADD: Discussion of evacuation routes in case of a disaster. Most likely the LAPD and LAFD would not be able to help with any evacuation, as they will be busy putting out fires. If any escape needed to be made because of a fire on the peninsula, there would utter chaos and, the evacuation itself would be a disaster.

San Pedro has really only three viable avenues of escape. One is North Gaffey Street, which is adjacent to these potential hazardous facilities: Rancho Holdings, the Defense Fuel Supply Center, and the Phillips 66 Refinery. North Gaffey sits on earthquake faults and the potential for a fire is great. In addition, the LAFD (and LAPD) could easily have Gaffey Street blocked due to potential fire and certain damage from an earthquake as they did when there was a power outage near Home Depot.

NSPNC1-43  
Cont.

NSPNC1-44







NSPNC1-45


NSPNC1-46

NSPNC1-47

NSPNC1-48

NSPNC1-49

<p>The second principal evacuation route is the 110 Freeway. The City has indicated that in an emergency, this might be turned into a southbound bound access way for emergency vehicles. That leaves Western Avenue as the primary or only avenue of escape for all 83,000 San Pedro residents, not counting all the Rancho Palos Verdes residents who would use Western Avenue for evacuation. Western Ave. is already clogged during peak hours. It cannot function as an adequate, viable evacuation route.</p>	 <p>NSPNC1-50</p>
<p>The LA City Comptroller Wendy Greuel said in her 2012 report that the Salvation Army and the Red Cross are not prepared to handle an evacuation of the City of LA. This would particularly apply to an isolated area like San Pedro, surrounded on three sides by water and with very limited egress routes. In a disaster, San Pedro could quickly face serious challenges.</p>	 <p>NSPNC1-51</p>
<p><b>Table 4.7-4</b></p> <ul style="list-style-type: none"> <li>○ Policy M7.6 ADD "and inform the public." We understand that the LAPD has such a plan but no information has been made available to the community.</li> <li>○ ADD a new policy "Emergency preparedness. Coordinate response plans with Little Company of Mary, Red Cross, Salvation Army and other appropriate entities."</li> <li>○ ADD a new policy "Emergency preparedness. Develop plans and educate the community regarding preparations to shelter in place.</li> <li>○ ADD a new policy to require all developments over 5 units to maintain sufficient emergency supplies for their residents for at least seven days.</li> <li>○ ADD a policy to require all developments over 5 units to submit an evacuation plan as part of their plan approvals after consultation with LAFD and LAPD and post this plan in every unit.</li> </ul>	 <p>NSPNC1-52</p>
<p><b>4.8 Water Quality</b></p>	
<p><b>4.9 Land Use/Planning</b></p>	
<p><b>Table 4.9-1</b></p> <p>Subarea 10: CHANGE: proposed designation to light industrial. The Planning Department previously indicated that this could be done.</p> <p>Subarea 200: The McCowans's site needs to be treated differently than the others sites in the sub-area. Single-family homes have been constructed on the sites, and the commercial zoning is a significant impediment to obtaining financing for the homeowners. Additionally, it is highly unlikely that the new homes would be demolished for a neighborhood commercial use during the lifetime of the Plan.</p>	 <p>NSPNC1-53</p>  <p>NSPNC1-54</p> 
<p>11</p>	

<p>Subarea 260: 75' height limit at 25<sup>th</sup> and Western is the idea of DCP, not the idea or request from the community. A 40' height limit should accommodate most commercial development. <u>Prohibit building heights that would block the views from homes or Western Avenue.</u></p>	 NSPNC1-54 Cont.
<p><b>4.9.1 Environmental Setting</b></p>	
<p>First paragraph, last sentence, CHANGE to read "The CPA is generally bounded by Westmont (rather than Taper) on the north."</p>	NSPNC1-55
<p>Fourth Paragraph (top of page 4.9-2) ADD: the industrial uses include a butane/propane tank farm, major distribution center and adjoining refinery.</p>	NSPNC1-56
<p><b>4.10 Noise</b></p>	
<p>4.10.1, page 4.10-4 Existing Environmental Noise Levels. First paragraph. MODIFY Last sentence to say, portions of the CPA experience high levels of noise from the railroad and port operations, particularly at night. ADD: The data from the Noise Study conducted by the Port of Los Angeles in 2006 as it relates to San Pedro.</p>	NSPNC1-57
<p><b>4.11 Population, Housing, and Employment:</b></p>	
<p>UPDATE to include the 2010 census data.</p>	NSPNC1-58
<p>4.11.1 Population - CORRECT second paragraph based on 2010 census to show that the population between 1990 and 2010 increased by XXX% and that the City of Los Angeles increased by xx% during this same time. Last sentence should say the population appears to be growing at a lower rate. DELETE the reference to 'comparable'.</p>	NSPNC1-59
<p>The difference between the 1990 census (74,176) and the 2010 census (76,651) is 2,475 people or 3.3%. If you look at the difference between the 2000 and 2010 census, it is an increase of only 473 individuals over the 10-year period, less than one percent (0.6%). This is very different from the SCAG estimate of a 10.7% change from 1990-2005.</p>	NSPNC1-60
<p>Tables 4.11-1, 4.11-2, and 4.11-3 USE 2010 census data: The SCAG's overestimate in population also calls into question their estimate of dwelling units.</p>	NSPNC1-61
<p>Page 4.11-3 Employment. CHANGE: The addition of 5,767 new jobs to the existing 13,307 jobs, a 44% increase in local employment is not credible and cannot be justified, even with waterfront development, port expansion, and the redevelopment of downtown. There is no basis for projecting that jobs in San Pedro Community Plan Area will increase so much faster than Los Angeles as a whole, which is projected to increase by 11.1%. Use a more realistic figure.</p>	NSPNC1-62

Page 4.11-10 USE updated SCAG estimates & 2010 census data

**4.12 Public Services & Recreation**

Fire

Table 4.12-1 CHANGE: This table is inaccurate due to recent reductions in staffing levels at Fire Stations. Of particular concern to our community is that the LAFD Station #48 is no longer staffed with a Hazardous Materials Squad, even though 67% of the hazmat dangers are in the port area. Depending on the time of day, weather conditions, and other traffic variables it could now take 1 to 1 ½ hours for the HAZMAT team to reach San Pedro, well beyond the accepted response time of 5 minutes.

Page 4.12-5 ADD: indicates that the LAFD “response times from all land-based stations are in excess of five minutes” In light of this, additional mitigation measures are needed to reduce the response time.

Table 4.12-5

- o ADD a Policy to restore the staffing for the LAFD HAZMAT Unit to San Pedro.

Police

Table 4.12-6 UPDATE to the latest available information. Among other things, the real population projected increase of almost 10%, not 1%. This means the number of needed officers is also under-counted.

Table 4.12-8 ADD a policy to fully staff the jail at the Harbor Division. A new building was recently built for LAPD, but use of the jail was suspended. LAPD has to transport arrestees to a jail outside of San Pedro. This takes several hours away from other patrol duties, reduces availability to respond to other incidents, and adds to already unacceptably high traffic on the 110 Freeway.

Schools

- o Second paragraph, CORRECT: LAUSD no longer has a District 8
- o ADD: LAUSD also operates a number of special schools in the CPA. These include Willenberg (Harlan Shoemaker & Bess Akerson) Special Education Center, San Pedro Skills Center, San Pedro Adult School, and the William Johnston Community Day School (formerly Cooper). In addition, Marymount College has recently opened their waterfront campus in downtown San Pedro and has plans to expand their facility on Palos Verdes North, which currently serves as a dormitory, into a full four-year campus.

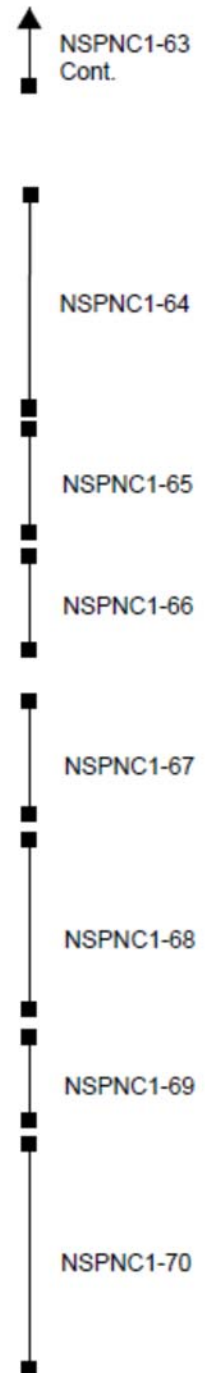


Table 4.12-9:

- CORRECT: The Harbor Math/Science Magnet at Park Western Elementary is an elementary school and its capacity is incorrect. 700 is most likely the capacity for Park Western Elementary and the Magnet combined.
- DELETE and CORRECT: Hawaiian Elementary, Wilmington Middle School, and Banning High School. According to LAUSD, these schools do not serve San Pedro and including them is misleading. Deducting these schools and moving the Harbor Math Science Magnet to the elementary school grouping results in a current enrollment of 6061 elementary, 3,763 middle school, and 4,486 high school students, for a total of 14,310 students. Making these same changes for capacity we arrive at the following figures: 6,609 elementary, 4,208 middle school, and 4,506 high school students (we excluded Angel's gate from this figure since the goal would be to have no increase in the number of students needing to attend this special school).
- ADD: San Pedro High School, John and Muriel Olguin Annex; while this school increases the capacity, it also reduces the capacity at San Pedro High School.

Table 4.12-10 ADD: Christ Lutheran, 28850 S. Western and Rolling Hills Prep

Impact 4.12-3 ADD: The DEIR fails to include any development at the Ponte Vista site on Western Avenue. Using the 0.4 students/dwelling unit formula, a development of 1200 units would produce another 480 students. This is in addition to the 54 students that can be anticipated in the nearby Harbor Highlands project now under construction, bringing the grand total to 2,474, an increase of approximately 17.3% rather than the 9.4% indicated.

The statement that "...multiple elementary schools in the CPA are operating below capacity and would be able to accommodate the elementary school aged students generated from new residential development" is not sustainable once the data is corrected. Using the same formula used in the DEIR to distribute them by school, this would be 1257 additional elementary, 631 middle school, and 611 high school students. Given that the difference between the existing students and capacity is currently 584 elementary students, there will clearly be a need for at least one additional elementary school. The impacts of this must be evaluated in the EIR. These figures do not include the impact of severe under-reporting of planned-for population that means that the student population increase is significantly underreported even more than totaled above.

Likewise the statement that "high school students could be accommodated at the new John M. and Muriel Olguin Campus... is incorrect. This facility was built to relieve the existing overcrowding at the main San Pedro High School campus where existing bungalows will be demolished, thus reducing its capacity to accommodate anticipated growth.

NSPNC1-71

NSPNC1-72

NSPNC1-73

NSPNC1-74

NSPNC1-75

NSPNC1-76

NSPNC1-77



MM4.12-1 is inadequate. We understand that State law proclaims that the mandated school fees paid by developers satisfies CEQA, but it is knowingly inadequate, being set at perhaps 20% of actual costs. That however, binds and excuses only the developer. It does not relieve the city of its duty under CEQA to address the actual impact in the DEIR.

Libraries

ADD: State of California Library standard requires 0.5 sq ft of library per resident. For 82,112 residents, there should be 41,056 sq ft of library space, or 21,056 more sq ft than the existing library. A new west San Pedro library of 14.5K sq ft, would bring space to 34,500 sq ft, and 0.43 sq ft per resident. The plan should acknowledge that this would still be insufficient to meet the State Library Standard.

CHANGE: The DEIR is correct when it says ..."it cannot be assumed that these potential new library facilities would be constructed in the CPA in the foreseeable future." It is incorrect, however, to assume that this impact is less than significant given the statement that "The available public library services in the ...CPA...are currently inadequate to meet existing demands from the community's residents based on state library standards." We must assume that some additional library space will be added during the life of this plan, therefore there may be a significant impact.

ADD a policy to "Study library needs in San Pedro to determine patterns of usage and needs in light of the prevalence of electronic books and develop an appropriate plan for rehabilitation, expansion, and or building of an additional library."

ADD: A site for a new or expanded library should be provided in the CP update.

Parks/Recreation

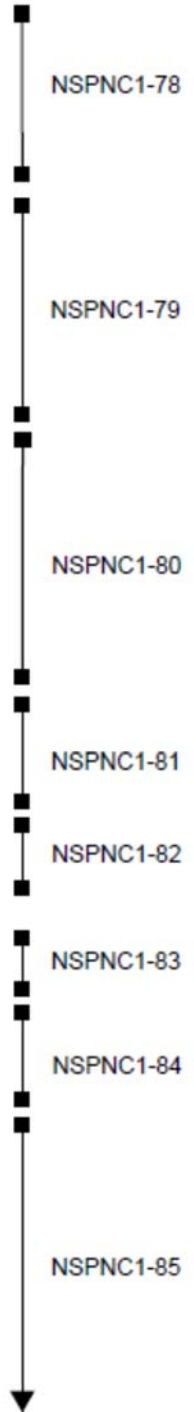
Regional Facilities – ADD: Cabrillo Beach

ADD: A new Section discussing the role of the Port in providing recreation and open space facilities.

Table 4.12-16

Make the following changes:

- Anderson – CORRECT Features to read Auditorium/senior Center, small children's play area – please check we do not believe that the remaining listed amenities are correct
- Daniels Field – CORRECT: please check, we do not believe that there are baseball diamonds nor a seasonal pool
- Deane Dana – DELETE: natural history museum – this is a repeat of the Nature Center already more appropriately listed



- o Field of Dreams – CHANGE “ballfields” to “soccer fields”
- o Harbor Highlands, - CHANGE “baseball” to “softball” & one basketball court
- o Joan Milke Flores – ADD picnic tables
- o Peck Park, ADD tennis courts, hiking trails, indoor and outdoor basketball courts, children’s play area, horseshoe pits
- o Point Fermin DELETE: BBQ pits (check on this one)
- o ADD: Welcome Park

ADD: A New Section or a New Chart for Port Open Space Facilities including

- o Knoll Hill, baseball
- o 22<sup>nd</sup> St Park – open fields, picnic tables
- o N. Gaffey Green Belt – picnic tables, multi-purpose path
- o Promenade - bicycle and walking paths, game tables

Page 4.12-22 Public recreation plan, last sentence, ADD: while the CPA as a whole exceeds the standards for neighborhood and community parks, the densest portion of the CPA with the lowest income (generally the northeast section) lacks such facilities, particularly play equipment for young children.

Table 4.12-19

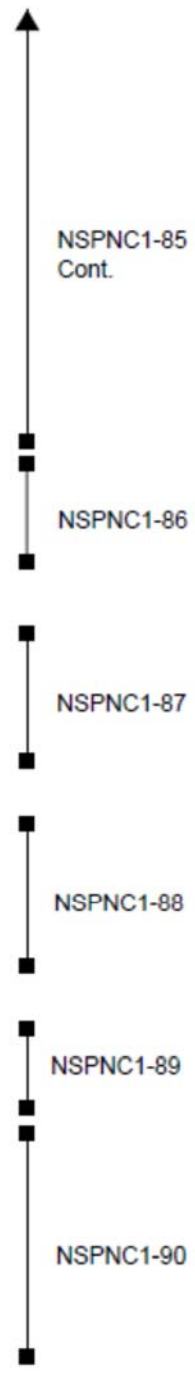
- o Policy CF5.1 INSERT” ...and paper streets” after “flood control channel”
- o Policy Cf5.8 DELETE “regional” This should apply to all parks
- o Policy CF 5.9 ADD: “skate board paths/routes”

**4.13 Transportation/Traffic REWRITE**

The principal issues with the traffic study relate to problems stemming from the inaccurate data used. Some of these issues affect a number of areas of the DEIR, including utility capacity, services such as fire and police, and school capacity, libraries, etc.

Among other things, the issues include:

- o Traffic projections appear to be based on a pro rata increase over the improper 2005 numbers rather than the 2010 census data.
- o Traffic in the DEIR is based on actual counts but is attributed to a false number of residents. Given the relatively low percentage of jobs per household, showing that we are a commuter community, and the VMT and VMH numbers, applying a multiplier based on the 83,354/82,212 population ratios results in substantially lower impact numbers than a ratio based on 83,354/76,651. In fact, if this is accurate, the estimate of unavoidably impacted intersections is likely much higher than 39.



- There is little to justify the application of "transportation corridor" policies to San Pedro. To get to employment or shopping centers from any San Pedro location usually requires several transfers. This is not the easy access foreseen by transportation corridor policies.
- It is very unclear how, if at all, Ponte Vista future development is included in the traffic impacts.
- The traffic pattern data excludes the impact of the slide area on Paseo Del Mar. This should be included.
- It is unclear if all of the anticipated traffic impacts of the port development have been included. These will have a tremendous impact and need to be included in the plan.

ADD the recommendations of the Western Avenue Task Force

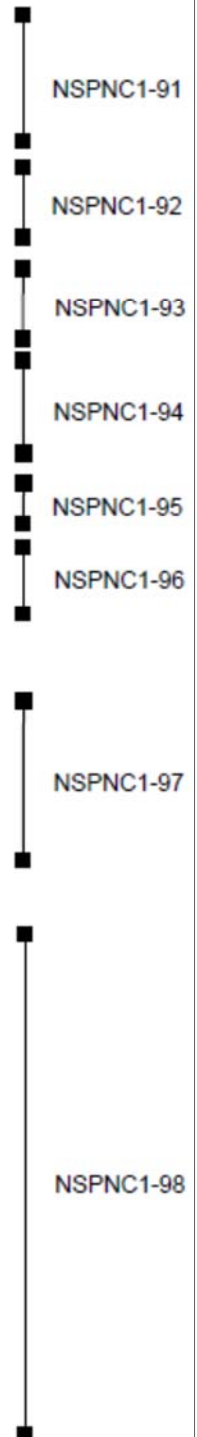
ADD an infrastructure capacity study to reach conclusions that are more thorough than a v/c number for individual streets.

4.13.1 Surface Roadways.

ADD: language to the effect that due to its age, San Pedro has many 'sub-standard streets' and many parking challenged areas. The problems caused by this are compounded by the fact that San Pedro streets serve as the access roads to schools, shopping, and freeways for the west and south sides Rancho Palos Verdes and Rolling Hills.

Section 4.13.1

- First Paragraph, replace "Tosco" with "Phillips 66" oil refinery
- Highway System Characteristics - first paragraph, ADD First Street & Westmont as major east/west access streets
- Freeways - ADD discussion of impact of China Shipping, TraPac, Kaiser Point Cruise Terminal, widening of 47/110 transition and other port projects
- Major Class II highways -need stronger wording that these are paper designations, not realities
- Gaffey St is one lane in some areas - south of 22<sup>nd</sup> Street
- Channel St - add "And one lane from Gaffey to Park Western where it is a collector Street.
- Secondary Roadways - 1<sup>st</sup> Street replace "throughout" with "through"
- Signalized intersections (page 4.13-6) Last sentence - Delete "Once complete" and change from "will be" to "is"
- Transit Services- need to discuss hodge-podge nature, closest rail stops are in Long Beach and at the Artesia Transit Center and there is no extension anticipated between now and 2030



4-13.3: ADD: Although Western Avenue is noted as State Highway SR-213, there is no mention of the multi – jurisdictional overlap with RPV. As the only State Highway, daily traffic counts should be included. One particular problem created is the fact that the City of Los Angeles and the County have different traffic management systems (ATSAC in L. A.) for their portions of Western Avenue and they are not coordinated.

4-13.4: CORRECT: 9<sup>th</sup> Street does not widen to four lanes West of Dodson.

4-13.4: CHANGE: Centre Street from 1<sup>st</sup> to 7<sup>th</sup>, should be downgraded to a collector street.

Table 4.13-4,

- o GV P3.5 ADD reference to Neighborhood Councils
- o CHANGE: This table includes a number of references to transit oriented districts that do not exist in San Pedro and hence it gives a false impression. There should be a discussion of the lack of such districts in the plan area and a footnote should be placed with each discussion.

4-13.5: CHANGE: Paseo Del Mar, discuss the landslide and cut-off streets and bike paths

4-13.6: CHANGE: ATSAC is complete in San Pedro.

Table 4.13-6

- o Policy M3.4 ADD "skateboarders"
- o Policy M.3.5 ADD "...and the development of walking school buses."
- o Policy M4.5 ADD "paper streets"
- o Policy M8.2 DELETE "on residential areas" They should be required to mitigate all traffic impacts, not just on residential areas. In fact one of our biggest problems is the negative impact businesses report
- o Policy M13.3 DELETE "mountain". It should ably to all biking
- o Policy LU 10.1 DELETE reference to CRA/LA
- o ADD a Policy to develop an overall vision for moving people throughout the community.
- o ADD a policy to increase connects to major transit hubs and public transportation lines and to develop light rail to truly connect this peninsula to the city of Los Angeles
- o ADD a policy to formulate and seek funds for a light rail/street car plan within San Pedro to serve the community and visitors – downtown to Western via 13<sup>th</sup> St. Western to 25<sup>th</sup>, 25<sup>th</sup> to Gaffey Street and Gaffey Street to the Korean Bell and back to downtown via 22<sup>nd</sup> street, etc.

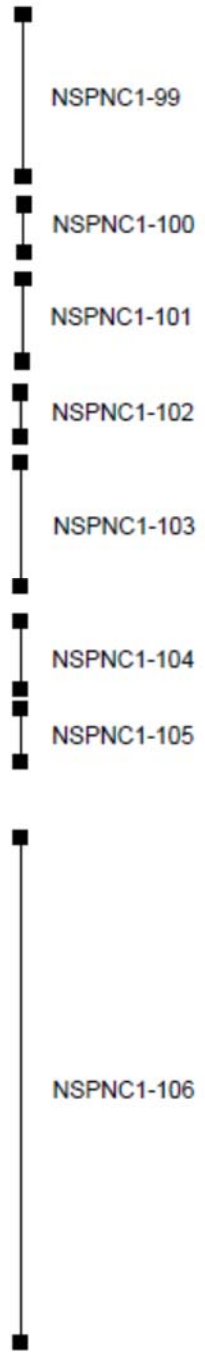


Figure 4.13.1: CHANGE: This chart does not show roadway connection of 22<sup>nd</sup> Street to Harbor Blvd. Port controlled roadways that are out of the CPA should be included to show connectivity.

P 4.13-9-10 Transit Services: ADD: There are six different providers of transportation services in the CPA, including the Trolley provided by the Business Investment District. There is a need for better coordination of these resources in order to improve local and commuter service and provide hubs to connect local transit to longer-range bus service.

P 4.13-13 Bicycle Facilities: CHANGE: The Plan seems to rely on increased bicycle use to mitigate traffic. This is not realistic particularly in light of the streets widths and vehicular traffic load for some of the designated bikeways. The connections to the coastal areas and the waterfront need to be improved.

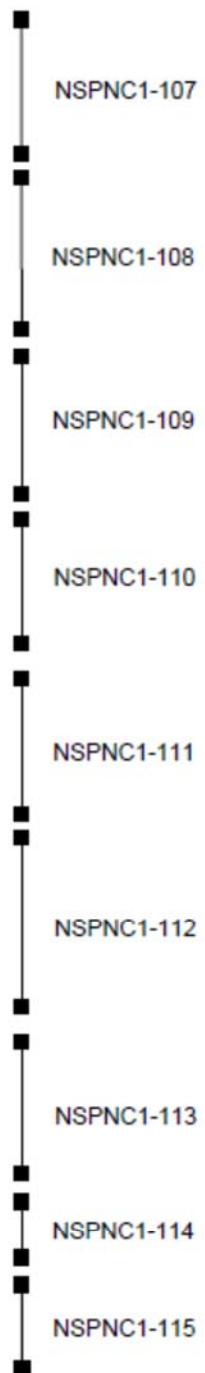
P 4.13-6: Regional: ADD: Per the LA County Congestion Management Program there are no plans for improvement projects in the CPA for public transit. Coupled with the area's low ridership of 3% of the population in public transit, it seems challenging for the area to contribute to traffic reduction through these means.

P 4.13-32:

- CORRECT: Only weekday PM peak period forecast were considered to analyze the impacts of the proposed plan. Include Saturday peak traffic on Western and Gaffey in the analysis and revise accordingly.
- CORRECT: The San Pedro Community Plan refinements to the LA County Congestion Management Plan omit freeway analysis. What is the impact of commute time and congestion on CPA residents? It may be included in VHT and VMT numbers but that is unclear and in any event, is not broken out by travel on surface streets and freeways.

4.13-37 Proposed Network Changes:

- CHANGE: Conversion of 5<sup>th</sup> Street from Harbor Blvd to Pacific Avenue to one lane Westbound, and 7<sup>th</sup> Street to one lane Eastbound in the same area lacks detail, and may not coordinate with ideas for the Red Car.
- CORRECT: The report incorrectly states that 5<sup>th</sup> Street is two- lane arterial when it is four lanes from Harbor Blvd. to Mesa.
- ADD: Closing 6<sup>th</sup> Street to vehicular traffic from Harbor Blvd. to Pacific Avenue "should be considered in conjunction with extension of the Red Car".



<p>4.13-43 COMMENT: Cumulative Impacts: While the Plan does not exceed the SCAG Congestion Management Plan standards, traffic congestion will increase with or without the Traffic Improvement Mitigation Plan.</p>	■	NSPNC1-116
<p>COMMENT: Are the intersections at Pacific and Harbor new LOS F intersections because of these improvements? Note table 4.13-11 and table 4.13-12 where the LOS intersections increase from 37 to 39 with the implementation of the TIMP.</p>	■	NSPNC1-117
<p>4.13-43 Cumulative Impacts: COMMENT: While the Plan does not exceed the SCAG Congestion Management Plan standards, traffic capacity and congestion will increase with or without the Traffic Improvement Mitigation Plan.</p>	■	NSPNC1-118
<p>AMEND Bicycle Plan and General Plan to incorporate changes discussed herein.</p>	■	NSPNC1-119
<p>COMMENT: Commute times: Assuming 50% or more of San Pedro residents get on the freeway to commute to work, what are the future impacts of increased goods movement on commute times?</p>	■	NSPNC1-120
<p>COMMENT: Table 8 &amp; 9: Can we predict where the 5-7 new level E&amp;F intersections will be based on the modeling done for the Plan? What additional intersections would be included if the 2010 census data is used [resulting in higher population increase] and also where will they be if SB1818 numbers are included.</p>	■	NSPNC1-121
<p><b><u>4.14 Utilities</u></b></p>		
<p>ADD: Significant cost increases are occurring and the DWP is assuming significant increases in conservation in order to meet demand for water and power</p>	■	NSPNC1-122
<p>ADD: Given the uncertainty in water supply and capacities of the local delivery systems, impacts to water are potentially significant and the proposed mitigation is inadequate.</p>	■	NSPNC1-123
<p>4.14-16 <u>Natural Gas</u> ADD discussion of alternative energy, such as Bloom Energy, which relies on Natural Gas, will increase demand.</p>	■	NSPNC1-124
<p><b>4.14.18 <u>Electricity</u></b></p>		
<p>CHANGE: Although LADWP has stated there are no current service problems or deficiencies, however, there are significant problems with reliability. If there was sufficient electrical supply, there would be no need for flex alerts. In addition, the Phillips 66 refinery recently experienced complete loss of power from DWP for two hours, causing the refinery to totally shut down and spew pollutants into the air for several hours. The shutdown cost the refinery millions of dollars in lost production and damage to their equipment. The cost of this event will be born by the residents of LA either in increased DWP costs and/or increased gasoline costs. Failures like this are unacceptable to the community.</p>	■	NSPNC1-125
<p>20</p>		

Water resources

p. 4.14-19

CHANGE: We question the statement that area water resources are "expected to be adequate" particularly as it contradicts the conclusion that the impact of supplying the anticipated number of new residents with fresh water over the next 18 years (i.e., until 2030) is "significant and unavoidable."

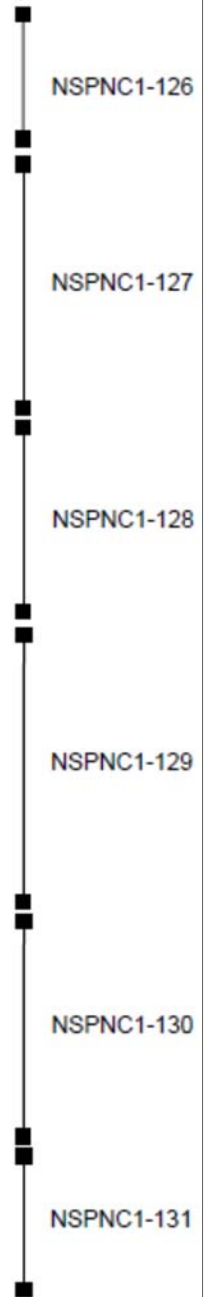
CORRECT: The DEIR projects that, between now and 2030, only 1,242 new residents (not residences) will be added in the Community Plan area - along with 4,820 new dwellings and 3,472,289 square feet of non-residential space. (p. 4.14-19). It is inconceivable that 4,820 new residences would only produce 1,242 new residents. That implies that each new resident would own 4 homes. Harbor Highlands, which is under construction on Gaffey Street, will provide 133 new residences. Ponte Vista proposes around 1,150 new residences. These two projects by themselves will account for far more than 1,242 new people in the area.

COMMENT: Additionally, the increase in residents is based on the 2005 estimate that has been addressed elsewhere in these comments. The real increase is more than 7,000 residents. If the impact of 1,242 new residents is "significant and unavoidable," what will happen if more should move in? That the addition of so few new residents will pose such significant challenges to our area's water resources indicates that the system is clearly in a precarious state.

COMMENT: The DEIR is filled with so many qualifiers that the report's initial conclusion that supplies will be adequate appears overly optimistic and unsupported. The Los Angeles Department of Water and Power obtains about 71 percent of the water it distributes to its customers from the Metropolitan Water District and gets the rest from groundwater and the Los Angeles Aqueduct. The District in turn gets its water from the Colorado River and the Sacramento-San Joaquin River delta (pp 4.14-1 to 4.14-2). However, the report notes that major questions exist about the extent to which the District will be able to continue to obtain water from either of those sources (pp 4.14.-4 to 4.14-5)

A combination of drought, climate change and legal restrictions will have the probable effect of making less water available to the District. In other words, evidence suggests that Southern California cannot even count on getting the same amount of water it has received in recent years. DWP should anticipate having to get by with less. Unless existing residents are willing to make dramatic cuts in their usage, there will be no water available for any new residents regardless of the number.

COMMENT: The plan calls for the area's projected future needs to be met by "conservation" and re-cycling (p. 4.14-6). To achieve this goal, Los Angeles must undertake such measures to an extent never done before. This leaves some fundamental questions that need to be addressed by the DEIR.



Chapter 6, Alternatives

NSPNC1-8

6.2.2 Displaced growth

REWRITE: Instead of general (boilerplate) language, this section should be specific to San Pedro's situation and should reflect the more accurate population figures in the 2010 census data.

San Pedro is primarily a built out community. Nonetheless, many San Pedro residents have participated in SCAG's Compass Growth exercise and we understand the need to accommodate growth in our community. Most of the current residents and the three Neighborhood Councils agreed that downtown was the best place for growth, given the traffic patterns and the need for additional support for the downtown business community. There was general consensus to change the height limits in downtown San Pedro and add capacity for additional residents. This is not a NIMBY community.

The EIR should acknowledge the willingness of San Pedro to take on additional population and the work done to identify the appropriate location where this growth should take place. That said, the argument put forth in the Displaced Growth section seems to justify any added density in the Community Plan because it reduces the need for growth in outlying areas, regardless of the appropriateness of this density or its impact on the San Pedro community. This argument works against the principles incorporated in the proposed Community Plan. No one that we know of is arguing for a No Project Alternative or the SCAG 2030 Forecast Alternative. We only want the best plan possible. The boilerplate language should be removed.

Additionally, since 6.2.2 is written specifically to justify the new community plan over the two alternatives, it should have accurate population figures to compare the impacts of the various alternatives. Using inaccurate 2005 population estimates rather than 2010 actual figures makes the comparisons meaningless.

NSPNC1-132



**ADDITIONAL COMMENTS ON THE DRAFT PLAN v3**

These comments on the plan are in addition to the comments on the DEIR. Comments previously submitted to the Department that were not incorporated into the Draft Plan v3 have been included here.

**Introduction and Orientation**

P1 CHANGE: Replace "transit oriented districts" with "downtown San Pedro". San Pedro does not have any real transit oriented districts and the closest we come is in our downtown area.

p. 8. EXPLAIN; "This type of focused growth links development with available infrastructure." What does this sentence mean?

p. 17. EXPLAIN; 2nd paragraph. "It is necessary to view the community in the context of its setting." What does this sentence mean?

P12 CHANGE; Enterprise Zone – should indicate that it covers nearly all of the commercial areas of the CPA

P 13

- o Port – ADD a sentence to the effect that the Port of Los Angeles has a number of negative impacts on the CPA and any evaluation of the Plan must also consider these impacts.
- o County - last sentence ADD small businesses; it is actually a local commercial center

**Chapter 2: Community Background**

Figure 2-1 – ADD: Crafted at the Port, and Cruise Terminals including Kaiser Point

P 20 ADD: a new sentence at the end of the last paragraph "Many of the streets are narrow and lack adequate off street parking."

P 22: Relationship to Adjacent Communities – ADD language to acknowledge that a portion of San Pedro is actually contained in the Wilmington-Harbor City Plan Area. On page 44, Ponte Vista is described as though it is not part of San Pedro. It is, regardless of the somewhat arbitrary community plan areas designated by the Planning Department. Also, the description references nearby communities including Rolling Hills but should also include Rolling Hills Estates, a different community that is just as close to San Pedro.



NSPNC1-133

Chart 2.1 p 17 - ADD a footnote regarding the percentage of public facilities that is actually single family and multi family housing.

Table 2-2 (p24) ADD 2010 Census Data; make consistent with table 3-1 in DEIR

P 24 - ADD SB 1818 & Grannie Flat Laws SB1818 destroys rational city planning. Comment: The Planning Department should be leading the charge to eliminate SB 1818 in Los Angeles.

Land Use and Urban Design

P 38 LU1.3 ADD "Create appropriate transitions between residential and commercial and industrial uses."

P 40-41

- o LU 3.8 REWRITE While it is important to provide for Special Needs Housing, San Pedro has a disproportionately large number of such units and there is particular concern regarding the number of for-profit unlicensed facilities particularly in the single-family areas. Additionally, some SROs are very poorly managed and contribute to crime and blight. These should be discouraged!
- o LU3.9 - DELETE "without requiring additional parking" or at least require a finding of adequate parking. One of the major problems we face in San Pedro is that so much of our development occurred when one car per family was the standard. Now these homeowners must try to find space on the street. This impacts both the availability of on-street parking and the maneuverability on our narrow streets.
- o ADD a Policy to prohibit Above Ground Facilities in residential areas. To the extent possible at least all supporting equipment should be located below grade, out of public view or underground. There is similar language on p. 67, LU18.6. Policy on page 67 should be extended to all residential areas.
- o ADD a policy to work toward undergrounding existing utility poles in residential neighborhoods.

P 43 La Rambla

EXPAND Description. This area includes a neighborhood serving commercial area, part of which is actually in the CPA and all of which serves the CPA. The description should be expanded to include the Salvation Army, a large market, and numerous small businesses and on Meyler St. Reword the Reference to Little Company of Mary and a private hospital. It sounds like there are two hospitals, not one. There are however 2 convalescent centers there.

NSPNC1-133  
Cont.

P 44 Ponte Vista

CHANGE: The property is still zoned R-1 and the current zoning should be acknowledged or the document should be silent about the zoning.

ADD four bullets as follows:

- Promote home-based offices
- Encourage senior friendly facilities.
- Encourage on site businesses such as a coffee shop or convenience store.
- Through the mitigation process, this development or any single development should not be allowed to use up all of the development potential for the surrounding community.

P 48 - 50

- LU 5.3 ADD liquor stores and pawn shops to discouraged uses
- LU 5.16 ADD "...and to incorporate trees and other greenery"

P 54 CHANGE: Additional residential development should not be encouraged at 25th & Western due to impact on traffic and physical isolation of this area. We oppose this idea.

P 56

- ADD a policy to make Channel Street a "Welcome Gateway": Implement design improvements that provide physical design enhancements welcoming residents and visitors to San Pedro. These should include, but not be limited to street trees, landscaping, lighting, paving, way finding signage, and blight abatement.
- ADD a policy to encourage sidewalk dining.

Port of Los Angeles:

- ADD "The Port has recently become home to two major tourist attractions, the USS Iowa and Crafted at the Port, is in the process of creating a downtown harbor. It has plans to add a Cruise Terminal at Kaiser Point, upgrade Ports O Call and develop City Dock 1. All of these projects will have an enormous impact on traffic and parking and hopefully serve as an economic stimulus to the area."

P 60 LU 13.4 EXPAND Discuss more specifically how the Port can be supportive of the community and downtown.

P 61 Industrial areas. 2<sup>nd</sup> paragraph ADD a new third and fourth sentence. "Two major retailers, Home Depot and Target, are also in this area along with the City's

NSPNC1-133  
Cont.

Sanitation Yard. The northern end of the area along N. Gaffey abuts the Phillips 66 Refinery and the Defense Fuel Support Point”

P.62 Goal LU14 ADD a policy related to reducing visual impacts

p 64

- ADD a policy to develop sign, set back, and landscaping standards for North Gaffey
- ADD a policy to increase the buffering of industrial areas from residential areas.

**Mobility**

P 77 Figure 4-3

- ADD: Transit priority on Western should continue to Royal Palms;
- ADD bicycle priority on Front St, Harbor Blvd etc Via 22<sup>nd</sup> St and Shoshone Way to Cabrillo Beach and along Paseo Del Mar to Western Avenue
- ADD bicycle priority the entire length of Western
- DELETE bicycle priority on First Street – it is dangerous for bicycles
- ADD First & 9<sup>th</sup> as prioritized for motorized vehicles

P 78 Goal M1: ADD a policy to establish safe routes for skateboarders and discourage them on other streets.

P 80 Policy M2.2. EXPAND this policy or add an additional one related to plans for traffic management in the event of a large funeral procession, sinkhole, or other unexpected event along Western Avenue or other major arteries. Events like this on Western Ave and Gaffey St. are particularly disruptive due to the paucity of north/south arteries.

P 81

- Policy M3.4 ADD reference to skateboarders.
- ADD a policy to link the existing trails including the North Gaffey Greenbelt, Peck Canyon Trails, Bandini Canyon, Leland Park and Welcome Park, and the California Coastal Trail
- ADD a policy to link existing bicycle paths to provide a route from Harbor Regional Park via the North Gaffey Greenbelt and from Harry Bridges via John Gibson Blvd, along Pacific, Front, Harbor Blvd to the Promenade, along the coast to Cabrillo Beach, Paseo del Mar, and up Western to Palos Verdes Drive North.

P 85 Public Transit – ADD: Start the second paragraph with a statement to the effect that public transit to and within San Pedro is extremely limited and while increased

NSPNC1-133  
Cont.

public transit is encouraged by these policies, the outlook for such an increase is not very optimistic.

P 86 ADD policy to upgrade and repair sidewalks to improve pedestrian access and use

P 87 ADD: Discuss the disruption to traffic flow (including bicyclists) as a result of the closure of Paseo Del Mar

P 88 Policy M7.6 ADD " develop and distribute public information about emergency evacuation procedures including signage"

P 90 Goods Movement ADD: minimize impact of truck traffic on local Streets, Highways, and the 110 Freeway.

P 90 Parking Management

- ADD "Since much of the housing stock was built during the one car era, there is inadequate parking in many residential areas. This coupled with the narrower streets in many of those same areas has created traffic flow problems." This is also true, although to a lesser extent, in commercial areas.
- ADD an appropriate policy in this regard.

P 102 Public Schools

- Second paragraph – DELETE reference to District 8
- CORRECT numbers of public schools in accordance with comments DEIR comments
- Second paragraph. ADD "LAUSD also operates the nearly 4-acre Vic and Bonnie Christensen Math, Science, and Technology Center."
- ADD " San Pedro also has several private schools."

**Community Facilities and Infrastructure**

Figure 5-1

- Fort MacArthur –CHANGE "lower reservation" to "middle reservation";
- ADD Knoll Hill as open space;
- ADD 22nd St Park;
- CHANGE North Gaffey St to reflect correct distribution between open space and parks,
- DELETE Wilmington Recreation Center;
- CHANGE: Anderson to a Senior Center, not a Playground;
- CHANGE White Point to White Point Nature Preserve;
- DELETE Palos Verdes Shore Golf Course – this is closed to the PUBLIC

Figure 5-2 ADD private schools

NSPNC1-133  
Cont.

Figure 5-1, 3-1 and 2-1 CHANGE to all show the same Parks & Open Spaces designations

P 109 CORRECT: Sunken City is in Point Fermin, not South Shores

ADD: The San Pedro Skate Park Association has built and operates the Channel Street Skate Park on public land under the 110 Freeway. A new Skate Plaza is being designed for Peck Park.

The following comments are not referenced to specific pages:

1. ADD info on enterprise zone; include the map of the zone as it relates to San Pedro

2. ADD the following policies in the appropriate sections

- Increase Transit Use.
- Support a frequent clean burning DASH type system throughout San Pedro
- Encourage walking busses to reduce traffic congestion around schools
- Encourage home and community gardens
- Green the Gaffey Flood Control Channel
- Encourage Roof Top Garden/greening of parking structures for Ports 'O Call with performance space, play equipment, and other local community building functions
- Encourage deliveries and trash pick up at night
- Maximize home ownership
- Widen sidewalks particularly in pedestrian areas
- Promote home offices

3. ADD reference Neighborhood Councils and provide a map that shows the areas covered by each of the three councils, including the fact that Northwest includes a portion of the Wilmington Harbor City Plan area.

4. CHANGE the Zoning on North Gaffey from Westmont to the edge of the CPA from Heavy Industrial to Light Industrial.

5. CHANGE: The discussion of transportation is very disjointed. Where is the connectedness of community? The plan should convey an overall vision.

NSPNC1-133  
Cont.

## Responses to NSPNC1

### *Response to Comment NSPNC1-1*

This comment contains introductory material and no further response is required.

### *Response to Comment NSPNC1-2*

The commenter states that the use of 2005 demographic data results in fewer potential impacts than if the 2010 Census data are used, and that therefore the impacts on traffic, services, utilities, schools, air quality, and noise are substantially understated. Refer to Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3).

### *Response to Comment NSPNC1-3*

The comment states that the Proposed Plan does not identify potential locations for needed libraries, parks, and schools. The proposed San Pedro Community Plan allocates land for a range of uses that is needed over the life of the plan, including land that is zoned for public facilities and open space, such as libraries, schools, and open space. The DEIR determined that construction of a new library, school, or park would not have a significant impact on the environment. It is reasonably expected that such facilities, if necessary, would occur where allowed under the designated land use. The CPA is an urbanized area and new facilities would not involve expansion of urban sphere beyond current boundaries and thus there would be no need for new or expanded infrastructure. Generally, development of facilities in the CPA would be expected to have impacts consistent with the analysis in this EIR or potentially eligible for an infill exemption.

### *Response to Comment NSPNC1-4*

The comment states that the traffic impact analysis does not take into account density bonuses available as a matter of right to owners of multi-family property. The Proposed Plan represents the reasonable expected development potential (including density bonuses) that could occur under the plan during its lifetime. The sub-areas identified in the land use plan utilize an average estimated density for the sub-area, which was analyzed in the traffic analysis, as well as in the EIR. The methodology used to estimate capacity for each land use designation is based on a mid-point of development potential, and is further discussed in Final EIR Appendix O (Methodology). This assumes that on average, development is neither going to occur at the greatest densities permitted by the zone nor the lowest densities permitted. The utilization of the density bonus provision represents a low percentage of requested entitlements in the city since its inception. The methodology accounts for the use of density bonus that could occur in each sub-area. All analysis in the EIR considered potential development in the identified sub-areas.

### *Response to Comment NSPNC1-5*

The commenter states that the City should complete an infrastructure needs assessment and add it as an addendum to this analysis. Infrastructure in the San Pedro CPA is not separate from the City as a whole. The analysis in the EIR of impacts on plan area infrastructure was based on existing conditions, including infrastructure capacities. Please refer to Sections 12, 13, and 14 of the DEIR for further analysis. The City takes an integrated approach to addressing growing service demand. For example, programs such as LADWP's 2010 Urban Water Management Plan (including the recently released 2015 Urban Water

Management Plan) and the City's Integrated Resource Plan (IRP) call for water and energy efficiency as well as innovative strategies for water conservation and waste management. In addition, Demand Side Management (DSM), involving conservation policies and programs to reduce per-capita usage, increases the capacity of existing systems. The Draft EIR analyzes the overall environmental aspects of the proposed San Pedro Community Plan at a community level. As individual projects on individual sites are proposed, the existing conditions at those particular sites will be determined and any impacts will be addressed. Service and utility planning is generally based on long-term population forecasts provided by SCAG, which the service and utility providers use to project long-term demand, combined with localized upgrades in response to individual projects as needed.

### ***Response to Comment NSPNC1-6***

The commenter states that DEIR fails to adequately analyze impacts caused by port expansion. Please see the preferred alternative from the San Pedro Waterfront Project EIR, as well as others, such as the USS Iowa EIR and the Port of Los Angeles Master Plan EIR, which were included as part of the existing conditions, and includes consideration of traffic mitigation measures. For example, the proposed land uses from the San Pedro Waterfront Redevelopment Project and roadway improvements that were identified as mitigation measures for that project were included in the EIR analysis. Please refer to the San Pedro Community Plan Transportation Improvement Mitigation Program (TIMP). In addition, other anticipated development was included as part of the existing conditions.

### ***Response to Comment NSPNC1-7***

The commenter states that DEIR fails to include all of San Pedro as the subject of its impact analysis. However, please refer to the San Pedro Community Plan (TIMP) for cumulative projects in the adjacent plan areas that were known at the time of issuance of the Draft EIR were considered in the cumulative impact analyses for all issue areas in the EIR. This includes Ponte Vista and the other identified areas. This comment requests a changes to the boundaries of the San Pedro Community Plan area. Although a response is not required, this comment will be forwarded to decision makers for their consideration.

### ***Response to Comment NSPNC1-8***

The commenter suggests a policy recommendation that would limit discretionary approvals to a pro rata portion of available infrastructure capacity. Although this comment is not about the adequacy of the EIR, this comment will be forwarded to decision makers for their consideration.

### ***Response to Comment NSPNC1-9***

This comment contains general information on the format of the specific comments that follow and no further response is required.

### ***Response to Comment NSPNC1-10***

This comment requests text revisions to correct information concerning First Street. Such a change would not alter the significance conclusions contained in the EIR. Comment is noted.



### ***Response to Comment NSPNC1-11***

This comment requests text revisions to correct information concerning location of single-family residential. Such a change would not alter the significance conclusions contained in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-12***

This comment requests text revisions to correct information concerning the location of Peck Park and correcting nomenclature regarding military housing. Such changes would not alter the significance conclusions contained in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-13***

This comment requests text revisions to add additional information about berths. Such changes would not alter the significance conclusions contained in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-14***

This comment requests text revisions to add additional information about Ponte Vista. Such changes would not alter the significance conclusions contained in the EIR. The Ponte Vista project was included in the cumulative impact analysis. Comment is noted. See Response to Comment CRPV2-7.

### ***Response to Comment NSPNC1-15***

Refer to the Master Response #1 – Baseline Data. Table 2-1 (Population, Housing, and Employment for San Pedro) in the Proposed Community Plan text shows the growth in population and housing in the San Pedro Community Plan area. Meanwhile, the proposed Ponte Vista project is located outside of the San Pedro Community Plan Area but was included in the cumulative impact analysis. See Table 4-1 of the Draft EIR.

### ***Response to Comment NSPNC1-16***

Refer to the Master Response #1 – Baseline Data. For informational purposes only, Table 3-1 (Community Plan Capacity Comparison in 2030) of the Draft EIR compares the current and Proposed Plan capacity to the SCAG 2030 projections. The baseline year of 2005 is not shown in this table, since its purpose is to compare estimated plan capacity with the SCAG projection for 2030. This section of the EIR discusses how these capacities are designed to accommodate the 2030 SCAG projections. Table 2-1 (Population, Housing, and Employment for San Pedro) in the Proposed Community Plan text shows the baseline year data (2005) compared to the SCAG 2030 projection and the Proposed Plan capacity.

### ***Response to Comment NSPNC1-17***

This comment requests that 2035 SCAG data be used rather than 2030 SCAG data. The commenter does not provide evidence for why 2035 SCAG data should be used instead of 2030 SCAG data. The 2012-2035 SCAG RTP, from which 2035 SCAG data would be derived from, has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2004 SCAG RTP. Based on this review it has been determined that the minor refinements

in policy and associated updates to socioeconomic data would not substantially affect the analysis or conclusions in this EIR.

***Response to Comment NSPNC1-18***

This comment requests that Table 4-1 (Cumulative Projects) be updated. The cumulative projects list was formulated as of the date of issuance of the NOP, which forms the baseline for the EIR analysis pursuant to CEQA Guidelines Section 15125(a). There have been no significant new proposed projects since the list was last revised, which includes Port related projects. Constant updating of a cumulative projects list throughout the preparation period of an EIR would be an ongoing task, as it could affect analyses that have already been prepared and require constant revision.

***Response to Comment NSPNC1-19***

This comment contains information clarifying the description of shopping areas in San Pedro and no further response is required. Comment is noted.

***Response to Comment NSPNC1-20***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

***Response to Comment NSPNC1-21***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

***Response to Comment NSPNC1-22***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

***Response to Comment NSPNC1-23***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

***Response to Comment NSPNC1-24***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

***Response to Comment NSPNC1-25***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted. See comment NSPNC1-93.

### ***Response to Comment NSPNC1-26***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-27***

This comment is a statement about the Port of LA and does not address the adequacy of the EIR. No further response is required.

### ***Response to Comment NSPNC1-28***

This comment requests additional language and policies to be included in the Community Plan. This comment is not in reference to the adequacy of the EIR but will be forwarded to the decision-makers for consideration prior to taking action on the Proposed Plan. No further response is required.

### ***Response to Comment NSPNC1-29***

This comment discusses the proposed increase in building heights along Western Avenue at 25<sup>th</sup> Street and indicates that the significant impact on surrounding views could and should be avoided by not adopting the proposed change. The comment refers to proposed Subarea 260, located around the intersection of 25<sup>th</sup> Street and Western Avenue. Based upon community input, the Department of City Planning has further analyzed the recommendations for this subarea and has recommended no change to the existing land use designation and zoning. Therefore, no further response is required.

### ***Response to Comment NSPNC1-30***

The comment states that the Port of Los Angeles is excluded from the CPA and the pollution that it produces is therefore omitted from the DEIR. Further the commenter is unclear if all of the potential development at the port and the associated increase in traffic was accounted for in the Air Quality analysis.

The Port of Los Angeles is not part of the San Pedro New Community Plan area and therefore the specific emissions associated with the Port of Los Angeles, with respect to criteria pollutants, is not included as a separate analysis in this DEIR. Please refer to Section 4.2 of the Draft EIR for the air impact analysis. However, because the Port of Los Angeles is an existing source of criteria air pollutants, the emissions from the Port are accounted for in the regional ambient air quality data described in the DEIR. Emissions from toxic air contaminants generated by the Port of Los Angeles will be mitigated by the Port of Los Angeles to the greatest extent feasible under existing and future environmental mitigations and planned improvements.

Cumulative levels of traffic within and surrounding the San Pedro New Community Plan Area were taken from the traffic analysis. The traffic analysis takes into account all past, present, and reasonably foreseeable future projects when it determines future traffic conditions. Therefore, cumulative air quality impacts with respect to traffic represent the future traffic that is anticipated from the growth of the Port of Los Angeles, for all Port development projects that are either under construction, have applied for permits, or are reasonably foreseeable projects.

**Response to Comment NSPNC1-31**

The comment states that the Port of Los Angeles has monitoring stations in the vicinity of the Port and that the monitoring data from the Port should be used in the addition to or instead of the data from the Long Beach monitoring station.

The analysis focuses on the potential of the project to impact the region’s attainment of state and federal ambient air quality standards. Therefore the ambient air quality used to determine potential impacts should be based on regional levels. Measurements of ambient concentrations of the criteria pollutants are used by the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area such as the SCAQMD’s source receptor areas (SRAs) in which thirty-six monitoring stations operate to monitor the various concentrations of air pollutants in the region. These stations are located such that they obtain average area emission levels and are not influenced directly by one large source such as the Port of Los Angeles.

The monitoring stations within the Port of Los Angeles’ sphere of operational influence will report emissions concentrations that are heavily influenced by the port activities and therefore do not represent a regional level of emissions as needed for the analysis. Therefore, the DEIR adequately and correctly used the SCAQMD’s monitoring station located in the Long Beach Area.

Regardless, for informational purposes, the following air quality data for the last three years as collected from the Port of Los Angeles has been included under the Local Air Quality section of the DEIR and is appended to Table 4.2-2 (Summary of Ambient Air Quality in the Proposed Plan Vicinity). The inclusion of this data does not alter any of the analysis or significance conclusions.

The Port of Los Angeles began an air quality monitoring program in 2005 to estimate ambient levels of diesel particulate matter in the project vicinity due to Port operation. The monitoring program collects emissions levels for carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). Table 4.2-2a (Port of Los Angeles Air Quality Monitoring Data [San Pedro Monitoring Community]) represents the 3-year average concentrations of each criteria pollutant over the respective averaging period as compared to the state and federal ambient air quality standards.

<b>Table 4.2-2a Port of Los Angeles Air Quality Monitoring Data (San Pedro Monitoring Community)</b>					
<i>Pollutant</i>	<i>Averaging time</i>	<i>2009<sup>a</sup></i>	<i>2010<sup>a</sup></i>	<i>2011<sup>a</sup></i>	<i>Exceed Standard</i>
<b>Ozone (O<sub>3</sub>)</b>					
NAAQS: -0.075 ppm	8-hour	0.062 <sup>b</sup>			No
CAAQS: -0.090 ppm	1-hour	0.081	0.080	0.075	No
CAAQS: -0.070 ppm	8-hour	0.061	0.064	0.066	No
<b>Carbon Monoxide (CO)</b>					
NAAQS: 35 ppm	1-hour	2.7	2.4	2.9	No
CAAQS: 20 ppm					
NAAQS/CAAQS: 9.0 ppm	8-hour	1.4	2.1	2.1	No

<b>Table 4.2-2a Port of Los Angeles Air Quality Monitoring Data (San Pedro Monitoring Community)</b>					
<i>Pollutant</i>	<i>Averaging time</i>	<i>2009<sup>a</sup></i>	<i>2010<sup>a</sup></i>	<i>2011<sup>a</sup></i>	<i>Exceed Standard</i>
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>					
NAAQS: 0.100 ppm	1-hour	0.085 <sup>b</sup>			No
NAAQS: 0.053 ppm	Annual	0.020	0.020	0.017	No
CAAQS:0.180 ppm	1-hour	0.082	0.200	0.073	No
CAAQS: 0.030 ppm	Annual	0.020	0.018	0.017	No
<b>Suspended Particulates (PM<sub>10</sub>)</b>					
NAAQ:150 mg/m <sup>3</sup> CAAQS:50 mg/m <sup>3</sup>	24-hour	NR	48.9 <sup>c</sup>	71.1 <sup>c</sup>	NAAQS: No CAAQS: Yes
CAAQS:20 mg/m <sup>3</sup>	Annual	24.0 <sup>c</sup>	21.5 <sup>c</sup>	29.3 <sup>c</sup>	Yes
<b>Suspended Particulates (PM<sub>2.5</sub>)</b>					
NAAQS:35 mg/m <sup>3</sup>	24-hour	16.8 <sup>b</sup>			No
NAAQS:15 mg/m <sup>3</sup> CAAQS:35 mg/m <sup>3</sup>	Annual	8.6	7.1	6.8	No
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>					
NAAQS:0.075 ppm	1-hour	0.031 <sup>b</sup>			No
NAAQS:0.500 ppm	3-hour	NR	0.031	0.045	No
CAAQS:0.250 ppm	1-hour	0.030	0.031	0.089	No
CAAQS:0.040 ppm	24-hour	0.010	0.008	0.012	No
SOURCE: Port of Los Angeles, Air Quality Monitoring Program at the Port of Los Angeles Summary Data Collected During the Fifth Year, May 2009–April 2010 (September 2010); Port of Los Angeles, Air Quality Monitoring Program at the Port of Los Angeles Year Six Data Summary, May 2010–April 2011 (July 2011); Port of Los Angeles, Air Quality Monitoring Program at the Port of Los Angeles Year Seven Data Summary, May 2011–April 2012 (July 2012).					
NR = data not reported for this pollutant at this averaging time					
a. Monitoring data is collected from May to April of the following year.					
b. Monitoring data averaged over the 3-year period.					
c. Monitoring data not available for San Pedro Monitoring Station. Data reported for either the Wilmington Community Station or the Coastal Boundary Station, whichever is the higher concentration.					

### **Response to Comment NSPNC1-32**

The comment states that the DEIR needs to include the Rancho Holdings and Phillips 66 oil refineries in the air quality discussion of the San Pedro Community Plan because of their impacts on air quality.

As discussed in detail in Response to Comment NSPNC1-30, the setting for the Air Quality analysis is the South Coast Air Basin. Along with the Port of Los Angeles, these facilities are existing sources of pollutants and therefore their emissions are represented by the regional air quality monitoring data reported in the Regional Air Quality section of the DEIR. As they are not part of the San Pedro Community Plan area’s development, their direct individual impacts are not reported in the DEIR. Their impacts on new sensitive receptors are addressed in the DEIR and in Response to Comment SCAQMD-4.

### ***Response to Comment NSPNC1-33***

Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3). The increase in population from the Highlands and Ponte Vista projects were accounted for in the cumulative analysis.

### ***Response to Comment NSPNC1-34***

The comment states that the increased activities being implemented at the Port of Los Angeles and along the San Pedro Harbor, in addition to residential growth in the San Pedro Community Plan Area, will increase traffic and the amount of CO<sub>2</sub> emissions and therefore the proposed mitigations are inadequate.

While the increase in traffic from new activities within the Port of Los Angeles and the San Pedro Harbor area will increase traffic, the DEIR is not responsible for reducing or offsetting the emissions from these activities. The DEIR is only responsible for reducing emissions from the direct and indirect sources added due to implementation of the Proposed Plan. See updated Mitigation Measures 4.2-1 and 4.6-1. Please also refer to Section 4.6 (Greenhouse Gas Emissions) of the Draft EIR that details the anticipated emissions from these uses. Because no feasible mitigation measures were identified that would reduce any potential impacts to less-than-significant, the document maintains a conclusion of a significant and unavoidable impact.

### ***Response to Comment NSPNC1-35***

This comment is a statement regarding the economic constraints of many San Pedro residents in affording to purchase solar panels, and does not address the adequacy of the EIR. No further response is required.

### ***Response to Comment NSPNC1-36***

This comment requests a change in the stats to 2010 Census Data. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3).

### ***Response to Comment NSPNC1-37***

The Comment states that the I-110/SR-47 interchange is being widened and questions if the increased usage was included in the analysis.

The air quality analysis' traffic information was taken from the project specific traffic study completed by Iteris (Proposed San Pedro Community Plan Transportation Improvement Mitigation Program. September 7, 2011). The Traffic study takes into account information on transportation and circulation improvements included in the Regional Transportation Plan (RTP). I-110/SR-47 interchange improvements were included in the RTP and therefore are accounted for in the air quality and climate change analysis.

### ***Response to Comment NSPNC1-38***

This comment requests addition of a policy concerning alternative energy. This comment is on the Community Plan and not the EIR and no further response is required. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### ***Response to Comment NSPNC1-39***

The comment states that the proposed mitigations are inadequate and need to be strengthened. Refer to Response to Comment NSPNC1-34.

### ***Response to Comment NSPNC1-40***

This comment requests the adoption of a policy to survey locations for the Palos Verdes Blue butterfly and its food source plants. Please refer to Response to Comment SC-4.

### ***Response to Comment NSPNC1-41***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-42***

This comment requests the adoption of a policy to study all of San Pedro's monuments, places and buildings of significance. This comment will be forwarded to decision makers for their consideration.

### ***Response to Comment NSPNC1-43***

The comment states that a mitigation measure should be added to characterize and quantify the methane emissions and emission rates in the identified zones.

The City of Los Angeles has conducted a detailed study of the methane levels throughout the City which has enabled them to identify the methane zones as detailed in Figure 4.7-1 of the DEIR. These methane and methane buffer zones identify areas of known methane deposits or potential methane deposits however the extent of the methane concentrations is not depicted in the maps. Los Angeles Municipal Code Section 91.7101 – 91.7109 describe the City's regulations regarding methane seepage. These regulations cover requirements for development within these zones which include testing the site for methane concentrations and determining the level of mitigation required based on the levels of methane present at the given development site. Therefore, compliance with the current regulatory requirements of the City of Los Angeles will fulfill the comment's quantification requests.

### ***Response to Comment NSPNC1-44***

The comment suggests that the City study the potential use of methane within the existing methane zones as alternate energy sources and as additional proposed mitigation measures to help meet the City's reduction in greenhouse gas emissions under AB 32. This comment will be forwarded to decision makers for their consideration.

### ***Response to Comment NSPNC1-45***

The comment states that the DEIR does not consider, and therefore does not address the potential health impacts or catastrophic loss due to problems developing in the methane zones. And an educational outreach should be done to help the community understand the potential impact of methane.

As discussed in the DEIR, methane is not toxic in limited quantities however is flammable and in higher concentrations can become explosive. However, the City of Los Angeles has implemented mitigation measures and standards for development within methane zones. These standards have been implemented to provide for a safe environment for the residents and commercial occupants within these zones and to prevent methane-related incidences. Therefore, it is reasonable to assume that with the implementation of the appropriate measures as outlined in City Ordinance 175790 and 180619, that the potential risk to human health and the potential for loss will be mitigated.

### ***Response to Comment NSPNC1-46***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-47***

This comment requests revisions about the level of emergency response personnel in the CPA. Emergency preparedness and response is discussed on pages 4.7-10 through 4.7-11 of the EIR. Please see Impact 4.7-6 (emergency response plans or evacuation plans).

### ***Response to Comment NSPNC1-48***

This comment requests revisions about evacuation routes in the CPA. Emergency preparedness and response is discussed on pages 4.7-10 through 4.7-11 of the EIR. Comment is noted.

### ***Response to Comment NSPNC1-49***

This comment requests further revisions about evacuation routes in the CPA. Emergency preparedness and response is discussed on pages 4.7-10 through 4.7-11 of the EIR. Please see Impact 4.7-6 (emergency response plans or evacuation plans). This comment contains information and does not comment on the adequacy of the EIR. No further response is required.

### ***Response to Comment NSPNC1-50***

This comment requests further revisions about evacuation routes in the CPA. Emergency preparedness and response is discussed on pages 4.7-10 through 4.7-11 of the EIR. Please see Impact 4.7-6 (emergency response plans or evacuation plans). This comment contains information and does not comment on the adequacy of the EIR. No further response is required.

### ***Response to Comment NSPNC1-51***

This comment requests further revisions about evacuation routes in the CPA. Emergency preparedness and response is discussed on pages 4.7-10 through 4.7-11 of the EIR. Please see Impact 4.7-6 (emergency response plans or evacuation plans). This comment contains information and does not comment on the adequacy of the EIR. No further response is required.



### ***Response to Comment NSPNC1-52***

This comment requests addition of policies concerning emergency response. This comment is on the Community Plan and not the EIR and no further response is required. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### ***Response to Comment NSPNC1-53***

This comment requests changing the land use designation of Subarea 10 from Heavy Industrial to Light Industrial. A program has been included in the San Pedro Community Plan to study Subareas 5 and 10 in the North Gaffey Street Industrial District. (Since the Draft EIR was published, Subarea 10 was revised and became Subareas 5 and 10, which recommend land use designations of Light Industrial and Heavy Industrial, respectively.) This program addresses the threshold for expansion of existing uses and linking future changes to upgrades for safety, with limitations on increased storage capacity in collaboration with LAFD and LADBS. In addition, the Community Plan retains the existing [Q] Conditions (Ordinance 166272), which restricts new and the expansion of heavy industrial uses.

### ***Response to Comment NSPNC1-54***

This comment refers to a site that was previously included in Subarea 200. A correction has been made to the land use matrix. Therefore, no further response is needed. The comment also refers to proposed Subarea 260, located around the intersection of 25th Street and Western Avenue. Based upon community input, the Department of City Planning has further analyzed the recommendations for this subarea and has recommended no change to the existing land use designation and zoning. Therefore, no further response is required.

### ***Response to Comment NSPNC1-55***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-56***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-57***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-58***

This comment request an update to include the 2010 census data. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3).

### ***Response to Comment NSPNC1-59***

This comment requests text revisions regarding the 2010 census data that would not alter the significance conclusions in the EIR. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3).

### ***Response to Comment NSPNC1-60***

This comment requests text revisions regarding the 2010 census data that would not alter the significance conclusions in the EIR. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3).

### ***Response to Comment NSPNC1-61***

This comment requests text revisions regarding the 2010 census data that would not alter the significance conclusions in the EIR. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3). The 2010 Census showed an increase of 1,751 housing units than were estimated for the 2005 Base Year (an approximate 6 percent increase). As described in the Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3), this difference does not constitute a significant material change to the scope of the Proposed Project.

### ***Response to Comment NSPNC1-62***

The comment states that the addition of 5,767 new jobs to the existing 13,307 jobs represents a 44% increase in local employment that is not justified, and requests that the analysis use a more realistic figure. The projected jobs are based on the reasonable expected development capacity that could occur under the plan during its lifetime. These jobs represent the potential jobs for each employment-generating land use based on a mid-point of square footage for development, thus the number could be higher or lower.

### ***Response to Comment NSPNC1-63***

This comment requests the use of updated SCAG estimates and 2010 census data that would not alter the significance conclusions in the EIR. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3).

### ***Response to Comment NSPNC1-64***

The commenter's statement is incorrect. Fire Department's website (<http://www.lafd.org/about/special-operations/hazmat>) notes that Fire Station 48 (Port of Los Angeles) currently has a "flex" HAZMAT Squad. It is important to note that the Los Angeles Fire Department (LAFD) conducts annual budgeting meetings to determine appropriate staffing levels, which is outside the purview of this EIR.

### ***Response to Comment NSPNC1-65***

This comment requests text revisions regarding response times from all land-based stations. As discussed in Section 4.12 of the Draft EIR, the provision of new fire stations varies more as a function of not only the geographic distribution of physical structures but access to trucks, ambulances, and other equipment as well as the location of the CPA than population increases. It is important to note that the LAFD

conducts annual budgeting meetings to determine appropriate staffing levels, which is outside the purview of this EIR.

***Response to Comment NSPNC1-66***

This comment requests addition of a policy to restore the staffing for the LAFD HAZMAT unit in San Pedro. See Response to Comment NSPNC1-64. This comment is on the Community Plan and not the EIR and no further response is required. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

***Response to Comment NSPNC1-67***

This comment requests text revisions regarding the 2010 census data that would not alter the significance conclusions in the EIR. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3). As discussed in the Draft EIR, the crime rate and type of crime, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the Los Angeles Police Department (LAPD). The provision of new police stations varies more as a function of the crime rate than population increases.

***Response to Comment NSPNC1-68***

This comment requests addition of a policy concerning police staffing. This comment is on the Community Plan and not the EIR and no further response is required. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

***Response to Comment NSPNC1-69***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

***Response to Comment NSPNC1-70***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

***Response to Comment NSPNC1-71***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

***Response to Comment NSPNC1-72***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

***Response to Comment NSPNC1-73***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-74***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-75***

This comment requests text revisions about Ponte Vista that would not alter the significance conclusions in the EIR. The Ponte Vista project was included in the cumulative impact analysis in the EIR. Refer to Response to Comment CRPV2-7. Comment is noted.

### ***Response to Comment NSPNC1-76***

This comment requests text revisions about elementary schools that would not alter the significance conclusions in the EIR. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3). Generally, development of schools in the CPA would be expected to have impacts consistent with those analyzed in this EIR or potentially be eligible for an infill exemption. Impacts related to future school sites would be speculative at this time. Further, all new development associated with the Proposed Project would be subject to California Government Code Section 65995 and SB 50 that require payment of school impact fees. This is considered full mitigation under CEQA and is deemed to provide full and complete mitigation of school facilities impacts.

### ***Response to Comment NSPNC1-77***

This comment requests text revisions about high school students that would not alter the significance conclusions in the EIR. All new development associated with the Proposed Project would be subject to California Government Code Section 65995 and SB 50 that require payment of school impact fees. This is considered full mitigation under CEQA and is deemed to provide full and complete mitigation of school facilities impacts. The impact is comprehensively analyzed in the EIR and no further mitigation is required.

### ***Response to Comment NSPNC1-78***

This comment requests text revisions about the payment of school impact fees that would not alter the significance conclusions in the EIR. Payment of school impact fees is considered full mitigation under CEQA (refer to California Government Code Section 65995). The impact is comprehensively analyzed in the EIR and no further mitigation is required.

### ***Response to Comment NSPNC1-79***

This comment requests text revisions about libraries that would not alter the significance conclusions in the EIR. Comment is noted and will be forwarded to decision makers for their consideration.

### ***Response to Comment NSPNC1-80***

This comment requests that changes in assumptions occur regarding the new for future library space. In the EIR, it is assumed that if new facilities are determined to be necessary at some point in the future, such facilities would occur where allowed under the designated land use. The environmental impacts of the construction and operation of new facilities, as an allowed land use, have been evaluated throughout this

EIR. Specifically, the EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, utilities, and other environmental impact areas. In addition, should new facilities be needed, such facilities will most likely be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size. The CPA is an urbanized areas and new facilities would not involve expansion of the urban sphere beyond current boundaries and thus there would be no need for new or expanded infrastructure. Generally, development of libraries in the CPA would be expected to have impacts consistent with those analyzed and identified in this EIR or potentially be eligible for an infill exemption. Any significant impacts related to a specific future library site would be speculative at this time. Therefore, impacts related to the construction of a new library would be *less than significant*.

### ***Response to Comment NSPNC1-81***

This comment requests addition of a policy concerning library services. This comment is on the Community Plan and not the EIR and no further response is required. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### ***Response to Comment NSPNC1-82***

The comment states that a site for a new or expanded library should be provided. The San Pedro Community Plan Update EIR addresses impacts at a community level, not at a site-specific level. As individual discretionary projects on individual sites are proposed, impacts will be specifically assessed and mitigated through the discretionary review process, as appropriate. The proposed San Pedro Community Plan allocates land for a range of uses that is needed over the life of the plan, including land that is zoned for public facilities such as libraries. The DEIR determined that construction of a new library, if necessary, would not have a significant impact on the environment. It is reasonably expected that such facilities would occur where allowed under the designated land use. The CPA is an urbanized area and new facilities would not involve expansion of urban sphere beyond current boundaries and thus there would be no need for new or expanded infrastructure. Generally, development of facilities in the CPA would be expected to have impacts consistent with those analysis in this EIR or potentially be eligible for an infill exemption.

### ***Response to Comment NSPNC1-83***

This comment requests text revisions about regional parks that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-84***

This comment requests text revisions about the role of the port in providing recreation and open space that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-85***

This comment requests text revisions about certain park facilities that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-86***

This comment requests text revisions about public park facilities that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-87***

This comment requests text revisions to policies concerning recreation services. This comment is on the Community Plan and not the EIR and no further response is required. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### ***Response to Comment NSPNC1-88***

This comment states that inaccurate data was used as it relates to the traffic study. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3).

### ***Response to Comment NSPNC1-89***

This comment states that inaccurate data was used as it relates to the traffic study. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3). Also refer to Response to Comment CALTRANS-4 for a discussion of the traffic impact analysis methodology.

### ***Response to Comment NSPNC1-90***

This comment states that inaccurate data was used as it relates to an inaccurate number of residents and the traffic study. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3). Also refer to Response to Comment CALTRANS-4 for a discussion of the traffic impact analysis methodology.

### ***Response to Comment NSPNC1-91***

This comment requests revisions to policies concerning transportation corridors. This comment is on the Community Plan and not the EIR and no further response is required. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### ***Response to Comment NSPNC1-92***

This comment states that is unclear if Ponte Vista future development was included in the traffic impacts. As set forth in Section 4.13 of the Draft EIR, the Ponte Vista development estimates were included in the travel demand model that was used for 2030 projections, and consisted of 1,395 multifamily housing units and 10,000 square feet of commercial uses. It should be noted that the Ponte Vista project was recently analyzed at a substantial reduction in dwelling units from the assumptions for the traffic analysis. Refer to Response to Comment CRPV2-7.

### ***Response to Comment NSPNC1-93***

This comment states traffic pattern data excludes the impact of the slide area on Paseo del Mar. For purposes of the traffic impact analysis in this Draft EIR, the Paseo del Mar landslide is anticipated to be a temporary condition. It is expected that appropriate repairs/realignment will occur in the foreseeable future that will reconnect this route.

### ***Response to Comment NSPNC1-94***

This comment states that it is unclear if anticipated traffic impacts from future port development have been included. Ports of LA and Long Beach projections as well as the San Pedro Waterfront projects were included in the travel demand model used for the 2030 analysis. See response to comment NSPNC1-6.

### ***Response to Comment NSPNC1-95***

This comment requests that the recommendations of feasible traffic mitigation measures from the Western Avenue Task Force be added. As background, the City of Rancho Palos Verdes, City of Los Angeles Department of Transportation, and Caltrans District 7 (Los Angeles) formed the Western Avenue Task Force to study feasible traffic mitigation measures on Western Avenue. The study recommended traffic signal improvements as well as Intersection Geometric Improvements on Western Avenue from 25<sup>th</sup> Street to Palos Verdes Dr. North. Various elements of this study were incorporated in the mitigation measures of the traffic analysis. Please refer to Appendix G (Transportation Improvement Mitigation Program).

### ***Response to Comment NSPNC1-96***

This comment requests that an infrastructure capacity study be conducted. However, LADOT's guidelines call for a V/C analysis for Community Plan updates. LADOT's Traffic Study Policies and Procedures state land use development should use the Transportation Research Board, Circular 212 Critical Movement Analysis (CMA) Planning Method should be used to analyze traffic operating conditions at study intersection(s). CMA is a method that determines the volume to capacity (V/C) ratio on a critical lane basis and Level of Service (LOS) associated with each V/C ratio at a signalized intersection. The Transportation Improvement Mitigation Program (TIMP) was completed according to these guidelines.

### ***Response to Comment NSPNC1-97***

This comment requests text revisions about street and parking that would not alter the significance conclusions in the EIR. Comment is noted and will be forwarded to the decision makers for their consideration.

### ***Response to Comment NSPNC1-98***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted and will be forwarded to the decision makers for their consideration.

### ***Response to Comment NSPNC1-99***

The comment states that the traffic analysis should have included daily traffic counts of Western Avenue as serves as the only state highway in the CPA. This comment further states that the traffic management

systems are not coordinated between the City and the County to Los Angeles. As set forth in Section 4.13 of the DEIR (traffic analysis) and the Transportation Improvement Mitigation Program (TIMP) located in Appendix G, the EIR’s analysis did look at the capacity and traffic volume on Western Avenue within the CPA boundaries. The PM peak hour volumes were used for analysis, since trips are generally highest in the PM peak period when retail, entertainment, and tourist trips overlap with commute trips.

**Response to Comment NSPNC1-100**

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

**Response to Comment NSPNC1-101**

The comment recommends changing the street designation of Centre Street from 1st Street to 7th Street to a Collector Street. The recommended change has been incorporated as a street modification and does not alter the significance conclusions in the EIR. Centre Street has been proposed for designation as a Collector Street.

**Response to Comment NSPNC1-102**

This comment requests text revisions about neighborhood councils that would not alter the significance conclusions in the EIR. Comment is noted.

**Response to Comment NSPNC1-103**

This comment requests deletion to a number of references in Table 4.13-4 to transit oriented districts. Comment is noted. Text has been revised to eliminate the references to transit-oriented districts.

<b>Table 4.13-4 Analysis of Potential Conflicts with the SCAG Growth Visioning</b>	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.	The Proposed Plan encourage the development of land uses and densities that maximize ridership and support public investment in transit facilities by involve growth away from existing residential neighborhoods towards <del>transit-oriented districts and mixed-use corridors in commercial centers</del> commercial corridors and the regional center. The policies are intended to create a well-connected network that supports a mix of land uses, encourages transit use, walking or bicycling, conserves energy resources, and reduces greenhouse gas emissions and air pollution. The Proposed Plan does not conflict with this policy.
GV P1.2 Locate new housing near existing jobs and new jobs near existing housing	The Proposed Plan encourages the development towards <del>transit-oriented districts and mixed-use corridors in commercial centers</del> commercial corridors and the regional center. The growth of the Proposed Plan is intended to enable residents and workers to meet their needs within the Proposed Plan area and provides important opportunities for employment, commercial, residential, mixed-use and activity centers. The Proposed Plan does not conflict with this policy.
GV P1.3 Encourage transit-oriented development.	The Proposed Plan links land use to transportation by developing within <del>transit-oriented districts and mixed-use corridors in commercial centers</del> commercial corridors and the regional center that would maximize ridership of existing transit systems. The Proposed Plan encourage the development of a diverse integrated, multi-modal transportation system that provides mobility options for the community, and maximizes the use of this system through the placement of land uses in close proximity to transit and provides safe connections. The Proposed Plan does not conflict with this policy.



<b>Table 4.13-4 Analysis of Potential Conflicts with the SCAG Growth Visioning</b>	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
GV P2.1 Promote infill development and redevelopment to revitalize existing communities.	An objective of the Proposed Plan is to provide for the Downtown <u>San Pedro</u> area's transition from its predominately low-intensity and fragmented development pattern into an attractive and desirable transit and pedestrian-oriented urban community. The Proposed Plan encourages the development of land uses and densities that maximize ridership and support public investment in transit facilities by involve growth away from existing residential neighborhoods <del>transit oriented districts and mixed use corridors in commercial centers</del> commercial corridors and the regional center. The Proposed Plan does not conflict with this policy.
GV P2.4 Support the preservation of stable, single-family neighborhoods	The Proposed Plan involves growth away from existing residential neighborhoods <del>transit oriented districts and mixed use corridors in commercial centers</del> commercial corridors and the regional center. The Proposed Plan aims to preserve and enhance the positive characteristics of existing land uses. The Proposed Plan does not conflict with this policy.
GV P4.2 Focus development in urban centers and existing cities.	Growth and development under the Proposed Plan would direct growth away from existing residential neighborhoods towards <del>transit oriented districts and mixed use corridors in commercial centers</del> commercial corridors and the regional center. The Proposed Plan adds policies and regulations that continue the emphasis on development of <del>the downtown</del> <u>Downtown San Pedro</u> as San Pedro's regional center with increased residential and commercial activity. The Proposed Plan does not conflict with this policy.

***Response to Comment NSPNC1-104***

This comment requests text revisions to include the impact of the landslide area on Paseo del Mar. The Paseo Del Mar landslide area is a temporary condition. It is anticipated that the roadways and bike paths will be rerouted or restored as appropriate throughout the life of the Community Plan. Therefore, no specific analysis is required. Also see comment NSPNC1-93.

***Response to Comment NSPNC1-105***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted. ATSAC is complete and as such, furthers the implementation of the TIMP measures.

***Response to Comment NSPNC1-106***

This comment requests revisions to transportation-related policies in the Community Plan. This comment is on the Community Plan and not the EIR and no further response is required. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

***Response to Comment NSPNC1-107***

This comment requests changes to Figure 4.13.1. The figure shows roadways (generally collector and above) within the Plan area, and not all roadways outside the Plan area are shown. They can be seen in other graphics in the TIMP document. Comment is noted.

***Response to Comment NSPNC1-108***

This section describes existing transit service providers. This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-109***

This section describes existing bicycle facilities within the Plan area. This comment requests a policy change to rely less on bicycle use to mitigate traffic. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### ***Response to Comment NSPNC1-110***

This comment requests text revisions regarding the LA County Congestion Management Program that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-111***

This comment requests the inclusion of Saturday peak traffic on Western and Gaffey in the DEIR's transportation impact analysis. LADOT guidelines call for a weekday analysis; weekend peak hour traffic analysis is not required. However, the comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### ***Response to Comment NSPNC1-112***

The comment requests additional information about freeway analysis included in the transportation impact analysis. Please refer to the TIMP page 75. The CMP analysis is refined as allowed under Appendix D of the 2010 Congestion Management Program for Los Angeles County to be more suited to the goals of the TIMP for the San Pedro Community Plan. Because mitigation of freeway impact is beyond the scope of the proposed Community Plan TIMP, freeway segment analysis was not conducted under this study.

### ***Response to Comment NSPNC1-113***

The comment states that the conversion of 5<sup>th</sup> Street from Harbor Blvd. to Pacific Avenue lacks detail and may not coordinate with idea for the Red Car. Any implementation of changes to 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> Streets will require further study and approval by LADOT. The changes to 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets were analyzed with express purpose of potentially accommodating a transit option. Red Car implementation would be analyzed separately.

### ***Response to Comment NSPNC1-114***

Commenter is correct. The following text has been edited to correctly reflect the description of 5<sup>th</sup> Street.

- Conversion of 5<sup>th</sup> Street from Harbor Boulevard to Pacific Avenue from four lanes ~~an existing two lane Secondary Arterial~~ into a one lane one-way westbound Secondary Arterial with angled parking.
- The revision would not alter the significance conclusions in the EIR.

### ***Response to Comment NSPNC1-115***

The comment states that closing 6<sup>th</sup> Street should be considered. See Response to Comment NSPNC1-113.

### ***Response to Comment NSPNC1-116***

The comment states that traffic congestion will increase with or without the TIMP. The comment is not on the adequacy of the EIR, therefore no further response is required.

### ***Response to Comment NSPNC1-117***

The comment asks a question about the transportation impact analysis. The TIMP as provided in Appendix G analyzed roadway links, not intersections. The analysis looks at area wide changes in traffic operations, not specific intersections.

### ***Response to Comment NSPNC1-118***

The comment states that traffic capacity and congestion will increase with or without the TIMP. No further response is required.

### ***Response to Comment NSPNC1-119***

The comment pertains to requested revisions in the Bicycle Plan and General Plan and is not a comment on the adequacy of the EIR. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### ***Response to Comment NSPNC1-120***

The comment asks a question about freeway impact analysis related to future goods movement. Ports of LA and Long Beach projections were included in the travel demand model, and as a result, the effects of goods movement have been captured.

### ***Response to Comment NSPNC1-121***

The comment presents questions about the DEIR's transportation impact analysis, including the use of 2010 Census Data. See Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3). Roadway links, not intersections, were analyzed. Use of 2010 data for existing conditions may or may not show additional roadway links at LOS E or F. Due to the economic conditions, there has been little change in traffic volumes between 2005 and 2010. Use of 2010 data would make no difference in the 2030 analyses, since 2030 data is based upon future land uses and traffic volumes analysis is based on housing units.

### ***Response to Comment NSPNC1-122***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-123***

This comment requests text revisions that would not alter the significance conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-124***

This comment requests text additions and/or revisions such as introducing waste-to-energy projects that use biomass stock or solid waste to generate electricity. These text additions would not alter the less-than-significant conclusions in the EIR. Comment is noted.

### ***Response to Comment NSPNC1-125***

The comment expresses concern about LADWP's electricity service and policies to control demand on days or hours of unusually high demand and are not comments on the EIR. The comments are noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### ***Response to Comment NSPNC1-126***

The comment expresses concern about the water impact analysis. Please refer to Section 4.14 of the Draft EIR. Water supplies, in any given year are indeed "expected to be adequate," even though droughts are unpredictable, and the current water supply situation may extend into the future. However, all water suppliers including DWR, MWD and LADWP are intimately aware of water supply situation and the probability of supply shortfalls; as a result, various models are used to forecast supply and demand in average, dry and multiple dry years. From that point, plans, policies and projects to reduce demand and bolster supplies have been or will be implemented. The significant and unavoidable impact statement acknowledges that uncertainty exists in the level of development that may occur as a result of the Proposed Plan and vulnerability of water supplies in any given year. CEQA is about disclosure and presents all aspects of available water supply planning information. However, this analysis takes a conservative approach to water supply planning and determined that water supplies while "expected to be adequate" are not completely guaranteed in all years and in all quantities. MWD continues to work to improve local supply reliability and as shown in the DEIR, based on information from MWD and LADWP water supplies are reliable in all modeled years.

### ***Response to Comment NSPNC1-127***

This comment questions the data in the DEIR's population impact analysis. Refer to the Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Final Section 10.3). Cumulative projects in the adjacent plan areas that were known at the time of issuance of the Draft EIR were considered in the cumulative impact analyses for all issue areas in the EIR. This includes Ponte Vista and the other identified areas. The Proposed Plan estimates the population and housing unit capacity to accommodate the SCAG 2030 forecast. The Proposed Plan shows a very modest increase over the current plan (Table 3-1 [Community Plan Capacity Comparisons in 2030], page 3-9 Draft EIR). The Proposed Plan estimates the housing unit capacity for each type of land use that allows housing units. The population that could be accommodated by these housing units is estimated by using the average number of persons per household as provided by SCAG. Nationally, demographic trends indicate a smaller household size. For 2030, this number was estimated to be 2.40, which is less than 2.75 persons per household estimated in 2005. This results in fewer new units being anticipated in 2030 than in 2005.

### ***Response to Comment NSPNC1-128***

This comment questions the data in the DEIR's population impact analysis. Refer to Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Final Section 10.3). If additional residents were to move into the CPA, additional demand would be placed on water resources. It is acknowledged in the EIR that California, and indeed the Western U.S., are facing increasing shortages in water resources. Infrastructure in the San Pedro CPA is not separate from the City as a whole. The City takes an integrated approach to addressing growing service demand. Programs such as LADWP's Urban Water Management Plan and the City's Integrated Resource Plan (IRP) call for water and energy efficiency as well as innovative strategies for water conservation and waste management. The EIR analyzes impacts to public services and infrastructure that are expected over the life of the Proposed Plan. The final EIR includes a Mitigation Monitoring Plan that identifies which agencies and city departments are responsible for implementing the proposed mitigation measures. The Draft EIR analyzes the overall environmental aspects of the proposed San Pedro Community Plan at a community level. As individual projects on individual sites are proposed, the existing conditions at those particular sites will be determined and any impacts will be addressed.

### ***Response to Comment NSPNC1-129***

The comments questions the assumptions made as part of the water supply analysis in Section 4.14 of the Draft EIR. CEQA is about disclosure and presents all aspects of available water supply planning information. However, this analysis takes a conservative approach to water supply planning and determined that water supplies, while "expected to be adequate," are not completely guaranteed in all years and in all quantities. MWD continues to work to improve local supply reliability and, as shown in the DEIR, based on information from MWD and LADWP water supplies are reliable in all modeled years.

### ***Response to Comment NSPNC1-130***

The comments questions the assumptions made as part of the water supply analysis in Section 4.14 of the Draft EIR. CEQA is about disclosure and presents all aspects of available water supply planning information. The Water Conservation Act of 2009 requires a 20 percent reduction in water use by each person residing in California to meet statewide demand under various supply scenarios. Residents of Los Angeles are not under any greater water conservation strain than other residents in Southern California. Comment is noted.

### ***Response to Comment NSPNC1-131***

The commenter discusses the need for greater conservation and recycling measures in MWD and LADWP's water supply planning studies and reports and are not comments on the EIR. The comments are noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### ***Response to Comment NSPNC1-132***

The comment questions the use of 2005 population estimates as related to the proposed alternatives in the Draft EIR. Refer to Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Final Section 10.3). The alternatives analyzed were carefully considered by the

City prior to their inclusion in the EIR. The impacts of the land use changes in the San Pedro Community Plan area were analyzed in the Land Use section of the EIR, as well as in other technical sections of the document. The comment regarding the appropriate places within the San Pedro CPA to take on additional population are noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

***Response to Comment NSPNC1-133***

The remainder of this comment letter requests changes and explanations in the Community Plan and are not comments on the EIR. The comments are noted and will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

## 9.2.11 Northwest San Pedro Neighborhood Council (NSPNC2) October 9, 2012

### Comments by NSPNC2

**NSPNC2**

----- Forwarded message -----  
From: diana nave <[diananave@earthlink.net](mailto:diananave@earthlink.net)>  
Date: Tue, Oct 9, 2012 at 3:29 PM  
Subject: one more DEIR comment  
To: Debbie Lawrence <[debbie.lawrence@lacity.org](mailto:debbie.lawrence@lacity.org)>

p. 4.13-9 I just spoke with our local DOT person, San Pedro already has the Adaptive Traffic Control System.

■  
|  
■ NSPNC2-1

—  
Debbie Lawrence, AICP  
San Pedro Community Planner  
City of Los Angeles Department of City Planning, Policy Planning  
200 N. Spring Street, room 667  
Los Angeles, CA 90012  
(213) 978-1163  
(213) 978-1477 (fax)

### Responses to NSPNC2

#### *Response to Comment NSPNC2-1*

This comment states that the Adaptive Traffic Control System is operational in San Pedro, referring to enhancements to the Automated Traffic Surveillance and Control System (ATSAC). No further response is required.

## 9.2.12 Grand Vision Foundation (GVF), October 9, 2012

### Comments by GVF

**GVF**

----- Forwarded message -----  
From: Fred Allen <[fred.allen@cox.net](mailto:fred.allen@cox.net)>  
Date: Tue, Oct 9, 2012 at 4:47 PM  
Subject: Comment on San Pedro Community Plan EIR  
To: [Debbie.Lawrence@lacity.org](mailto:Debbie.Lawrence@lacity.org)  
Cc: "Johnson, Liz" <[liz@grandvision.org](mailto:liz@grandvision.org)>

City of Los Angeles Department of City Planning  
Attn: Debbie Lawrence  
200 N. Spring St., Room 867  
Los Angeles, CA 90012

Dear Ms Lawrence,

I am writing in protest of policy within the community plan that would change 6th Street in San Pedro between Harbor Blvd and Pacific Ave. into a pedestrian walkway, (Policy LU9.1). The protest is further refined to the 400 block of 6th St between Mesa St and Pacific Ave.. The 400 block of 6th Street is the ONLY access to the Warner Grand Theatre. Both the audience access and stage access occur on 6th Street. We already have issues of closing the street one day a week for a farmers' market. There have been significant impacts on the programming of the theater due to lack of access to the front door and the stage door. The permanent closure of this block would be in direct conflict with the stated policy of providing greater access and mobility to the challenged community (Policy M1.2) among other issues.


There are heavy economic considerations to consider such a move when one of the areas primary economic engines, the Warner Grand Theatre, will be negatively affected. There are many good reasons for never closing 6th Street with the exception of special events.

The access to the theater will negatively affect persons with physical handicaps and the aged that need to be brought to the front of the theater.  
Closing the street will negatively affect the ability of the theater or its producers from providing valet parking.  
Truck access to the theater loading door would be totally compromised. This will significantly impact any producer seeking to use the theater.

There have been significant events at the theater where period automobiles and military vehicles have been parked around the theater entrance. Closing of the street and making it a pedestrian walkway would eliminate this as an option.  
The front of the theater and the stage door must always be available for first responders who may be arriving to help an injured audience member or stage personnel.  
There may be a fire or flooding emergency that will require direct access.

I guess that my direct question to anyone proposing this closure is, have you spoken with the Los Angeles Fire Department Office of Public Safety about this? My guess is the answer is no.

This concept is so at odds with allowing the Warner Grand Theatre to become the larger engine of our local economy that it can be. Every restaurant in the core knows when there is a show at the theater. They all do very well that night.



GVF-1

GVF-2

GVF-3

GVF-4



The closing of the 400 block of 6th Street is a very ill-conceived idea that will cause real damage to our community, our producers and inconvenience our community audience members particularly those with limited mobility due to physical challenges or aging. Please remove this option from the Community plan.

GVF-5

Sincerely,

Fred Allen, President, Board of Directors

Grand Vision Foundation

[www.grandvision.org](http://www.grandvision.org)

[fred.allen@cox.net](mailto:fred.allen@cox.net)

310-832-4700

## Responses to GVF

### *Response to Comment GVF-1*

This comment expresses opposition to the closure of 6th Street between Harbor Boulevard and Pacific Avenue to vehicular traffic. The Proposed Plan does not require the closure of 6th Street. Instead, it includes policies providing greater pedestrian amenities in order to make Downtown San Pedro more pedestrian friendly and walkable, but would not prohibit vehicular access. 6th Street will still be accessible to vehicular traffic. Policy LU9.1 provides for development of 6th Street between Harbor Boulevard and Pacific Avenue into a pedestrian priority street, with sidewalk dining, pedestrian-oriented commercial uses, improved streetscape and landscape amenities, public art spaces and water features. Policy LU9.3 maintains public parking lots so that pedestrians can easily access restaurants and other entertainment uses. These comments are on the Community Plan and not on the adequacy of the EIR. Therefore, no further comment is required.

### *Response to Comment GVF-2*

This comment states that the Warner Grand Theater will be negatively impacted by the closure of 6<sup>th</sup> Street. Refer to Response to Comment GVF-1. Emergency access will be maintained at all times per the provisions of the Los Angeles Municipal Code. Compliance with ADA standards and all other state, local, and federal regulations pertaining to access will be maintained.

### *Response to Comment GVF-3*

This comment raises a question about whether the Los Angeles Fire Department Office of Public Safety was contacted. Refer to Responses to Comments GVF-1 and GVF-2.

### *Response to Comment GVF-4*

This comment expresses opinion and no further response is required. Economic considerations are not a CEQA issue. However, the comment will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan.

### *Response to Comment GVF-5*

This comment states that closure of the 400 block of 6<sup>th</sup> Street will be negative for the community and requests that this option be removed from the Community Plan. However, this comment is about the Community Plan and not about the adequacy of the EIR. Refer to Responses to Comments GVF-1 and GVF-2. No further response is required.

## 9.2.13 The Sierra Club (SC), October 9, 2012

### Comments by SC

**CS**

----- Forwarded message -----  
From: Al Sattler <[alsattler@igc.org](mailto:alsattler@igc.org)>  
Date: Tue, Oct 9, 2012 at 12:03 AM  
Subject: San Pedro Community Plan Draft EIR Comments (Re-Sending with File#)  
To: [Debbie.Lawrence@lacity.org](mailto:Debbie.Lawrence@lacity.org)

Inline below and attached find Sierra Club comments on Reference File # ENV-2009-1558-EIR

San Pedro Community Plan  
Draft Environmental Impact Statement Reference File # ENV-2009-1558-EIR

San Pedro Community Plan  
Draft Environmental Impact Statement  
Reference File # ENV-2009-1558-EIR  
Comments  
Sierra Club Angeles Chapter  
Air Quality

(1) Ensure that all portable equipment > 50 brake horsepower (bhp) i.e., engines/engine generator sets, air compressors, etc.) possess either a SCAQMD Permit to Operate (P/O) pursuant to Rule(s) 203/2100 (Permit to Operate / Registration of Portable Equipment) or a Registration Certificate from ARB's Portable Equipment Registration Program (PERP) 13 CCR §2450 - 2465. CS-1

(2) Ensure that all diesel-fired equipment, including engines and engine-generator sets, exclusively utilize Ultra Low Sulfur Diesel (ULSD) with a sulfur content of ≤ 15 ppmv. Testing of the sulfur content of diesel fuels is available through several private laboratories with the closest being Inspectorate in Harbor City. The low sulfur diesel fuel limit is codified in 13 CCR §2281. CS-2

(3) Require that all medium-sized and large construction projects employ an on-site meteorological station operated by staff or by a certified outside contractor for generation of localized (project-specific) weather data for use in accordance with SCAQMD Rule 403 n(Fugitive Dust). Religiously comply with all of the requirements obtained in Rule 403. CS-3

Biological Resources

(4) Survey the four locations for the Palos Verde Blue butterfly (*Glaucopsyche lygdamus palosverdesensis*) identified in Figure 4.3-2 at Harbor Highland Park, Pt. Fermin Park, White Park, Deanne Dana Friendship Community Regional Park / Bogdanovich Recreation Center for the following PV Blue food source plants: (a) California Buckwheat (*Eriogonum fasciculatum*); (b) Santa Barbara Milk Vetch (*Astragalus trichopodus*); and © California Broom / Deerweed (*Lotus scoparius*). If these food source plants are located, undertake all reasonable efforts to ensure their continued survival, and if necessary, introduce additional plants. This strategy has proven successful for the re-establishment of the PV Blue in El Segundo at LAX recently. CS-4

Safety Risk of Upset

(5) For the Methane Zones identified in Figure 4.7-1, conduct a full characterization/quantification of methane emissions and emission rates. This exercise should be conducted by LA EAD staff or by certified contractor using a methane meter or a portable GC/FID instrument. Once this exercise has been completed, a decision should be made of whether to utilize this methane resource for either co-generation by collection, dewatering, and combustion to produce steam or steam/energy as done at the LA Co. Sanitation District landfills. For the smaller methane spots, co-located at Pt. Fermin Park, White Park, and Deanne Dana Friendship / Bogdanovich Recreation Center, the collected methane emissions could feasibly be used for hot water heating or other beneficial end-use applications. The City is under an obligation via AB32 for a reduction of GHG emissions to 1990 levels and this characterization/quantification would be a step in this direction.



CS-5

—  
Debbie Lawrence, AICP  
San Pedro Community Planner  
City of Los Angeles Department of City Planning, Policy Planning  
200 N. Spring Street, room 667  
Los Angeles, CA 90012  
(213) 978-1163  
(213) 978-1477 (fax)

## Responses to SC

### *Response to Comment SC-1*

The comment states that the DEIR should ensure that all portable equipment greater than 50 horsepower possess either an SCAQMD Permit to Operate pursuant to Rule(s) 203/2100, or a Registration Certificate from ARB's Portable Equipment Registration Program pursuant to 13 CCR §2450-2465.

The permit requirements are, as stated in the comment, part of existing regulatory requirements for operating this type of equipment within California. Although not specifically stated in the DEIR, it is assumed that construction contractors will comply with all existing state and local regulatory requirements for the operation of equipment onsite during construction activities. Further, the SCAQMD and/or ARB have the responsibility of ensuring equipment operated within the state comply with their applicable laws and regulations.

### *Response to Comment SC-2*

The comment states that the DEIR should ensure that all diesel-fired equipment should use Ultra Low Sulfur Diesel with a sulfur content of less than 15 parts per million (ppm) in accordance with 13 CCR §2281.

13 CCR §2281 requires the sale of diesel fuel with sulfur content greater than 15 ppm begin to be phased out such that by the end of 2006 no sale of diesel fuel with greater than 15 ppm would be allowed within California. Considering that construction is to take place within California, it is anticipated that the construction vehicles would also be fueled within California. As there is no opportunity for construction contractors to purchase fuel that would exceed 15 ppm sulfur the requirement for the contractor to have the fuel tested would be redundant as the fuel should be certified at the refineries prior to being shipped to the local distributors.

### *Response to Comment SC-3*

The comment states that the DEIR should require that all medium-sized and large construction project employ an on-site meteorological station operated by staff or by a certified outside contractor for generation of localized (project-specific) weather data for use in accordance with SCAQMD Rule 403 and that the projects should comply with all the requirements of Rule 403.

The requirement that construction activities comply with Rule 403 is a regulatory requirement of all as construction projects located within the SCAQMD and therefore it is anticipated that the project construction contractors will adhere to state, regional, and local regulatory requirements. Text in the DEIR has been revised to include this assumption as detailed in Response to Comment SC-1 above.

SCAQMD Rule 403 does not require the implementation of an onsite meteorological station nor is it practical or economical to require. Further, Rule 403 does not mandate onsite wind or pollutant monitoring. Rule 403 was instituted to control fugitive dust emissions as a result of onsite activities. Rule 403 does requires specific control measures be implemented based on the size of the site that all large construction sites (sites that are 50 acre sites or more of disturbed surface area; or daily earth-moving

operations of 5000 cubic yards or more on three days in any year) employ a dust control supervisor to ensure compliance with Rule 403.

#### ***Response to Comment SC-4***

The comment requests that surveys be performed for the Palos Verdes Blue butterfly food source plans in the community plan area. As noted on page 4.3-32 of the EIR, any discretionary projects proposed under the CPA and implementing ordinances would be subject to environmental review under CEQA. As part of the environmental review process, surveys for sensitive plant or animal species as required by federal, state, and local regulations would be undertaken when suitable habitat for such species is present to minimize potential adverse impacts to these species. In addition, existing GPF and Conservation Element policies would also help avoid and minimize potential adverse impacts to sensitive species. Conservation Element policies related to Endangered Species (Policies 1, 2, and 3) and Habitats (Policies 3 and 4) call for the evaluation, avoidance, and protection of impacts to sensitive plant and wildlife species. GPF Policy 6.1.5 provides for an on-site evaluation of sites located outside of targeted growth areas for the identification of sensitive species, with specific emphasis on the evaluation of areas identified on the Biological Resource Maps contained in the Framework Element's Technical Background Report and Environmental Impact Report.

#### ***Response to Comment SC-5***

The comment suggests that a full characterization and quantification of methane emissions be conducted for the Methane Zones identified within the project area. The study should then determine the feasibility of using the methane for other purposes such as for co-generation or combustion to produce energy. Details on methane zones, including the characterization of the methane fields and potential uses are detailed in Responses to Comments NSPNC1-43, NSPNC1-44, and NSPNC1-45.

## 9.2.14 Gayle Williamson (GAWI), October 9, 2012

### Comments by GAWI

**GAWI**

----- Forwarded message -----  
From: Gayle Williamson <[gayle@champandmabel.com](mailto:gayle@champandmabel.com)>  
Date: Tue, Oct 9, 2012 at 2:07 PM  
Subject: San Pedro Draft Community Plan  
To: [Debbie.Lawrence@lacity.org](mailto:Debbie.Lawrence@lacity.org)  
Cc: [Board@nwsanpedro.org](mailto:Board@nwsanpedro.org), [councilmember.buscaino@lacity.org](mailto:councilmember.buscaino@lacity.org),  
[kevin.bingham@lacity.org](mailto:kevin.bingham@lacity.org)

October 9, 2012

Debbie Lawrence, AICP  
City of Los Angeles Department of City Planning  
200 N. Spring Street, Room 667  
Los Angeles, CA 90012

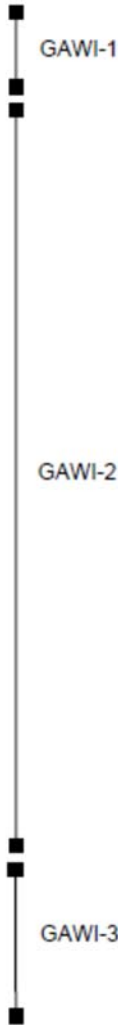
Dear Ms. Lawrence,

I want to address some additions and corrections that need to be made to the San Pedro Community Plan.

The first is regarding public transportation in Appendix G – Transportation Improvement and Mitigation Program. I agree that San Pedro needs a transit hub and encouraged that the SCAG RTIP has allocated funding for the planning and engineering for such a site. The Northwest San Pedro Neighborhood Council on April 10, 2006 passed a motion recommending that the transit hub be located at the current CalTrans Harbor-Beacon Park and Ride lot (<http://www.nwsanpedro.org/minutes/min041006.htm>). I agree with the Northwest San Pedro Neighborhood Council that a transit hub be situated at the park and ride lot, especially since the Metro ExpressLanes program promises to make improvements to the park and ride lots serving the Harbor Transitway. Unfortunately our former Los Angeles City council representative was actively working to have the State of California sell this site to the Los Angeles Harbor Department or, most likely, private investors or developers. I hope that a recommendation can be added to the community plan that includes a reference to a transit center at the Harbor-Beacon Park and Ride lot.

Over the years, there has been talk of locating a transit center in downtown San Pedro and fortunately nothing has been done. I say fortunately because according to a report dated April 21, 1997, prepared by Rodney Sakai of the Environmental Assessment Section of the City of Los Angeles, the San Pedro Commercial District (properties on Pacific Avenue and 6th and 7th Streets) are "eligible for inclusion in the National Register of Historic Places under criterion A at the local level of significance." I have a copy of this report and the letter of agreement from Cheryl Widell, California State Historic Preservation Officer. I believe this information needs to be considered in the San Pedro Community Plan.

I would also like to suggest that the San Pedro Community Plan include a section that recommends having the downtown district implement the National Trust for Historic Preservation's Main Street program (<http://www.preservationnation.org/main-street/>), which provides guidelines and support for developing a robust and thriving downtown business area.



GAWI-1

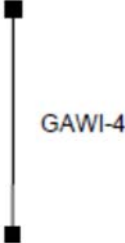
GAWI-2

GAWI-3

In addition there needs to be a correction to Appendix G – Transportation Improvement and Mitigation Program. The TIMP lists the Metro bus lines 205, 225/226, 445, 446/447, and 550 as serving San Pedro. At this time only the 205 and 550 remain. The 446 has been changed to the 226 and the 550 no longer travels to Hollywood, it's northern terminus is 30th and Hoover Streets in Los Angeles. The 445 has been eliminated, replaced by the 450 that only travels to downtown Los Angeles in the morning and evening terminating at the Artesia Transit Center during midday.

Thank you in advance for your consideration,

Gayle A. Williamson  
1007 S. Malgren Avenue  
San Pedro, CA 90732



## Responses to GAWI

### *Response to Comment GAWI-1*

This comment contains introductory material and no further response is required.

### *Response to Comment GAWI-2*

This comment requests that consideration of the San Pedro commercial District as a locally eligible historic resource should be included in the Community Plan and include a transit hub. This comment is not about the adequacy of the EIR, but will be forwarded to the decision-makers for their consideration prior to taking action on the project. No further response is required.

### *Response to Comment GAWI-3*

This comment requests that the Community Plan include a recommendation to implement the National Trust for Historic Preservation's Main Street program. This comment is not about the adequacy of the EIR, but will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan. No further response is required.

### *Response to Comment GAWI-4*


This comment requests text revisions in the TIMP that would not alter the significance conclusions in the EIR. Comment is noted.



## 9.2.15 Robert Kim Stevens (RKST), August 20, 2012

### Comments by RKST

9/24/12 City of Los Angeles Mail - Fwd: for Debbie Lawrence **RKST**



Debbie Lawrence <debbie.lawrence@lacity.org>

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**Fwd: for Debbie Lawrence**  
1 message

---

**Planning Info** <planning@lacity.org> Mon, Aug 20, 2012 at 1:34 PM  
To: Debbie Lawrence <debbie.lawrence@lacity.org>  
Cc: Conni Pallini <conni.pallini-tipton@lacity.org>

Hi Debbie,

I am forwarding the letter below from Mr. Kim Stevens, a constituent from San Pedro.

Thank you,

----- Forwarded message -----  
From: **Planning Info** <planning@lacity.org>  
Date: Mon, Aug 20, 2012 at 1:32 PM  
Subject: Re: for Debbie Lawrence  
To: Kim Stevens <stevens@his.com>

Dear Mr. Stevens,

Thank you for your interest in the San Pedro Community Plan. I will forward the letter below to Ms. Debbie Lawrence. If you need to contact her you may reach her at Debbie.Lawrence@lacity.org.

Thank you,

On Sat, Aug 11, 2012 at 1:48 PM, Kim Stevens <stevens@his.com> wrote:

Dear Ms Lawrence,

I have read your Development plan for San Pedro, and have one comment to make that I hope you will consider. I have lived in Pedro for more than a decade, but am still considered to be an outsider "come from afar." It is an outsider with a world-wide vision (I retired here after a full career in the US Foreign Service) that I make the comments below.

I have visited a number of the cruise ports in the western hemisphere including those destinations to which the cruise ships that leave from San Pedro sail. Almost every port of call has, next to where the cruise passengers disembark, what I call a "Potemkin village," a beautiful; and interesting row of stores, restaurants and other things that interest cruise passengers, including duty-free stores for departing passengers (to be delivered to the ship and given to the passengers when the cruise is over.) Behind this façade is often squalor and poverty, but it puts the best image of the port forward.

San Pedro is working in this direction, but along the route to walk to the center of town, which has nice commercial streets, there are two eyesores that deter going into town on foot from the cruise port (and who wants to wait for a shuttle bus). Those blocks are an empty lot with an ugly fence and two blocks of Rancho

[https://mail.google.com/mail/u/0/?ui=2&ik=a00f69a7578&view=pt&q=kim stevens&qs=true&search=quer...](https://mail.google.com/mail/u/0/?ui=2&ik=a00f69a7578&view=pt&q=kim%20stevens&qs=true&search=quer...)

RKST-1

RKST-2

9/24/12

City of Los Angeles Mail - Fwd: for Debbie Lawrence

San Pedro.

While most San Pedrans would sell their mother to have Rancho San Pedro disappear from the close proximity to the commercial districts, I understand that city politics make this highly unlikely, and Rancho San Pedro is within the same borders in your community development plan. I would suggest that for a slight increase in density in RSP, the two half blocks facing Harbor Blvd could be change from public housing to two half-blocks of small shops, with the street between these blocks closed off and filled with the same kind if shop, providing the image of a long interesting row of businesses.. As the city owns the land and would rent/lease out this space, it could also subsidize the businesses it wants to see along that strip. I am less concerned with the vacant lot, as I know the man who owns it behind the corporate mask, and he plans to put in a medium office tower with street level shops. Additionally, shops along the Harbor Blvd face of RSP would be visible to from the cruise ships and encourage visitation. Such a commercial row, especially if it included interesting architecture that fits in with the retro San Pedro look and places to eat other than fast food joints, would compete with the LA Harbour Ports o'Call redevelopment, but LA City needs the sales tax income and the Port is rich enough to not miss it.

I realize that the above suggestion might be bureaucratically challenging, but it would be entirely within city hall. It should be possible if you buy into the idea.

Regards,

Robert Kim Stevens  
3612 S Walker Ave  
San Pedro 90731  
310-514-8369  
stevens@his.com

-

Claudia Rodriguez | Neighborhood Liaison  
CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING  
200 N. Spring Street, Suite 525  
Los Angeles, CA 90012  
T: (213) 978-1283 | F: (213) 978-0595 | www.planning.lacity.org

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<https://mail.google.com/mail/u/0/?ui=2&ik=a00f69a757&view=pt&q=kim%20stevens&qs=true&search=quer...>



RKST-2  
Cont.

RKST-3

9/24/12

City of Los Angeles Mail - Fwd: for Debbie Lawrence

-  
-  
Claudia Rodriguez | Neighborhood Liaison  
**CITY OF LOS ANGELES**  
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<https://mail.google.com/mail/u/0/?ui=2&ik=a00f69a7578&view=pt&sim=kim-stevens&qs=true&search=quor...>

## Responses to RKST

### *Response to Comment RKST-1*

This comment contains introductory material. No further response is required.

### *Response to Comment RKST-2*

This comment contains anecdotal information and suggestions concerning the need for revitalization of the area between the cruise port and downtown. This comment is not about the adequacy of the EIR, but will be forwarded to the decision-makers for their consideration prior to taking action on the Proposed Plan. No further response is required.

### *Response to Comment RKST-3*

This comment contains closing information and no further response is required.

## 9.2.16 Jerry Gaines (JEGA), October 8, 2012

### Comments by JEGA

**JEGA**

----- Forwarded message -----  
From: <[JGaines852@aol.com](mailto:JGaines852@aol.com)>  
Date: Mon, Oct 8, 2012 at 2:51 PM  
Subject: San Pedro Community Plan 2012  
To: [Debbie.Lawrence@lacity.org](mailto:Debbie.Lawrence@lacity.org)

San Pedro Community Planner  
City of Los Angeles Department of City Planning, Policy Planning  
200 N. Spring Street, room 667  
Los Angeles, CA 90012  
(213) 978-1163  
(213) 978-1477 (fax)

Ms. Lawrence:

Just some observations from a local resident of 45 years having served on the 1986 Community Plan Advisory Committee, and as a Planning Commissioner on the Harbor Area Planning Commission under Mayor Richard Riordan, and as Chair of the Western Avenue Corridor Task Force that was formed by Caltrans, RPV, and the City of LA to study the traffic impacts on only one of really two north south routes into the San Pedro area.

First, I commend you and your staff for a very complete analysis of the region, and thoughts on how to maintain and improve community planning in the SP Plan area. I supported the HPOZ Vinegar Hill area as a planning commissioner, and would support some expansion here. Also, I commend the goal of the plan to insert height restrictions in commercial areas where they were lacking earlier.

My focus in earlier planning activity was on traffic circulation within an area where one actually comes to it, not through it! In regard to Western Ave., findings resulted in Cal Trans investing funds into improving signal coordination within 14 months of the findings made by the task force. In other words Cal Trans recognized the traffic impacts that existed in the early 2000 decade before Ponte Vista was proposed! In other words caution needs to be made on "opportunity" options on land uses near this traffic corridor. Your department recognized this in its earlier reaction to the original Ponte Vista project. Keeping housing density similar to the Gardens for example is where your colleagues expressed support here.

Also, your draft maps on traffic circulation need to now reflect the interruption of Paseo del Mar due to the recent landslide!

The comments on coordination of City Planning with the Port of LA are critically important. In recent years this has improved so that land uses in each jurisdiction can interface for economic and related benefits for both local citizens and visiting tourists.

I note some concern by the Northwest Neighborhood Council on estimated population numbers via the Census and other sources. Most likely some 83,000 to 85,000 numbers seem appropriate for build out. However, specific densities in housing and business uses are more of a factor in impacts on traffic circulation than total numbers. Also the improvements of alternate transportation options impact the effect of the build out numbers.

Thank you for your work on the SP Plan.

Best regards,

Jerry Gaines, Resident  
2101 West 37th St.  
San Pedro, CA 90732-4707  
[jgaines852@aol.com](mailto:jgaines852@aol.com)  
(310) 367-8941 Cell

JEGA-1

JEGA-2

JEGA-3

JEGA-4

JEGA-5

JEGA-6

JEGA-7

## Responses to JEGA

### *Response to Comment JEGA-1*

This comment contains introductory material. No further response is required.

### *Response to Comment JEGA-2*

This comment contains opinion and no further response is required.

### *Response to Comment JEGA-3*

This comment contains opinion and no further response is required.

### *Response to Comment JEGA-4*

This comment requests that the draft maps on traffic circulation should show the interruption in connectivity along Paseo del Mar due to the landslide. As it is unknown what the future condition of the Paseo del Mar landslide area will be, this is considered a temporary condition. The map changes requested would not change the significance conclusions contained in the EIR. Comment is noted.

### *Response to Comment JEGA-5*

This comment expresses opinion and no further response is required.

### *Response to Comment JEGA-6*

This comment expresses opinion about the use of population data and transportation impacts. Refer to Master Response #1 – Baseline Data and Supplemental Analysis for Impact Areas Noted in the Draft EIR (Section 10.3).

### *Response to Comment JEGA-7*

This comment contains closing information and no further response is required.