

APPENDIX A

**Original Comments Received and
Responses to Comments**

August 2014

PREFACE - UPDATE

In 2013, the LAHD prepared a preliminary engineering design to close roadway segments along Fries Avenue and Avalon Boulevard in order to achieve the following objectives: to ensure compliance with California Public Utilities Commission (CPUC) General Order 135, which limits road-crossing blockages due to stopped or switching train cars to 10 minutes; to eliminate vehicle delays at the existing railroad crossings, which often last for more than 45 minutes; and to improve overall circulation at the Port. As originally proposed, the preliminary design included the closure of a 1,337-linear-foot segment of Fries Avenue and a 920-linear-foot segment of Avalon Boulevard. Following the release of the original Draft Initial Study / Mitigated Negative Declaration (IS/MND), it has also become necessary to close an approximately 280-foot segment of "A" Street.

As a first step in complying with CEQA, the LAHD prepared an IS to determine if the preliminary engineering design could cause a significant effect on the environment. The IS determined that with the implementation of mitigation measures, as appropriate, all potential impacts resulting from the proposed Project could be reduced to a less than significant level. Pursuant to CEQA Guidelines Section 15073, the Draft IS/MND was released for a 30-day public review period which began on April 4, 2014. The Draft IS/MND was distributed to interested or involved public agencies, organizations, and community residents for review. Approximately 115 notices were sent to community residents, stakeholder, and local agencies. Additionally, while not required by the CEQA Guidelines, the LAHD hosted a public meeting at the Banning's Landing Community Center on April 22, 2014, to present the proposed Project and to receive public comments on the Draft IS/MND. The 30-day public review period was initially scheduled to conclude on May 5, 2014; however, due to the substantial public interest regarding the proposed Project, the LAHD extended the public review period for an additional 30 days, concluding on June 4, 2014.

During the public review period, the LAHD received extensive public comments that the proposed Project would prohibit adequate access and circulation within the vicinity of the Project site, particularly access from the Wilmington community to the waterfront and to the Banning's Landing Community Center. The Draft IS/MND specified that the roadway closures would not occur until after the construction of the South Wilmington Grade Separation Project, a separate project intended to provide improved vehicle and pedestrian access to the waterfront. Many commenters also expressed concern that the proposed closure of Avalon Boulevard would effectively cut off access to Banning's Landing and other waterfront areas particularly for pedestrians where the use of the South Wilmington Grade Separation would result in longer walking distance necessary to access the waterfront. A pedestrian bridge was included in the Wilmington Waterfront Development Project (WWDP) Final EIR but funding for its design and construction had not been secured. As a result of these comments and the need to address and resolve public concerns, the LAHD withdrew the Final IS/MND prior to adoption by the LAHD Board of Harbor Commissioners. As a result, the document was finalized but never certified by the Board of Harbor Commissioners.

As an update since the original publication of the Draft IS in 2014, the South Wilmington Grade Separation Project was completed in April 2015 and is now accessible from Harry Bridges Boulevard via the North Access Road, Fries Avenue via the South Access Road, and Pier A Street. The bridge eliminates the former conflict between vehicular traffic and two railroad crossings along Fries Avenue and Avalon Boulevard, and provides uninterrupted vehicular access to the South Wilmington area. The new grade separation facilitates emergency vehicle access, eliminates truck queues and traffic delays, and increases pedestrian safety with pedestrian sidewalks. The South Wilmington Grade Separation Project also eases access to facilities south of Harry Bridges Boulevard, including a new entrance to the TraPac Terminal.

As previously described, the pedestrian bridge was assessed as a component of the Wilmington Waterfront Development Project, which was previously evaluated in a separate EIR certified in 2009. With this component of the Wilmington Waterfront Development Project, pedestrians would have additional access to the waterfront via a pedestrian access bridge from the Avalon Triangle Park over the existing tracks to the Wilmington Waterfront Promenade. Construction of the pedestrian bridge is now funded and scheduled to begin in 2021-2022 and the bridge will be open to the public in 2023, shortly after the proposed roadway segment closures.

Appendix A includes a complete record of public comments on the Draft IS/MND originally released on April 4, 2014 as well as initial LAHD responses to comments, which were prepared as part of the Final IS/MND. These comments are being included in the record herein but remain in their original format. As previously described, many concerns raised in 2014 have now been addressed with the construction of the South Wilmington Grade Separation Project as well as the near-term construction of the pedestrian bridge associated with the Wilmington Waterfront Project.

10.0 COMMENTS RECEIVED AND RESPONSES TO COMMENTS

10.1 PUBLIC PARTICIPATION

10.1.1 Public Review

The public review period for the Draft IS/MND took place for a span of 60 days between April 4, 2014 and June 4, 2014, which included a 30-day extension granted by the LAHD (see Figure 10-2). An NOIA, which noted the availability of the Draft IS/MND for public review, was mailed to agency and elected officials, residents, homeowners, and community organizations in the vicinity of the project at the beginning of the public review period. The NOIA was printed in both English and Spanish. Copies of the NOIA and the Draft IS/MND were provided in hard copy, electronic format, or both.

As previously stated, the Draft IS/MND was circulated for public and agency review for a period of 60 days from April 4, 2014 to June 4, 2014 and was made available for general public review at the following locations:

- Port of Los Angeles Environmental Management Division, 222 W. 6th Street, 10th Floor, San Pedro, CA 90731
- Los Angeles City Library, San Pedro Branch, 931 S. Gaffey Street, San Pedro, CA 90731
- Los Angeles City Library, Wilmington Branch, 1300 N. Avalon, Wilmington, CA 90744
- Port of Los Angeles Website. <http://www.portoflosangeles.org>

10.1.2 Public Meeting

A Notice of Intent to Adopt a MND for the Avalon and Fries segments closure project (NOIA) was released on April 2, 2014, and included information about a public meeting to present the Project and Draft IS/MND (see Figure 10-1). This public meeting was held on April 22, 2014 at 6:00pm at the Banning's Landing Community Center (100 E. Water Street, Wilmington, CA). Seventeen people attended the meeting and eight people provided their verbal comments (see Comments A through H).

Figure 10-1. Notice of Intent to Adopt



April 2, 2014

SUBJECT: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE AVALON AND FRIES SEGMENTS CLOSURE PROJECT

The City of Los Angeles Harbor Department (Harbor Department) has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental impacts of the proposed permanent segment closures of Avalon Boulevard and Fries Avenue between Water Street and West A Street (Project). The proposed Project involves the physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, and fencing and signage.

The overall Project objective is to minimize rail traffic delays/lengthy blockages at existing roadways that will occur due to recent and projected rail operational changes for the West Basin Terminal. These rail operational changes would improve the efficiency of service to TraPac, Yang Ming, China Shipping container terminals and other Harbor Department rail customers, and reduce congestion by allowing simultaneous moves of unit container trains destined for the Yang Ming and TraPac container terminals. The proposed Project would also comply with the California Public Utilities Commission General Order 135 rule, which limits road crossing blockages due to stopped or switching train cars to 10 minutes.

In order to maintain adequate access and circulation in the Project area, the proposed Project would not occur until the completion of the South Wilmington Grade Separation Project, which is a separate project that is scheduled to open in January 2015. The construction of the South Wilmington Grade Separation Project will allow for direct, quick, and safe access to the waterfront, supplementing the proposed Project segments proposed for closure.

The IS/MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.* and the State CEQA Guidelines, California Code of Regulation Section 15000 *et seq.* The IS/MND includes a discussion of the proposed Project's effects on the existing environment, including the identification of mitigation measures to reduce potential impacts. No significant effects that could not be mitigated to a less than significant level were identified. In accordance with CEQA Statutes and Guidelines, the IS/MND is being circulated for a period of 30 days for public review and comment.

IS/MND AVALON/FRIES STREET CLOSURE PROJECT

Page 2

The public review period will start on April 4, 2014, and end on May 5, 2014. During this period, the public may provide written comments on the information contained in the IS/MND. Copies of the IS/MND may be viewed at the Port of Los Angeles website at <http://www.portoflosangeles.org>; the City of Los Angeles Harbor Department Environmental Management Division at 222 W. Sixth Street, Suite 1080, San Pedro, CA; the City of Los Angeles Public Library San Pedro Branch at 931 S. Gaffey Street, San Pedro, CA; and the City of Los Angeles Public Library Wilmington Branch at 1300 N. Avalon, Wilmington, CA.

The Harbor Department will hold a public meeting on Tuesday, April 22, 2014, at 6:00 pm at Banning's Landing, located at 100 E. Water Street, Wilmington, CA to present the Project and Draft IS/MND. Comments can be submitted at the public meeting.

By May 5, 2014, written comments can also be submitted as shown below. Please include "Avalon/Fries Street Segment Closures IS/MND" in the subject line, and a valid mailing address in the email.

By mail to: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

By email to: ceqacomment@portla.org

For more information, please contact the Environmental Management Division at (310)732-3675.

Sincerely,



CHRISTOPHER CANNON
Director of Environmental Management

ADP No.: 110518-060
CC:LO:LM:mx

Figure 10-2. Public Review Period Extension



425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Eric Garcetti Mayor, City of Los Angeles
Board of Harbor Commissioners Ambassador Vilma S. Martinez President
Gary Lee Moore, P.E. Interim Executive Director
David Arian Vice President
Patricia Castellanos
Anthony Pirozzi, Jr.
Edward R. Renwick

May 2, 2014

SUBJECT: PUBLIC REVIEW PERIOD EXTENSION – DRAFT INITIAL STUDY / MITIGATED NEGATIVE DECLARATION FOR THE AVALON AND FRIES SEGMENTS CLOSURE PROJECT

The City of Los Angeles Harbor Department (LAHD) has prepared a draft Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental impacts of the proposed permanent segment closures of Avalon Boulevard and Fries Avenue between Water Street and West A Street (proposed Project). The proposed Project's original public review period was scheduled from April 4, 2014 to May 5, 2014. The LAHD has extended the public review period by an additional 30 days which will now close on June 4, 2014.

Availability: The IS/MND is available for review at:

- Port of Los Angeles Environmental Management Division, 222 W. 6th Street, 10th Floor, San Pedro, CA 90731
• Los Angeles City Library, San Pedro Branch, 931 S. Gaffey Street, San Pedro, CA 90731
• Los Angeles City Library, Wilmington Branch, 1300 N. Avalon, Wilmington, CA 90744

The entire document is available at the Port of Los Angeles web site at http://www.portoflosangeles.org under the Environment tab.

Comments: Written comments on the IS/MND will be received until June 4, 2014 and should be sent to Christopher Cannon, Director Environmental Management Division, 425 S. Palos Verdes Street, San Pedro, CA 90731 or via e-mail to ceqacomment@portla.org. Comments sent via email should include the project title in the e-mail's subject line and a valid mailing address within the email.

For additional information, please contact Kevin Grant at (310) 732-3675.

Sincerely,

CHRISTOPHER CANNON
Director of Environmental Management

CC:KG:LM:LO:yo
ADP No.: 120809510

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10.2 PUBLIC COMMENTS

The public review period is a critical part of the CEQA public participation process. It provides the opportunity for responsible agencies and interested parties to analyze the proposed Project and provide any comments they might have on the adequacy of the environmental document. The responses to comments are intended to provide complete explanations to the commenters and to improve the overall understanding of the Project.

In addition to the verbal comments received during the April 22, 2014 Public Meeting (see A-H), LAHD received 11 individual comment letters/e-mails (see I through S) and 76 copies of a single form letter from 76 different people (see T1-T76) on the Draft IS/MND during the public review period. Table 10-1 presents a list of the agencies, individuals and businesses that provided comment letters/e-mails on the Draft IS/MND. The LAHD has evaluated the comments on environmental issues received from agencies and other interested parties during the 60-day public review period. The LAHD has prepared a written response to each comment pertinent to the adequacy of the environmental analyses contained in the Draft IS/MND. A copy of each comment letter received and its corresponding responses are located on the following pages.

**Table 10-1
Public Comments Received**

Letter ID	Commenter	Date
Verbal Comments		
A	Ken Melendez, Wilmington One Goal	4/22/2014
B	Leticia Melendez, Wilmington One Goal	4/22/2014
C	Jesse N. Marquez, Coalition for a Safe Environment	4/22/2014
D	Maria Garibay	4/22/2014
E	Cesar Guerrero, United Way of Los Angeles	4/22/2014
F	Theresa Guerrero	4/22/2014
G	Alma Ortiz	4/22/2014
H	Oscar Ibarra	4/22/2014
Individual Comment Letters		
I	Keith R. Ball, Wilmington One Goal Committee	4/16/2014
J	Ali Poosti, Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, City of Los Angeles	5/8/2014
K	Susan M. Prichard	5/28/2014
L	Cecilia Moreno, WNC Chair, Wilmington Neighborhood Council	6/3/2014
M	Margaret I. Hernandez, President, Friends of Banning's Landing	6/4/2014
N	Esther Rae Rendon, Board Member, Banning's Landing Community Center	6/4/2014
O	Dan Hoffman, Executive Director, Wilmington Chamber of Commerce	6/4/2014

Letter ID	Commenter	Date
P	Jose Anotnio Vallejo, Owner, Guanajuato Meat Markets	6/4/2014
Q	Jesus Gamboa & Fernando Gamboa, Owner, Maya Restaurant	6/4/2014
R	Dominga Pardo, Director, Robert F. Kenney Institute of Community and Family Medicine	6/5/2014
S	Scott Morgan, Director, State Clearinghouse, Governor's Office of Planning and Research	6/5/20014
Form Letter		
T1	Rigoberto Alvarado	5/27/2014
T2	Lupe Lopez	5/27/2014
T3	Javier Amezcua	5/27/2014
T4	Rachel Zamora	5/27/2014
T5	Sheyla Castro	5/27/2014
T6	Maria Ramirez	5/27/2014
T7	Josefine Ramirez	5/27/2014
T8	Lordes Ramirez	5/27/2014
T9	Gonzalo Hernandez	5/27/2014
T10	Heriberto Linares	5/27/2014
T11	Areya Tejada	5/27/2014
T12	Gabriela Ortiz	5/27/2014
T13	Maria Beinal	5/27/2014
T14	Rafael Serrano Arreola	5/27/2014
T15	Fernando Burgos	5/27/2014
T16	Erica E. Alvarado	5/27/2014
T17	Marisol Farias	5/27/2014
T18	Sergio Garcia	5/27/2014
T19	Diane Anaya	5/27/2014
T20	Nancy E. Anaya	5/27/2014
T21	Sabrina Bonilla	5/27/2014
T22	Robert Tejada	5/27/2014
T23	Gloriann Tejada	5/27/2014
T24	M. Theresa Guerrero	5/27/2014
T25	Manuel J. N. 1127 Marine Avenue, Wilmington, CA 90744	5/27/2014
T26	1132 N. Marine Avenue, Wilmington, CA 90744	5/27/2014
T27	1136 N. Marine Avenue, Wilmington, CA 90744	5/27/2014
T28	Perla Rocha	5/27/2014
T29	Ana Flores	5/27/2014
T30	Enrique Estrada	5/27/2014
T31	Norma Alcala	5/27/2014

Letter ID	Commenter	Date
T32	Leonel Lopez	5/27/2014
T33	Rosanna Salas	5/27/2014
T34	Kenneth K. Cowan	5/27/2014
T35	Alicia Nova	5/27/2014
T36	Manuel Pandino	5/27/2014
T37	Jorge Serrano	5/27/2014
T38	Andres Alvarez	5/27/2014
T39	Andres Alvarez Jr.	5/27/2014
T40	Antonio G. Alcala	5/27/2014
T41	Moses Solache	5/27/2014
T42	1166 McFarland Avenue	5/27/2014
T43	Guillermo Espinoza	5/27/2014
T44	Luz Solache	5/27/2014
T45	Guadalupe Solache	5/27/2014
T46	Jennifer Solache	5/27/2014
T47	Trinidad Zavala	5/27/2014
T48	Jason Partida	5/27/2014
T49	Lance Richardson	5/27/2014
T50	Leslie Ferguran	5/27/2014
T51	Igracio Ortiz	5/27/2014
T52	Alma R. Ortiz	5/27/2014
T53	Ken Melendez	5/27/2014
T54	Leticia Mclendy	5/27/2014
T55	Keith R. Ball	5/27/2014
T56	M. Gonzales	5/27/2014
T57	Steve Salas	5/27/2014
T58	Priscilla G. Marquez	5/27/2014
T59	Nyla Olsen	5/27/2014
T60	Kyle Ross	5/27/2014
T61	Oscar Ibarra	5/27/2014
T62	902 Watson, Wilmington, CA 90744	5/27/2014
T63	Alice Suerero	5/27/2014
T64	Tony Suerero	5/27/2014
T65	Anthony Quezada	5/27/2014
T66	Guadalupe Torrez	5/27/2014
T67	Mario Peres	5/27/2014
T68	Oscar Larios	5/27/2014
T69	Kelly Berrios	5/27/2014

Letter ID	Commenter	Date
T70	Claudia Chavez	5/27/2014
T71	Lorena Chavez	5/27/2014
T72	Gloria Martinez	5/27/2014
T73	Ruben Leon	5/27/2014
T74	Richard Ortors	5/27/2014
T75	Sylvia Guillen	5/27/2014
T76	Maria D. Orozco	5/27/2014

10.3 MASTER RESPONSES TO KEY TOPICS

Because the vast majority of comments received raised similar concerns, a set of master responses were developed to address common topics in a comprehensive manner. The following master response section includes the following topics raised:

1. Pedestrian and Bicycle Access to Waterfront and Banning's Landing.
2. Non-Project IS/MND CEQA Issues
3. Wilmington Waterfront Project EIR

Individual responses to all comments received on the Draft IS/MND are presented following the master responses and may refer to the master responses in total or in part.

1. Pedestrian and Bicycle Access to Waterfront and Banning's Landing

As indicated in Section 2.3 of the IS/MND, the construction schedule for the proposed Project segment closures is tied to the opening of the South Wilmington Grade Separation (SWGS) Project to ensure adequate access is maintained to the Project area. In other words, the proposed street closures of this Project would not occur until after the SWGS Project is completed.

As indicated in Section 4.16 of the IS/MND, there are currently sidewalks on Fries Avenue and Avalon Boulevard and a small portion (one block) of bike path on Fries Avenue, from Harry Bridges Boulevard to A Street. There are currently no formally designated bike lanes along the Project segment of Avalon Boulevard. The proposed Project street segment closures would eliminate this existing pedestrian and bicycle access to the waterfront and the Banning's Landing Community Center.

Alternate pedestrian and bicycle access will be provided by the South Wilmington Grade Separation, which will be completed as a pre-requisite to initiate the proposed segment closures Project. As indicated in Section 4.16 of the IS/MND, based on the latest South Wilmington Grade Separation plans, there will be a continuous pedestrian sidewalk from Harry Bridges Boulevard to Fries Avenue at the south end of the South Wilmington Grade Separation.

While there are no formal bicycle lanes on the new South Wilmington Grade Separation roadway, consistent with the California Vehicle Code, the roadway would be available for use by cyclists. The construction of the South Wilmington Grade Separation Project will allow for safe access to the waterfront, supplementing the Project road segments that are proposed for closure. The South Wilmington Grade Separation Project will provide grade-separated vehicular access to all facilities south of Harry Bridges Boulevard from a heavily utilized rail line. The safety conflicts present along these street segments between pedestrians/cyclists and rail operations will be avoided by using the South Wilmington Grade Separation.

2. Non- Project IS/MND CEQA Issues

In accordance with Section 15088 of the CEQA Guidelines, substantive responses to comments that do not address the adequacy of the environmental information and analysis contained in the proposed Project Draft IS/MND are not appropriate within the context of CEQA. As such, no response to such comments is warranted and no revision to this Final IS/MND is required in response to such comments. Such comments are responded to with a “comment acknowledged” reference. This indicates that the comment will be forwarded to all appropriate decision makers for their review and consideration

3. Wilmington Waterfront Project EIR

Comments related to scope, status or other aspects of the approved Wilmington Waterfront Project do not raise issues regarding the CEQA environmental analysis contained in the Avalon and Fries Street Segments Closure Project IS/MND. As such, no response is warranted. For example, many of the comments reflect the concerns of the commenters as they relate to the completion of the previously approved Wilmington Waterfront Development Project. Such comments are responded to with a “comment acknowledged” reference. This indicates that the comment will be forwarded to all appropriate decision makers for their review and consideration. No revision to this Final IS/MND is required in response to such comments.

Commenter A4/22/2014
Public HearingAvalon and Fries Street
Segments Closure Project

1079934

1 MR. MELENDEZ: For me this project is
2 institutional racism against the Wilmington community,
3 cumulative impact and environmental justice issues.
4 I'll submit this into the record, the Demographic
5 Profile of the Wilmington Community, Community Port
6 Plans over the last 12 years -- a PECAC [sic] meeting
7 showing Mayor Hahn ordering all -- any port operations
8 with impacts to the community be moved from San Pedro
9 to Wilmington; an ARE showing where cumulative impacts
10 are. Anybody who wants a copy of this, I have a copy
11 for you here. I only have one for the staff though.

12 Environmental Justice Policy, California
13 State Lands Commission -- how does this jive with that?
14 Next issue -- we have an approved EIR document right
15 here, folks, from 2009. In 2009 the Port sent out a
16 thing to the entire community showing this project; and
17 of course, nothing has been done with this project. In
18 this project it states the idea is to connect the
19 Wilmington community with the waterfront. That's all
20 the waterfront we have.

21 Years ago we had a beach. That's been taken
22 away. Now all we have is 600 feet of waterfront, and
23 now it's okay to inconvenience us to get there. We
24 have to drive a mile out of the way. What about
25 somebody walking? What about a bicycle?

A-1

A-2

15


Kusar Keeping Your Word Is Our BusinessSM

4/22/2014
Public Hearing

Avalon and Fries Street
Segments Closure Project

1079934

1 In addition to that, it says right here in
2 this same document, realign Broad Avenue to the
3 waterfront. This project doesn't show that. The
4 second thing -- realignment of Broad Avenue, continue
5 to the waterfront. What this project does for me is
6 make it harder for Wilmington people to get to their
7 waterfront, but at the same time the Port of LA is
8 doing a \$40 million water cut in San Pedro moving the
9 water close to the San Pedro people at the same time
10 that they're telling us there's no money to go forward
11 on the Wilmington waterfront project. There going to
12 get 50 or \$60 million to AltaSea -- and don't ask me
13 what that is. I don't know.

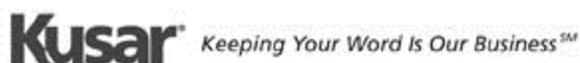
14 A big lie has been going around that's been
15 presented to this Mayor and this councilmen, that Mayor
16 Buscaino [sic] did nothing for San Pedro when he was
17 here -- \$122 million on the San Pedro marinas, \$17
18 million to buy out the contract to take down the tanks
19 at West Place [sic], \$5 million to relocate East View
20 Ball [sic] over there, a \$14 million fountain -- all
21 these things in San Pedro, but there's no money for
22 Wilmington.

23 So for me that's institutional racism being
24 practiced against this community. And this mayor owns
25 that policy, and I will be down at City Hall very

A-2
cont'd

A-3

16



4/22/2014
Public HearingAvalon and Fries Street
Segments Closure Project

1079934

1 shortly. So as far as I'm concerned, as long as our
2 waterfront does not go forward, this is institutional
3 racism. Thank you.

4 MS. PADILLA: Leticia Melendez.

5 MS. MELENDEZ: I just have a couple of
6 questions: The first one is -- what is holding up the
7 2009 approved Wilmington waterfront project? First
8 there was problems with the soils. To my
9 understanding, that's been all cleared up, and still
10 nothing is being done. And they say there's no money.

11 The other question is -- have you considered
12 the safety impacts of the proposed grade separation?
13 Pedestrians with children will be re-routed to
14 truck-infested streets. The whole point of the park
15 and for that grade to be taken up is so that kids could
16 play there in the park and it would be a nice
17 environment for the kids. That park is used like
18 crazy.

19 And for them to block the waterfront or here,
20 Banning's Landing, does not make any sense. We need --
21 Wilmington needs to be equal as far as San Pedro and --
22 they have a lot of nice things over there. And we
23 don't begrudge them that, but Wilmington should get its
24 fair share. Thank you.

25 MR. GRANT: Could you state your name for the

↑
A-3
cont'd

17

Kusar Keeping Your Word Is Our BusinessSM

Commenter A1: Ken Melendez, Public Meeting Attendee

Response to Commenter A

Response to Comment A-1:

Comment acknowledged and appreciated. See Master Responses 2 and 3 above.

Response to Comment A-2:

Comment acknowledged and appreciated. See Master Responses 1, and 2 above.

The Broad Avenue realignment to the Wilmington Waterfront or permanent closure of Broad Avenue is not part of the proposed Project and is therefore not discussed the Avalon and Fries Street Segments Closure Project IS/MND.

Section 2.0 and 3.0 of the IS/MND indicate, “The proposed Project includes the closure of segments of: 1) Fries Avenue (approximately 1,337 linear feet of roadway) between Water Street at the Union Pacific Rail Tracks and the intersection with West A Street; and 2) Avalon Boulevard between the Union Pacific Rail Tracks and the intersection of North Broad Avenue (approximately 438 linear feet of roadway).”

Sections 4.3 and 4.16 of the IS/MND conclude, “Based on the analysis, the Project would not result in significant impacts on traffic (Table 4.16-2), and would reduce the delay at the intersections of Harry Bridges Boulevard and Broad Avenue, Harry Bridges Boulevard and Fries Avenue, and the North Access Road and Harry Bridges Boulevard.

Response to Comment A-3:

Comment acknowledged and appreciated. See Master Response 2 above.

Commenter B24/22/2014
Public HearingAvalon and Fries Street
Segments Closure Project

1079934

1 shortly. So as far as I'm concerned, as long as our
2 waterfront does not go forward, this is institutional
3 racism. Thank you.

4 MS. PADILLA: Leticia Melendez.

5 MS. MELENDEZ: I just have a couple of
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19 And for them to block the waterfront or here,
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21 Wilmington needs to be equal as far as San Pedro and --
22 they have a lot of nice things over there. And we
23 don't begrudge them that, but Wilmington should get its
24 fair share. Thank you.

25 MR. GRANT: Could you state your name for the

B-1

B-2

B-3

17

Kusar Keeping Your Word Is Our BusinessSM

Commenter B: Leticia Melendez, Public Meeting Attendee

Response to Commenter B

Response to Comment B-1:

Comment acknowledged and appreciated. See Master Response 3 above.

Response to Comment B-2:

Comment acknowledged and appreciated. See Master Response 1 above.

Response to Comment B-3:

Comment acknowledged and appreciated. See Master Response 2 above.

Commenter C4/22/2014
Public HearingAvalon and Fries Street
Segments Closure Project

1079934

1 record? I didn't catch your name.

2 MS. MELENDEZ: Leticia Melendez.

3 MR. GRANT: Thank you.

4 MR. MARQUEZ: My name is Jesse Marquez. I've
5 been a lifetime resident of Wilmington. I'm also the
6 executor of the Coalition for Safe a Environment, an
7 environmental justice organization headquartered here
8 at Wilmington. And our priority is in evaluating
9 potholes and EIRs in terms of protecting the interests
10 of our local community and providing environmental
11 justice.

12 First of all, from our perspective this
13 proposal is illegal. The Wilmington waterfront final
14 EIR is an already approved project for the Wilmington
15 waterfront development. What you're proposing is not
16 incorporated into this project. This is a project that
17 spent over three years and as much as five years with
18 complete public participation in the process.

19 Numerous meetings were held with the public
20 and with the Port and various engineering and
21 architectural design firms to develop the Wilmington
22 waterfront. We had full cooperation of our city
23 council member at that time. We had full corporation
24 of our esteemed mayor at that time. We had full
25 support and corporation of all elected officials, both

C-1

18

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1 Assembly, Senate and Congress. There was 100 percent
2 support for this project.

3 You cannot come along now with another
4 project and try to circumvent this project, which
5 already exists, has already been approved and has
6 already been master planned. This has no public
7 support and no community support. We will never
8 support this project. It's just another indication of
9 how now we have new management coming into the picture
10 who are now interjecting their own racist, biased
11 opinions against our community.

12 You may not think of it as having any racial
13 overtones. You may not see it as having environmental
14 justice overtones. But from perspective we've seen
15 everything against us for the past 50 years. We had to
16 fight for a long time to get the Wilmington waterfront
17 park approved. And once we were able to convince all
18 elected officials it was in our best interests, we went
19 forward with it. And if you look at any of the photos,
20 any of the video footage and the participation at any
21 of the public meetings, we had overwhelming support for
22 the project. And now you're trying to sneak in
23 something like this to undercut a project that's
24 already been approved.

25 We will never support this project, and I ask



C-1
cont'd

19

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1 that you rescind this proposal because it is an illegal
2 proposal as it stands right now.

3 MR. CANNON: I believe we have one or two
4 more.

5 MS. PADILLA: I just want to make an
6 announcement -- if you have any other thoughts or
7 comments, take a comment form with you because it has
8 the instructions on how to submit your comments by
9 e-mail and by post mail.

10 AUDIENCE: Just a quick question -- are the
11 oral comments part of the record?

12 MR. CANNON: Yes, they are.

13 AUDIENCE: We will do written too.

14 MR. CANNON: Once again, the comments are all
15 on the record, and everything here is good. This
16 meeting is -- primarily its purpose is a CEQA meeting,
17 which is for technical comments. The other comments
18 are important, and they will be read and are certainly
19 good comments. But I would also encourage you to make
20 the same comments directly to our board at the Harbor
21 Commission at their meeting or in writing because they
22 will need to hear that as well.

23 They will read this eventually, but we want
24 to tell them directly about the project and
25 particularly some of the pointed things that were said

↑
C-1
cont'd

20

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Commenter C: Jesse Marquez, Public Meeting Attendee

Response to Commenter C

Response to Comment C-1:

Comment acknowledged and appreciated. See Master Response 3 above.

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1 about the plan and so forth. Please speak directly to
2 them. They need to hear it.

3 MS. PADILLA: Maria Garibay and Alma Ortiz,
4 Theresa Guerrero are the next three speakers. Please
5 state your name so we have it for the record.

6 MS. GARIBAY: Maria Garibay. I've been a
7 resident of Wilmington for the last 35 years. All my
8 life I have spent here in Wilmington, and I'm against
9 this project because I consider that it's not fair that
10 they take away all the things that we have, the only
11 few things that we have as a community for the
12 children.

13 I work with a lot of programs. One is -- I'm
14 a community rep for the past years for one of the
15 schools. And the kids get so excited when they come to
16 this part of Wilmington that we have to view the ocean
17 and actually see the fireworks on the 4th of July. We
18 spend weekends with our kids here in front of the Port.
19 And also, we -- this is the only place where we can
20 gather families together. We have projects from high
21 schools and elementary schools around here, and this is
22 100 percent for our community. This is the place where
23 we bring our children.

24 And I think that -- a couple of years ago
25 they mentioned this is supposed to be part of something

D-1

21

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1 similar to what we have in San Pedro, what is called
 2 Ports O'Call. I think if we make those promises for
 3 the community, that we can have some places like that
 4 where we can, again, spend time with our kids instead
 5 of having the kids in the middle of the streets -- how
 6 can we take our kids away from the streets if we have
 7 no places where to take them or to explore or to expose
 8 the good things that they learn in school like art and
 9 several things that they learn around this community.

10 So please consider that. We don't need more
 11 railroads in this area. We need more places where
 12 families can come together and spend time together.
 13 And that's the big part that we're missing in this
 14 community because we are being cut in a lot of these
 15 places where we can spend time with our kids. So
 16 please take that into consideration, that we need these
 17 children where they can run and play, get wet like at
 18 the park we just got a couple of years ago. That's
 19 something. I think that's the best thing that these
 20 kids deserve.

21 So if you're planning on doing something like
 22 that, just build a bridge where we can come, but don't
 23 block the street for us to walk. We have a lot of
 24 parents that don't know how to drive. A lot of parents
 25 take their kids to SOLA [sic] because they offer a lot

D-1
cont'd

22

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1 of classes on this site. So please just see your
2 vision as families trying to look for places where to
3 spend their time with their kids, where to get involved
4 with good programs so we can get them out of the
5 streets. Thank you.

6 MS. PADILLA: Alma Ortiz.

7 MS. ORTIZ: Can I have a minute? Pass to the
8 next one, skip to the next one.

9 MS. PADILLA: Sure. Everyone please submit a
10 card. Theresa Guerrero -- Cesar Guerrero.

11 MR. GUERRERO: Good afternoon. I work for
12 the United Way of Los Angeles, and I'm here advocating
13 for the families that we provide services to. We just
14 recently had an ETA [sic] class here, and we provided
15 workshops for 76 family members. And what that class
16 was is we helped families advocate for their children
17 so that they can go to university. As part of that
18 class, their child was going to get better
19 qualification to be accepted to university. And 15
20 members actually had to walk.

21 So when we try to get buses to be reinstated
22 and be re-routed to come this way, we were given a red
23 flag by the City. So I want to know how is pedestrian
24 access going to -- what is it going to look like if you
25 have to walk? How safe is that bridge going to be? Is

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D-1
cont'd

23

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Commenter D: Maria Garibay, Public Meeting Attendee

Response to Commenter D

Response to Comment D-1:

Comment acknowledged and appreciated. See Master Responses 1 and 3 above.

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1 of classes on this site. So please just see your
2 vision as families trying to look for places where to
3 spend their time with their kids, where to get involved
4 with good programs so we can get them out of the
5 streets. Thank you.

6 MS. PADILLA: Alma Ortiz.

7 MS. ORTIZ: Can I have a minute? Pass to the
8 next one, skip to the next one.

9 MS. PADILLA: Sure. Everyone please submit a
10 card. Theresa Guerrero -- Cesar Guerrero.

11 MR. GUERRERO: Good afternoon. I work for
12 the United Way of Los Angeles, and I'm here advocating
13 for the families that we provide services to. We just
14 recently had an ETA [sic] class here, and we provided
15 workshops for 76 family members. And what that class
16 was is we helped families advocate for their children
17 so that they can go to university. As part of that
18 class, their child was going to get better
19 qualification to be accepted to university. And 15
20 members actually had to walk.

21 So when we try to get buses to be reinstated
22 and be re-routed to come this way, we were given a red
23 flag by the City. So I want to know how is pedestrian
24 access going to -- what is it going to look like if you
25 have to walk? How safe is that bridge going to be? Is

E-1

23

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1 public transportation going to provided? Are you guys
 2 going to re-route public transportation that the City
 3 provides us? What is that going to look like for us
 4 being that we use the Barning's Landing. We use this
 5 building constantly. And we are providing these
 6 classes yearly, so we have about 500 families that
 7 we're going to be supporting within the next five
 8 years.

9 I want to know how are we going to support
 10 them to come to this initiative, this building that you
 11 have provided us and how safe is it going to be for
 12 them. Are they going to have to walk across the
 13 bridge? What is the new mileage for them? How much
 14 further are they going to have to walk? How safe is
 15 it? Are they going to be protected from oncoming
 16 traffic?

17 That's pretty much what my concerns are for
 18 those families that don't have cars, are unable to
 19 drive, use public transportation. How are they going
 20 to be able to come to this building in which we're
 21 going to be providing programs for them? Thank you,
 22 very much.

23 MS. PADILLA: Do we have any other speakers?
 24 Alma Ortiz.

25 MS. GUERRERO: I'm Theresa.

E-1
 cont'd

24

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Commenter E: Cesar Guerrero, Public Meeting Attendee**Response to Commenter E****Response to Comment E-1:**

Comment noted. As indicated in Sections 2.0 and 3.0 of the IS/MND, “The proposed Project includes the closure of segments of: 1) Fries Avenue (approximately 1,337 linear feet of roadway) between Water Street at the Union Pacific Rail Tracks and the intersection with West A Street; and 2) Avalon Boulevard between the Union Pacific Rail Tracks and the intersection of North Broad Avenue (approximately 438 linear feet of roadway).”

As part of the Project, minor changes would be made to the planned lane configuration at two future intersections on the previously approved South Wilmington Grade Separation Project (see Sections 2.2, 2.3.1 and Figure 2-6 of the IS/MND). In addition, the proposed Project would install signage and striping to effectively close access to the vacated portions of Fries Avenue and Avalon Boulevard. The Project would provide primary access to the Port Archive Building from the north gate near A Street. The Project would also provide additional crossing protection, including signing and striping, crossing arms, and lights, at an existing at-grade crossing at the completed private road into Wallenius Wilhemsen Logistics (see Section 2.3.1 and Figures 2-4 and 2-5 of the IS/MND).

Section 4.16 of the IS/MND concludes the proposed Project would not generate new traffic on the surrounding streets but rather would result in localized shifts of the traffic that is forecast to be present if the project was not implemented. Section 4.16 also indicates that, “There is no public transit service that operates on the portions of the Avalon Boulevard or Fries Avenue that are proposed for closure.”

Additionally, see Master Response 1 above.

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1 MS. PADILLA: Okay, Theresa.

2 MS. GUERRERO: Hello, my name is Theresa
3 Guerrero, and I have been a resident of Wilmington for
4 37 years. I am concerned with the project that's being
5 talked about. First of all, I'd like for our
6 waterfront to be finished. It was promised to us that
7 we were going to have access to water; that we were
8 going to have restaurants. And the comments have been
9 that there's no money to finish that project that was
10 promised to our community.

11 Now, there's no money to finish that, how is
12 there money to expand terminals and bring things that,
13 you know, we really don't need in this community
14 anymore? I mean, there's enough things that bring
15 pollution, bring things that are really truly not good
16 to our community, to our families, to our children.

17 I would really like for that waterfront
18 project to be finished. I would like to be able to
19 drive my family into my own city to sit in a nice
20 restaurant and have a nice dinner instead of having to
21 drive out to other cities -- nothing against other
22 cities, nothing against anything -- this is just
23 something that I would really like to be able to drive
24 to, you know, a couple blocks down, walk a couple
25 blocks down like most cities have and be able to sit,

F-1

25

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1 like I said, with my family, have a nice dinner, have
2 access to the water.

3 Port of Los Angeles has their port here
4 basically in our city. And they promised for us to
5 have that, and there's no money to finish it. But
6 there's money to expand the terminals and bring, like I
7 said, more pollution, more things that are of a concern
8 to our children, to our families, to our health. So
9 we're not complacent to, you know, just sit at home and
10 not have a voice to speak.

11 Believe me, there is no -- I see the sign
12 public meeting. It's about this big (indicating), the
13 sign out in the door. Make your signs big enough for
14 the families to see and to know what's going on; and
15 believe me, you're not going to have enough room to
16 fill this place with families that are concerned about
17 the project that's being, you know, talked about. And
18 I can assure you that there will be enough families and
19 more to fill this room to tell you the reasons, their
20 reasons, why they do not want this project to go
21 forward and why they would like to have the promised
22 waterfront that was promised to us to be finished and
23 for us to have access to that versus having to worry
24 about all these other things. Thank you.

25 MS. PADILLA: Alma. Please state your name.

F-1
cont'd

F-2

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Commenter F: Theresa Gurrero, Public Meeting Attendee

Response to Commenter F

Response to Comment F-1:

Comment acknowledged and appreciated. See Master Response 3 above.

Response to Comment F-2:

Comment acknowledged and appreciated. CEQA Guidelines Section 15072 and 15073 do not mandate a public meeting for an IS/MND. For this project and based on a POLA policy decision, the public meeting was held and it was adequately noticed (i.e. newspaper, web, mailings, etc.).

Commenter G

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1 MS. ORTIZ: Alma Ortiz, and I'm owner of
 2 Hojas Tea House here in Wilmington. My husband and I
 3 started out this business it will be six years ago in
 4 September. And this is a business that involves
 5 looseleaf tea, something that is perhaps different to
 6 this community, something that perhaps maybe you
 7 wouldn't think that you would find in a community like
 8 this. It's a business that when I first opened it,
 9 people were astonished of why I would dare to open up
 10 something like this in our community.

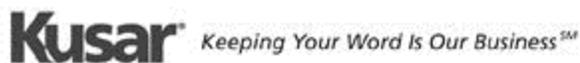
11 I opened up the business in 2008 when the
 12 economy was at its worse. Would you think why even at
 13 that time. Well, it's been six years and my business
 14 is thriving because of the people of Wilmington,
 15 because of the people of this community that we are
 16 desperate, desperate for the Port and all the other
 17 companies, all the other businesses that could better
 18 our community.

19 This is a community where Phineas Banning
 20 lived. This is the port he founded. This is the heart
 21 of the harbor. And like I did say, this is the same
 22 message when we had our last meeting here for the
 23 waterfront park. We are the heart of the harbor; yet,
 24 we have nothing to show for it. And I could use words
 25 that could really perhaps be offensive because I'm very

G-1



27



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1 upset. To really say and describe what we have here,
2 is very upsetting.

3 Driving down here, this is a city that
4 generates billions of dollars, billions. What do we
5 have to show for it? And it's not because the people
6 don't want it. It's not because they wouldn't be able
7 to support perhaps higher-end sources. I have a
8 higher-end product that I'm offering to this community
9 for the past six years; and like I said, it is
10 thriving. Why? Because the people in this community
11 are ready. We are hungry. Our money supports the
12 surrounding cities' businesses. It is our money, the
13 Wilmington money, that has to be taken to all the
14 surrounding cities, you know. And so it shows that our
15 community does support it. And it does, and we're
16 ready for it.

17 And I just want to know why, coming here --
18 like my sister said, we saw the smallest sign. Is that
19 what Port -- is that the best advertisement you guys
20 can give us for a public meeting? I mean, I am
21 operating a business where so much information goes
22 through because it's a community-based business; and
23 yet, I didn't know about this. Why? Why isn't the
24 project done? We're here for our community. That's
25 it. Thank you.



G-1
cont'd

28

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Commenter G: Alma Ortiz, Public Meeting Attendee

Response to Commenter G

Response to Comment G-1:

Comment acknowledged and appreciated. See Master Response 3 above.

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1 MR. CANNON: This is the last public meeting
2 for the environmental document. But every two weeks --
3 that's what I'm trying to tell you -- the Board of
4 Harbor Commissioners meets every two weeks, and they're
5 happy to hear you speak about anything. The purpose of
6 this meeting here tonight is to speak on the
7 environmental document, the technical analysis, the
8 environmental analysis, the issues raised, the concerns
9 raised addressed in the environmental analysis, any or
10 all of the above. That's why we actually extended the
11 comment period for 30 days, to give people more time to
12 give thought to this analysis and so forth.

13 As far as the project itself, you can speak
14 to that in the environmental document. It's harder for
15 us to address because we're focusing on technical
16 issues. Who you really need to talk to is the Board.
17 Go to them and talk to them.

18 AUDIENCE: On the technical thing -- what is
19 your legal authority to propose a project when there's
20 already an existing master plan?

21 MR. GRANT: Any other comments?

22 MS. PADILLA: We do have another speaker
23 card. Oscar Ibarra, if you wish.

24 MR. CANNON: Go ahead.

25 MR. IBARRA: My name is Oscar Ibarra. I was

↓ H-1

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1 born and raised here in Wilmington for 40 years. My
2 biggest concern is not only how much traffic are we
3 going to be getting down this street, and also putting
4 up that gate on Avalon and Broad -- I mean, Fries. Is
5 that going to be the beginning of the shutdown of our
6 waterfront right here? In other words -- I can't
7 really say what I want to say.

8 AUDIENCE: Take your time.

9 MR. IBARRA: I don't want to see this area
10 shut down. I want to see more like everybody wants to
11 -- restaurants, family hangouts, like other cities
12 have. I remember growing up and seeing Long Beach a
13 hell hole. It was worse than Skid Row. And for them
14 to come up the way they came up, I want to see this
15 city come up in that way too where people are going to
16 be -- not just people from Wilmington, but people from
17 LA, Torrance, Long Beach, Cerritos -- all sorts of
18 cities around Wilmington, I want them to come here and
19 visit us.

20 I don't want that to be the beginning of a
21 shutdown of this historical little place. That's why I
22 asked you. What's going to happen to this building
23 when those two fences come up? I mean, how much more
24 traffic are we going to be getting over that bridge,
25 how much more pollution? I guess -- you're saying the

H-1
cont'd

H-2

H-3

32

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1 comments are environmental. I understand what you're
2 saying but --

3 MR. CANNON: Your comments are environmental
4 questions. That's fine.

5 MR. IBARRA: That's my biggest concern. I
6 remember growing up and hearing about a wall -- I don't
7 know if you guys remember -- a wall going up here
8 across this whole street. We've got part of that wall
9 right here in front of me. That thing is really high.
10 You can't see. What a lot of people were complaining
11 about back then was the ocean, the front, everything
12 they loved.

13 Wilmington is not just streets. It's not
14 just not part of the longshoremen. I mean, it's all of
15 us right here. I mean, like she said, you started
16 building your own business here. It's part of this.
17 We live and bleed Wilmington here, and I don't want to
18 see this whole area shut down. I really hope it's not
19 the beginning of the shutdown of this whole waterfront
20 right here, those two gates. That's it.

21 MR. GRANT: Thank you.

22 MS. PADILLA: Any other cards, any other
23 speakers? Anyone else? I think that's it. Kevin,
24 would you like to close.

25 MR. GRANT: If there's no other speakers, we

H-4

33

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Commenter H: Oscar Ibarra, Public Meeting Attendee**Response to Commenter H****Response to Comment H-1:**

Comment acknowledged and appreciated. See Master Response 1 above.

Response to Comment H-2:

Comment acknowledged and appreciated. See Master Response 2 above.

Response to Comment H-3:

Section 4.16 of the IS/MND indicates, “To determine whether significant impacts would occur at the study intersections, the results of this analysis were compared and assessed against the impact criteria described above. As shown in Tables 4.16-1 and 4.16-2 above, using the City of Los Angeles criteria for determination of significant traffic impacts, the proposed Project would not result in any significant impacts under either future analysis year 2017 or 2038.”

As indicated in Section 4.3 of the IS/MND, construction of the proposed Project would result in the temporary generation of emissions of ozone precursors volatile organic compounds VOCs and NO_x, and emissions of CO, oxides of sulfur- SO_x, PM₁₀, and PM_{2.5}. Based on the modeling conducted, construction of the proposed Project would not result in emissions that exceed the daily emission thresholds. In addition, the proposed Project would not result in emissions of CO, NO_x, PM₁₀, or PM_{2.5} that exceed the localized emission thresholds established by the South Coast Air Quality Management District (SCAQMD). According to the SCAQMD thresholds, the proposed Project construction would not contribute to a cumulatively considerable air quality impact.

The proposed Project would eliminate the grade crossings and thereby vehicle delays when trains are present at the crossings and eliminate truck queues that could otherwise result due to blockages from rail operations. Therefore, the proposed Project would reduce further emissions associated with vehicle idling and queuing. In addition, the Project would not generate new traffic on the surrounding streets, but would result in localized shifts of the traffic that is forecast to be present with or without the Project. Therefore, the Project would not result in an increase in operational emissions.

Response to Comment H-4:

Comment acknowledged and appreciated. See Master Response 2 above.

Letter I

Chang, Jane

To: Morgan, Jayna
Subject: RE: Avalon/Fries Comment

From: Keith Ball [<mailto:bandit@bikernet.com>]
Sent: Wednesday, April 16, 2014 1:31 PM
To: Ceqacomments
Cc: Ken Melendez
Subject: Wilmington Waterfront Development Project

Dear Mr. Christopher Cannon,

I'm a representative of the Wilmington One Goal Committee, a growing number of residents with a singular goal, to complete the Wilmington corridor to the water project.

San Pedro residents have access to several miles of waterfront. The residents of Wilmington have access to 600 feet and no beach. A couple of years ago the port paid for and completed an EIR to enhance access to water for the residents of Wilmington.

We have no problem with the new alignment project as long as the Wilmington Waterfront Development Project (ADP No: 050927-164) is completed first.

I-1

All the best,

Keith R. Ball
Member

Wilmington One Goal Committee
200 Broad Ave.
Wilmington, CA 90744

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Comment Letter I: Keith R. Ball, Member of Wilmington One Goal Committee

Response to Comment Letter I

Response to Comment Letter # I-1:

Comment acknowledged and appreciated. See Master Response 3 above.

Letter J

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

May 8, 2014

BOARD OF PUBLIC WORKS
MEMBERS

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ASSISTANT DIRECTORS

VACANT
CHIEF FINANCIAL OFFICER

WASTEWATER ENGINEERING SERVICES DIV.
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210 OR
(323) 342-6211

Christopher Cannon, Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



File: SC.CE.

Dear Mr. Cannon:

**AVALON AND FRIES STREET SEGMENT CLOSURE PROJECT – MITIGATED
NEGATIVE DECLARATION**

This is in response to your April 2, 2014 letter requesting wastewater service information for your proposed project to permanently close segments of Avalon Boulevard and Fries Avenue between Water Street and West A Street. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed the request and found the project to be related to physical closure of segments of streets by installing street modifications that include cul-de-sacs, curbs and gutters, and fencing and signage only.

Based on the project description, we have determined the project is unrelated to sewers and therefore do not have sufficient detail to offer an analysis at this time. Should the project description change, please continue to send us information so that we may determine if a sewer assessment is required in the future.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

STORMWATER REQUIREMENTS

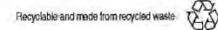
The Bureau of Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

The project requires implementation of stormwater mitigation measures. These requirements are based on the Standard Urban Stormwater Mitigation Plan (SUSMP) and the recently adopted Low Impact Development (LID) requirements. The projects that are subject to SUSMP/LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "Development Best Management Practices Handbook – Part B: Planning Activities". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at:

J-1
↓

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER



Christopher Cannon, City of Los Angeles Harbor Department
AVALON AND FRIES STREET SEGMENT CLOSURE PROJECT – MITIGATED NEGATIVE DECLARATION
May 8, 2014
Page 2 of 2

www.lastormwater.org. It is advised that input regarding SUSMP requirements be received in the early phases of the project from WPD’s plan-checking staff.

↑ J-1
cont’d

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the SUSMP/LID requirements.

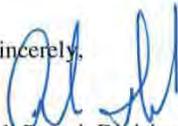
J-2

CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

J-3

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD’s plan-checking counter at (213) 482-7066. WPD’s plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18.

Sincerely,

Ali Poosti, Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

KB\AP:tn

c: Kosta Kaporis, SAN
Daniel Hackney, SAN
Zemamu Gebrewold, SAN

Div Files\SCAR\CEQA Review\Final Response Letters\Avalon & Fries Street Segment Closure Project – Mitigated Negative Declaration

**Comment Letter J: Ali Poosti, Division Manager, Wastewater Engineering Services
Division, Bureau of Sanitation, City of Los Angeles**

Response to Comment Letter J

Response to Comment Letter #J-1:

Comment noted. As indicated in Section 2.0 of the IS/MND, the proposed Project involves the permanent closure of the at-grade crossings and segments of Avalon Boulevard and Fries Avenue to enable improved rail operations for the West Basin area rail customers. LAHD will comply with all necessary Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements.

Response to Comment Letter #J-2:

Comment noted. As indicated in Section 2.0 of the IS/MND, the proposed Project involves the permanent closure of the at-grade crossings and segments of Avalon Boulevard and Fries Avenue to enable improved rail operations for the West Basin area rail customers. LAHD will comply with any applicable Green Street elements.

Response to Comment Letter #J-3:

Comment noted. As stated in Section 4.9 in response to 4.9 item a of this Final IS/MND, the proposed Project would be subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Stormwater Program, which requires obtaining coverage under the General Permit for Discharge of Stormwater Associated with Construction Activity, General Construction Permit 2009-0009-DWQ. This also requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). LAHD will implement appropriate Best Management Practices; prepare a SWPPP; and comply with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations.

Letter K

Grant, Kevin

From: Hagner, Dennis
Sent: Wednesday, May 28, 2014 4:33 PM
To: Masterson, Laura; Ochsner, Lisa; Grant, Kevin
Subject: FW: Avalon Boulevard Fires Avenue Segment Closure Project

From: SPrich1314@aol.com [<mailto:SPrich1314@aol.com>]
Sent: Wednesday, May 28, 2014 4:06 PM
To: Ceqacomments
Cc: info@wilmington-chamber.com; Moreno, Cecilia
Subject: Avalon Boulevard Fires Avenue Segment Closure Project

Dear Mr. Cannon - I am totally against the closure of Avalon Boulevard
Avalon Boulevard to the Port is a historical part of Wilmington
It is the founding of our community.
This is where the Banning built our first wharf.
This is how most of the 1932 Olympians travelled to the LA Coliseum.
This is how LA initially went to Catalina
This is how visitors went to Hawaii on the

So, NO, NO, NO - do not close Avalon Boulevard
FIND ANOTHER WAY
You exceptional engineers, I am sure, can come up with a better plan.

Susan M. Prichard

Long Time resident and
Community/Parent/Volunteer Liaison
Hawaiian Avenue Elementary School
540 Hawaiian Avenue
Wilmington, CA 90744

K-1

Comment Letter K: Susan M. Prichard

Response to Comment Letter K

Response to Comment Letter #K-1:

Comment acknowledged and appreciated. See Master Response 2 above.

Letter L



Wilmington Neighborhood Council

544 N. Avalon Boulevard, Suite 103 • Wilmington, California 90744 • (310) 522-2013
www.wilmingtonneighborhoodcouncil.com

June 3, 2014

Christopher Cannon
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90731

RE: Avalon Blvd. & Fries Avenue Street Closure IS/MND

Dear Mr. Cannon,

At the May 28, 2014, the Wilmington Neighborhood Council (WNC) Governing Board thoroughly reviewed and considered the proposed street closures of Avalon Blvd. and Fries Avenue, south of the Harry Bridges Blvd. to Water Street, as outlined by the Port of Los Angeles' Initial Study/Mitigated Negative Declaration.

Prior to placing this item on the WNC agenda, the Planning and Land Use/Gateway Beautification Committee of the WNC also reviewed this item. In addition, members of the Board and the public participated in the Port's April 22 Public Meeting where this proposal was presented to the public by Port staff.

After thorough consideration, the WNC has adopted the attached Resolution, Avalon Blvd. and Fries Avenue Street Closures Not Supported. In essence, the WNC found that the negative impacts to what is the Wilmington Waterfront far out way the determination of the Port to permanently close these streets.

Should you have any questions regarding the position of the WNC, please do not hesitate to call or email me. We look forward to continuing to work with the Port to arrive to a resolution regarding these proposed street closures that satisfy the needs of the Port while also preserving the commitment to the Wilmington community regarding the Wilmington Waterfront.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cecilia Moreno'.

Cecilia Moreno
WNC Chair

Attachment

cc: Board of Harbor Commissioners
Office of Councilman Buscaino, CD 15
WNC File

L-1



Wilmington Neighborhood Council

544 N. Avalon Boulevard, Suite 103 • Wilmington, California 90744 • (310) 522-2013

RESOLUTION:

Avalon Blvd. and Fries Avenue Street Closures Not Supported

Whereas since the 1980's the Wilmington Community has worked on plans for Waterfront Development down Avalon Blvd. to Banning's Landing;

Whereas in 2009 the Harbor Board of Commissioners approved the Wilmington Waterfront Development Project Final Environmental Impact Report;

Whereas in the Final EIR it states, "The overall purposes of the proposed Project are to increase public access to the waterfront; allow additional visitor-serving commercial and recreational development at the Waterfront District";

Whereas in the Final EIR it also states that Broad Avenue is to be realigned to continue to the waterfront;

Whereas the Wilmington Community is the most impacted community by port operations in the State of California per ARB dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities;

Whereas the proposed Avalon and Fries Street Segments Closure MND will block all access to Banning's Landing from Avalon, Broad and Fries making it more difficult to get to Wilmington's Waterfront;

Whereas the Port of Los Angeles in San Pedro is spending \$40 (forty) million dollars to do a water cut to bring the water closer to the San Pedro Community and proposing to completely block 150 year access that the Wilmington Community has had directly down Avalon Blvd to Banning's Landing;

Therefore be it resolved, the Wilmington Neighborhood Council with the Wilmington Waterfront Forward Group does not support the Avalon and Fries Street Segments Closure Project Initial Study/Mitigated Negative Declaration (IS/MND) APD#: 120809-510.

Comment Letter L: Cecilia Moreno, WNC Chair, Wilmington Neighborhood Council

Response to Comment Letter L

Response to Comment Letter #L-1:

Comment acknowledged and appreciated. See Master Response 3 above.

As indicated in Section 4.18-Mandatory Findings of Significance of the IS/MND, the proposed Project would result in no impacts to agricultural and forestry resources; mineral resource; population and housing; and recreation. The proposed Project would have less than significant impacts to aesthetics; air quality; biological resources; geology and soils; GHG emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services; transportation and traffic; and utilities and service systems.

To avoid the potential for unforeseen impacts to cultural resources, Mitigation Measures CR-1 and CR-2 are provided in the IS/MND. With the implementation of these two mitigation measures, the proposed Project would have a less than significant impact on cultural resources. As described within Section 4.5, Cultural Resources, of the IS/MND, the proposed Project would not result in significant impacts that cannot be mitigated to a less than significant level.

Letter M

FRIENDS OF BANNING'S LANDING
100 E. Water Street
Wilmington, CA 90744

June 4, 2014

Mr. Christopher Cannon
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90731

Subject: AVALON & FRIES STREET CLOSURE IS/MND

Dear Mr. Cannon:

On behalf of the board of directors of the Friends of Banning's Landing, I would like to voice our concern regarding the closure of Avalon Boulevard as described in the above-named project.

Since the opening of Banning's Landing, the Friends have strived to encourage local residents to visit the Landing on a regular basis for classes, art exhibits, special events and other community activities. The closure of Avalon Boulevard will effectively cut Banning's Landing off from the rest of Wilmington. This is unfortunate after all the work of the Waterfront Development Committee to create a waterfront area that all Wilmington residents could enjoy.

Placing a fence on either side of the railroad tracks will prevent vehicles and pedestrians from coming down Avalon directly to Banning's Landing. This will be especially difficult for residents without transportation who typically walk to events at Banning's Landing.

I hope the Port of Los Angeles will present suitable alternatives to these problems as they work through this project. Avalon Boulevard is known as a major thoroughfare throughout the City of Los Angeles. To close it off just before the water defeats the purpose of providing Wilmington with direct access to the water.

Please feel free to contact me should you require any additional information regarding this matter. I can be reached at (310) 847-7704 or by email: margiehpadilla@hotmail.com.

Very truly yours,



Margaret I. Hernandez
President

M-1

M-2

Comment Letter M: Margaret I. Hernandez, President, Friends of Banning's Landing

Response to Comment Letter M

Response to Comment Letter #M-1:

Comment acknowledged and appreciated. See Master Response 1 above.

Response to Comment Letter #M-2:

Comment acknowledged and appreciated. See Master Response 2 above.

Letter N

From: Esther Rendon-Aguilar [<mailto:esaguilar@dhs.lacounty.gov>]
Sent: Wednesday, June 04, 2014 2:07 PM
To: Ceqacomments
Subject: AVALON BLVD CLOSURE
Importance: High

Dear POLA:

Please do not further inhibit access to Wilmington's only waterfront access, and to Banning's Landing Community Center from the very citizens it was established for their enjoyment.

Wilmington's past history regarding the Catalina Steamer to Catalina Island, and the Landing of Phineas Banning, will be physically 'erased' off the history books if this access isn't maintained.

Please do not continue to diminish Wilmington's significant contributions to the establishment and continued growth involving the Port of Los Angeles.

We are counting on this Administration to not fail past and future generations of Wilmingtonians.

WHAT WOULD PHINEAS DO?????

Esther Rae Rendon

Board Member

Banning's Landing Community Center

(4th generation Wilmingtonian, and former resident)

1315 W. Cruces Street

828 E. 246th Street

1031 N. Lakme Avenue

N-1

Comment Letter N: Esther Rae Rendon, Board Member, Banning's Landing Community Center

Response to Comment Letter N

Response to Comment Letter #N-1:

Comment acknowledged and appreciated. See Master Response 1 above.

Letter O

Post Office Box 90

Wilmington, California 90748



June 4, 2014

Chris Cannon; Director
City of Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

Via Email: ceqacomment@portla.org

RE: Avalon and Fries Street Segments Closure Project Draft IS/MND

Dear Mr. Cannon:

On May 8, 2014, the Board of Directors of the Wilmington Chamber of Commerce met and considered the Initial Study and proposed Mitigated Negative Declaration for the Avalon and Fries Street Segments Closure Project Draft IS/MND.

There was a motion to support the project contingent upon getting a pedestrian and bike overpass along Avalon. Concerns raised were:

- 1. Adequate parking on the Harry Bridges side for pedestrians or bikers who want to use the overpass.
- 2. Strongly encourage the Port to begin the Waterfront project.

| O-1
| O-2

The motion was unanimously approved with the exception of Cecilia Moreno who abstained.

Our Chamber clearly recognizes the benefits of this project, including the reduction of air pollution specifically diesel emissions, improved safety for everyone who works, lives and travels through the area, noise reduction and perhaps most importantly the improved efficiencies for our terminals and customers.

Thank you for your consideration of our opinions.

Sincerely,

Dan Hoffman

Executive Director

310.834.8586 Fax 310.834.8887

Comment Letter O: Dan Hoffman, Executive Director, Wilmington Chamber of Commerce

Response to Comment Letter O

Response to Comment Letter #O-1:

Comment acknowledged and appreciated. See Master Response 2 above.

Response to Comment Letter #O-2

Comment acknowledged and appreciated. See Master Response 3 above.

Letter P

GUANAJUATO MEAT MARKETS
1103 N. Avalon Boulevard
Wilmington, CA 90744

June 4, 2014

Mr. Christopher Cannon
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90731

Subject: AVALON & FRIES STREET CLOSURE IS/MND

Dear Mr. Cannon:

I am the owner of two businesses on Avalon Boulevard, and have been involved in the Wilmington community for 30 years. I would like to voice my concern regarding the closure of Avalon Boulevard as described in the above-named project.

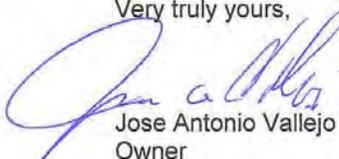
For many years, Wilmington Waterfront Development Committee has worked to encourage local residents to visit Banning's Landing on a regular basis for classes, art exhibits, special events and other community activities, and to encourage waterfront development for the benefit of the Wilmington community. The closure of Avalon Boulevard will effectively cut Banning's Landing and other waterfront areas off from Wilmington. This is unfortunate after all the work of the Waterfront Development Committee to create a waterfront area that all Wilmington residents could enjoy.

Placing a fence on either side of the railroad tracks will prevent vehicles and pedestrians from coming down Avalon directly to the waterfront area. This will be especially difficult for residents without transportation who typically walk to events at Banning's Landing.

I hope the Port of Los Angeles will present suitable alternatives to these problems as they work through this project. Avalon Boulevard is known as a major thoroughfare throughout the City of Los Angeles. To close it off just before the water defeats the purpose of providing Wilmington with direct access to the water.

Please feel free to contact me should you require any additional information regarding this matter. I can be reached at 310.245 1091

Very truly yours,


Jose Antonio Vallejo
Owner

P-1

P-2

Comment Letter P: Jose Antonio Vallejo, Owner, Guanajuato Meat Markets

Response to Comment Letter P

Response to Comment Letter #P-1:

Comment acknowledged and appreciated. See Master Response 1 above.

Response to Comment Letter #P-2:

Comment acknowledged and appreciated. See Master Response 2 above.

Letter Q

MAYA RESTAURANT
401 N. Avalon Boulevard
Wilmington, CA 90744



June 4, 2014

Mr. Christopher Cannon
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90731

Subject: AVALON & FRIES STREET CLOSURE IS/MND

Dear Mr. Cannon:

I am the owner of the Maya Restaurant on Avalon Boulevard, along with my brother, Fernando. We would like to voice our concern regarding the closure of Avalon Boulevard as described in the above-named project.

Since the opening of Banning's Landing, the Friends of Banning's Landing and the Wilmington Waterfront Development Committee have worked to encourage local residents to visit the Landing on a regular basis for classes, art exhibits, special events and other community activities. The closure of Avalon Boulevard will effectively cut Banning's Landing and other waterfront areas off from Wilmington. This is unfortunate after all the work of the Waterfront Development Committee to create a waterfront area that all Wilmington residents could enjoy.

Q-1

Placing a fence on either side of the railroad tracks will prevent vehicles and pedestrians from coming down Avalon directly to Banning's Landing. This will be especially difficult for residents without transportation who typically walk to events at Banning's Landing.

I hope the Port of Los Angeles will present suitable alternatives to these problems as they work through this project. Avalon Boulevard is known as a major thoroughfare throughout the City of Los Angeles. To close it off just before the water defeats the purpose of providing Wilmington with direct access to the water.

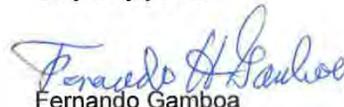
Q-2

Please feel free to contact me should you require any additional information regarding this matter. I can be reached at 310.830.6660.

Very truly yours,


Jesus Gamboa
Owner

Very truly yours,


Fernando Gamboa
Owner

Comment Letter Q: Jesus Gamboa & Fernando Gamboa, Owner, Maya Restaurant

Response to Comment Letter Q

Response to Comment Letter #Q-1:

Comment acknowledged and appreciated. See Master Response 1 above.

Response to Comment Letter #Q-2:

Comment acknowledged and appreciated. See Master Response 2 above.

Letter R

ROBERT F. KENNEDY INSTITUTE
OF COMMUNITY AND FAMILY MEDICINE

June 5, 2014

Mr. Christopher Cannon
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90731

Subject: AVALON & FRIES STREET CLOSURE IS/MND

Dear Mr. Cannon:

On behalf of the families in Wilmington I would like to state their concerns regarding the closure of Avalon Boulevard as noted in the above-named project.

Since the opening of Banning's Landing on the ocean water front, many families walk and/or push their strollers down Avalon Blvd. to the Port to take advantage of one of the few things that are available to our community. Our families will be greatly impacted by the closing of Avalon Blvd. This would take away the only center left and a direct line to the water front, to them for our events. The Robert F. Kennedy institute of community and Family Medicine holds many events for families and local residents to visit the Landing on a regular basis, to be able to take part in a variety of classes, art exhibits, special events and other community activities.

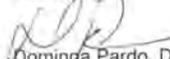
The closure of Avalon Boulevard will effectively cut Banning's Landing and the Pacific Ocean off from the rest of Wilmington making it impossible or at least very, very, very difficult for our families, without transportation, who generally as stated before walk and in many cases push their children in strollers to enjoy Banning's Landing and the water front; according to the plan its all-right to have our community members walk the long way around to enjoy what they all-ready have.

This is counter-productive and unfortunate, after all the work that the Waterfront Development Committee has done to create a waterfront area that all Wilmington residents could enjoy. Placing a fence or any type of barrier on either side of the railroad tracks will prevent vehicles and pedestrians from coming down Avalon Blvd. directly to Banning's Landing and the ocean.

I hope the Port of Los Angeles can work out a suitable way to ameliorate this problem as they work on this project. Avalon Boulevard is a major thoroughfare throughout the City of Los Angeles. To close it off just before the ocean defeats the purpose of providing Wilmington with direct access to the water.

Please feel free to contact me should you require any additional information on this matter. I can be reached at (310)508-5578 or by email: rfkinst@sbcglobal.net

Yours truly,


Dominga Pardo, Director
Robert F. Kennedy Institute
Of Community and Family Medicine

544 N. AVALON BLVD. • WILMINGTON, CA • 90744
PHONE: (310)834-3484 • FAX: (310) 834-3485

R-1

Comment Letter R: Dominga Pardo, Director, Robert F. Kennedy Institute of Community and Family Medicine

Response to Comment Letter R

Response to Comment Letter #R-1:

Comment acknowledged and appreciated. See Master Response 1 above.

Letter S



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

June 5, 2014



Kevin L. Grant
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

Subject: Avalon and Fries Street Segments Closure Project Draft IS/MND
SCH#: 2014041019

Dear Kevin L. Grant:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on June 4, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

S-1

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014041019
Project Title Avalon and Fries Street Segments Closure Project Draft IS/MND
Lead Agency Los Angeles, Port of

Type MND Mitigated Negative Declaration

Description Note: Extended Per Lead

The proposed Project includes the closure of segments of: 1) Fries Avenue (approximately 1,337 linear feet of roadway) between Water Street at the Union Pacific Rail Tracks and the intersection with West A Street; and 2) Avalon Boulevard between the Union Pacific Rail Tracks and the intersection of North Broad Avenue (approximately 438 linear feet of roadway). The project site is not identified on the Cortese list (Government Code Section 65962.5). Construction is anticipated to begin in early, 2015 for a period of approximately 10 months.

Lead Agency Contact

Name Kevin L. Grant
Agency Los Angeles Harbor Department
Phone 310 732 7693
email
Address 425 South Palos Verdes Street
City San Pedro **State** CA **Zip** 90731
Fax

Project Location

County Los Angeles
City
Region
Lat / Long
Cross Streets E. Harry Bridges Boulevard to the North and West Water Street to the South
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 103/47, I-110
Airports
Railways
Waterways
Schools
Land Use Project site is zoned for public facilities (PF) / GPD; the project site as public facilities

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 7; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission

Date Received 04/04/2014 **Start of Review** 04/04/2014 **End of Review** 06/04/2014

Comment Letter S: Scott Morgan, Director, State Clearinghouse, Governor's Office of Planning and Research

Response to Comment Letter S

Response to Comment Letter #S-1:

Comment acknowledged and appreciated. See Master Response 2 above.

Form Letter T1

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Rigoberto Alvarado
24523 Island Ave
Carson Ca 90745.

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T1-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T1-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T1-3

Respectfully Submitted



Form Letter T1

The comments raised in this letter are identical to the comments raised in letters #T2 through #T76. Therefore, the responses to comments below for letter #T1 also apply to letters #T2 through #T76.

Response to Form Letter T1

Response to Form Letter #T1-1:

Comments acknowledged and appreciated.

The Broad Avenue realignment to the Wilmington Waterfront or permanent closure of Broad Avenue is not part of the proposed Project and is therefore not discussed the Avalon and Fries Street Segments Closure Project IS/MND.

Section 2.0 and 3.0 of the IS/MND indicate, “The proposed Project includes the closure of segments of: 1) Fries Avenue (approximately 1,337 linear feet of roadway) between Water Street at the Union Pacific Rail Tracks and the intersection with West A Street; and 2) Avalon Boulevard between the Union Pacific Rail Tracks and the intersection of North Broad Avenue (approximately 438 linear feet of roadway).”

Sections 4.3 and 4.16 of the IS/MND conclude, “Based on the analysis, the Project would not result in significant impacts on traffic (Table 4.16-2), and would reduce the delay at the intersections of Harry Bridges Boulevard and Broad Avenue, Harry Bridges Boulevard and Fries Avenue, and the North Access Road and Harry Bridges Boulevard.”

Response to Form Letter #T1-2:

The following is in response to the issues raised by the commenter related to cumulative impacts addressed in the Avalon and Fries Street Segments Closure Project IS/MND. Specifically, cumulative impacts were addressed and quantified the within Sections 4.3 Air Quality- Item c); 4.7 Greenhouse Gas-Item b); 4.12 Noise-Item a); and 4.16 Transportation and Traffic-Item a) and the technical studies included in the appendices of this IS/MND.

As indicated in Section 4.18-Mandatory Findings of Significance of the IS/MND, the proposed Project would result in no impacts to agricultural and forestry resources; mineral resource; population and housing; and recreation. The proposed Project would have less than significant impacts to aesthetics; air quality; biological resources; geology and soils; GHG emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services; transportation and traffic; and utilities and service systems.

To avoid the potential for unforeseen impacts to cultural resources, Mitigation Measures CR-1 and CR-2 are provided in the IS/MND. With the implementation of these two mitigation measures, the proposed Project would have a less than significant impact on cultural

resources. As described within Section 4.5, Cultural Resources, of the IS/MND, the proposed Project would not result in significant impacts that cannot be mitigated to a less than significant level.

Due to the small scale and localized effects of the proposed Project, the potential incremental contribution from the proposed Project would not be cumulatively considerable. Other cumulative projects discussed in this IS/MND include the approved South Wilmington Grade Separation and Wilmington Waterfront projects. These approved projects and other present and/or probable future projects are required to comply with CEQA requirements, including implementation of mitigation measures to reduce or avoid environmental impacts, as well as with applicable laws and regulations at the federal, state, and local level, including but not limited to the Los Angeles City Municipal Code and local ordinances governing land use and development. The analysis contained in this IS/MND has determined that the proposed Project would not have any individually limited but cumulatively considerable impacts.

Response to Form Letter #T1-3:

Comment acknowledged and appreciated. See Master Response 2 above.

Form Letter T2

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

Lupe Lopez
1602. Bannings Blvd
Wilmington Ca 90744
(310) 518-2559

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T2-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T2-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T2-3

Respectfully Submitted

Lupe Lopez
Lupe Lopez

Form Letter T3



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

JAVIER AMEZCUA
6412 AVALON Blvd.
WILMINGTON CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T3-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T3-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T3-3

Respectfully Submitted

Form Letter T4

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: 1043 Lagoon Ave Wilmington CA
Rachel Zamora

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T4-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T4-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T4-3

Respectfully Submitted

Form Letter T5



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731 *Sheyla Castro*

From: *1055 Watson Ave Wilmington CA 90749*

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T5-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T5-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T5-3

Respectfully Submitted

Form Letter T6

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Monica Ramirez*
1052 N. Sanford Ave
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T6-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T6-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T6-3

Respectfully Submitted

Form Letter T7

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: *Josefina Ramirez*
1009 N. Sanford Ave
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T7-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T7-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T7-3

Respectfully Submitted

Form Letter T8

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: *Lourdes Ramirez*
1052 N. Sanford Ave
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T8-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T8-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T8-3

Respectfully Submitted

Form Letter T9

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Gonzalo Hernandez*
1011 Fries Ave
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T9-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T9-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T9-3

Respectfully Submitted

Form Letter T10

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: HERIBERTO LINAREZ
11410 N McFARLAND AVE
WILMINGTON CA

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T10-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T10-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T10-3

Respectfully Submitted

Form Letter T11

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: *Arcya Tejeda*
1123 W M St.
Wilmington, CA

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T11-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T11-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T11-3

Respectfully Submitted

Form Letter T12

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Gabriela Ortiz
1127 E 1st
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T12-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T12-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T12-3

Respectfully Submitted



Form Letter T13



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

*Maria Bernal
1205 Island Ave. #13
Wilmington, Ca. 90744*

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T13-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T13-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T13-3

Respectfully Submitted

Maria Bernal

Form Letter T14



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Rafael Serrano Avrota
3607 S. Deuker Ave
Los Angeles CA 90018
(714) 293 4465

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T14-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T14-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T14-3

Respectfully Submitted

Form Letter T15

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Fernanda Burgos*
1992 mt Shasta dr.
San Pedro CA 90732
#(310) 954 7848

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

- 1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned. T15-1
- 2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community. T15-2
- 3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing. T15-3

Respectfully Submitted

Form Letter T16

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:

Erika E Alvarado
1033 W PCH Wil CA 90744
(310) 500-6484

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T16-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T16-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T16-3

Respectfully Submitted

Form Letter T17

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: *Marisol Farias*
28325 S. Main St. #104
Carson, CA 90745

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T17-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T17-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T17-3

Respectfully Submitted

Form Letter T18

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:
Sergio Garcia
1159 Lagoon ave
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

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T18-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T18-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T18-3

Respectfully Submitted

Form Letter T19



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

Diane Araya
1130 N. Marine Ave. #A
Wilmington Ca. 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T19-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T19-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T19-3

Respectfully Submitted

Form Letter T20

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:

Nancy E. Anaya
1130 Marine Apt. A
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T20-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T20-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T20-3

Respectfully Submitted

Nancy E. Anaya

Form Letter T21



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Sabrina Bonilla
1307 McDonald Ave
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T21-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T21-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T21-3

Respectfully Submitted

Form Letter T22

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:

ROBERT TEJADA
22949 CATSKILL AVE
CARSON CA 90745

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

- 1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.
- 2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.
- 3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T22-1

T22-2

T22-3

Respectfully Submitted

Form Letter T23

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: *GIORIAN TEJADA*
1452 BAYPOINT AVE
WILM CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T23-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T23-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T23-3

Respectfully Submitted

Form Letter T24

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: M. Theresa Guerrero
1514 N. Marine Ave.
Wilmington, Ca. 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

- 1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.
- 2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.
- 3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T24-1

T24-2

T24-3

Respectfully Submitted

Form Letter T25

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

1127 Maline Av.
Wilmington Calif. 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T25-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T25-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T25-3

Respectfully Submitted

Form Letter T26

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

1132 N. Marne Ave
Wilmington CA 90744


Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T26-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T26-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T26-3

Respectfully Submitted

Form Letter T27

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

1136 N Marine Ave
Wilmington, CA, 90744

Juan Torres

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T27-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T27-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T27-3

Respectfully Submitted

Form Letter T28

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: 1141 Broad Ave. #5
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T28-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T28-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T28-3

Respectfully Submitted

Perla Rocha

Form Letter T29



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

120 W Denni; st #B.
Wilmington CA 90744.
Ana. FLORES.

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T29-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T29-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T29-3

Respectfully Submitted

Form Letter T30



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Enrique Estrada
1325 W cruces st
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T30-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T30-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T30-3

Respectfully Submitted

Form Letter T31



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Norma Alcala*
1027 Lakme Ave
Wilmington CA 90744
Norma Alcala

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

- 1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned. **T31-1**
- 2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community. **T31-2**
- 3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing. **T31-3**

Respectfully Submitted

Norma Alcala

Form Letter T32



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Leonel Lopez*
1010 E. Sam Houston St
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T32-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T32-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T32-3

Respectfully Submitted

Form Letter T33



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Rosanna Salas
1202 E. Mauretania St.
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T33-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T33-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T33-3

Respectfully Submitted

Form Letter T34



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Kenneth J. Cowan*
410 N. HAWAIIAN AVE, Apt. 305
Wilmington, CA. 90744
(424) 772-8258

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T34-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T34-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T34-3

Respectfully Submitted

Form Letter T35



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Alicia Nava*
1230 N Marine Ave
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T35-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T35-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T35-3

Respectfully Submitted

Alicia Nava

Form Letter T36



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *MANUEL PAUDIMO*
P.O. BOX 17511
LONG BEACH, CA. 90807

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T36-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T36-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T36-3

Respectfully Submitted

Form Letter T37



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Jorge Serrano*
1523 Baypoint Ave
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T37-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T37-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T37-3

Respectfully Submitted

Form Letter T38



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Andres Alvarez*

*1230 N. Marine Ave.
WILMINGTON, CA 90744*

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T38-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T38-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T38-3

Respectfully Submitted

Form Letter T39



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Andres Alvarez JR
1230 N Marine Ave
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T39-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T39-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T39-3

Respectfully Submitted

Form Letter T40



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Antonio G Alcala
1027 Lakme Ave
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T40-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T40-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T40-3

Respectfully Submitted

Form Letter T41

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Moses Salacha
1114E Mauretania St
Wilmington, CA
90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T41-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T41-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T41-3

Respectfully Submitted

Form Letter T42



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T42-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T42-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T42-3

Respectfully Submitted

Form Letter T43

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Guillermo Espinoza
1247 Eubank Ave.
Wilmington Ca. 90744
(310) 462-2900

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T43-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T43-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T43-3

Respectfully Submitted

Form Letter T44



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Luz Solache
1114 E. maverdania st
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T44-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T44-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T44-3

Respectfully Submitted

Luz Solache

Form Letter T45



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

Guadalupe Solache
1166 McFarland Ave
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T45-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T45-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T45-3

Respectfully Submitted

Form Letter 46



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

Jennifer Solache
1114 E. mauretania St.
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T46-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T46-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T46-3

Respectfully Submitted

Form Letter T47



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Trinidad Zavala*
1002 E Colon St
Wilmington

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T47-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T47-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T47-3

Respectfully Submitted

Trinidad Zavala

Form Letter T48



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Jason Partida
1524 E COLON ST
WILMINGTON CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T48-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T48-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T48-3

Respectfully Submitted

Form Letter T49



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

LANCE RICHARDSON
1404 BLIND
WILMINGTON CA.

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T49-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program, Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T49-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T49-3

Respectfully Submitted

Lance Richardson

Form Letter T50



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

Leslie Terdwan
1415 E. 0th Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

- 1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned. | T50-1
- 2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community. | T50-2
- 3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing. | T50-3

Respectfully Submitted

Form Letter T51

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:

Ignacio Ortiz
1206 E. Marrefania St.
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T51-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T51-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T51-3

Respectfully Submitted

Form Letter 52

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:

Alma R. Ortiz
1206 E. Mauretania St.
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T52-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T52-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T52-3

Respectfully Submitted

Form Letter T53

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Ken Melendez
1327 Hunt Terrace
Harbor City, CA. 90710

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

- 1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned. T53-1
- 2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community. T53-2
- 3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing. T53-3

Respectfully Submitted

Form Letter T54

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:

Leticia Melendez
1327 Hurst Terrace
HARBOR CITY
310-530-4536

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T54-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T54-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T54-3

Respectfully Submitted

Leticia Melendez

Form Letter T55

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: *Keith R. Bull*
200 Broad Ave,
Wilmington, 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned. **T55-1**

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community. **T55-2**

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing. **T55-3**

Respectfully Submitted

[Handwritten Signature]
Keith R. Bull
310 528-4252

Form Letter T56

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: *Milke Gonzales*
2030 W. 242nd St
Long Beach CA 90717
424-200-5692

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T56-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T56-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T56-3

Respectfully Submitted

Milke Gonzales

Form Letter T57

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: Steve Salas
1202 E Mauretania St
Wilmington CA 90744
(310) 971-5765

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T57-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T57-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T57-3

Respectfully Submitted

Form Letter T58

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:
Priscilla G. Marquez
1722 N. Banning Blvd.
Wilmington, CA 90744
(310) 830-2920

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T58-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T58-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T58-3

Respectfully Submitted

Form Letter T59

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:
Nyla Olsen
Chouder Barge Owner
611 N. Henry Ford

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T59-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T59-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T59-3

Respectfully Submitted

[Signature]
Nyla Olsen

Form Letter T60

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:

Kyle Russ
KR Electric
200 Broad Ave Wilmington CA.
(310) 753-6253

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T60-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T60-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T60-3

Respectfully Submitted

Form Letter T61

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: Oscar Ibarra
1105 E. Young St.
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T61-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T61-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T61-3

Respectfully Submitted

Oscar Ibarra
2014

Form Letter T62

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: 902 Watson Wilmington Ca,
90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T62-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T62-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T62-3

Respectfully Submitted

Form Letter T63

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:
1120 W. Mauretania Street
Wilmington, Ca. 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T63-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T63-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T63-3

Respectfully Submitted

Form Letter T64

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: ~~To~~ 1120 W. Mauretania St
Wilmington, Ca 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T64-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T64-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T64-3

Respectfully Submitted

Form Letter T65

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:

Anthony Quezada
Quezada
AMVETS POST 33 CHAPLIN
121 W 25th "E" ST, WILM, CA 90744
#310-466-2724

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T65-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T65-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T65-3

Respectfully Submitted

Anthony Quezada
AMVETS POST 33 CHAPLIN

Form Letter T66

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:

Guadalupe Torrez
1119 E. Cruces St
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

- 1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.
- 2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.
- 3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T66-1

T66-2

T66-3

Respectfully Submitted

Guadalupe Torrez
Guadalupe Torrez

Form Letter T67

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: *Mario Peres*
1203 N. Avalon Blvd Ste C
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T67-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T67-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T67-3

Respectfully Submitted

Mario Peres

Form Letter T68

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From:
Oscar Larios
635 Bayview Ave
Wilmington Ca 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T68-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T68-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T68-3

Respectfully Submitted

Form Letter T69

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Kelly Berrios
530 King Ave Apt H
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T69-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T69-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T69-3

Respectfully Submitted

Form Letter T70

May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



From: Claudia Chavez
1033 Broad Ave #205
Wilmington Ca 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

- 1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.
- 2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.
- 3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T70-1

T70-2

T70-3

Respectfully Submitted

Form Letter T71

May 27, 2014



To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Lorena Chavez
1131 W. Grant St.
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T71-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T71-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T71-3

Respectfully Submitted

Form Letter T72



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: Gloria Martinez
810 N. Avalon BL
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T72-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T72-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T72-3

Respectfully Submitted

Form Letter T73



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Ruben Leon*
810 N. Avalon Blvd.
Wilmington, CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

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T73-1

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T73-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T73-3

Respectfully Submitted

Form Letter T74



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From: *Richard Peters O.D.*
810 AVALON BLVD
Wilmington

Subject: Avalon and Fries Street Segments Closure Project
ADP # : 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

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T74-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T74-2

3. In San Pedro the Port of Los Angeles is spending 40 Million Dollars to do water cut to bring the water closer to the San Pedro Community and Proposing to completely block 150-year access that the Wilmington Community has had directly down Avalon Blvd. to Banning's Landing.

T74-3

Respectfully Submitted

Form Letter T75



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:
Sylvia Guillen
810 N. Avalon Blvd
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T75-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T75-2

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T75-3

Respectfully Submitted

Form Letter T76



May 27, 2014

To: Christopher Cannon
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

From:

MARIA D. OROZCO
1547 Bayview Ave
Wilmington CA 90744

Subject: Avalon and Fries Street Segments Closure Project
ADP #: 120809-510

Dear Mr. Cannon

I am opposed to the Avalon and Fries Street closures for the following reasons.

1. In the approved 2009 Final Environmental Impact Report for the Wilmington Waterfront Development Project it states that Broad Avenue is to be realigned to continue to the Wilmington Waterfront providing direct access for the Wilmington Community. In the Street Closures Project Broad Avenue will be permanently closed and not realigned.

T76-1

2. The Wilmington Community is the most impacted Community by Port Operations in the State Of California per ARB Dated 11-3-2005 Wilmington Neighborhood Assessment Program Facilities. This project will only add to the problem of Cumulative Impact's on the Wilmington Community.

T76-2

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T76-3

Respectfully Submitted

MARIA D. OROZCO
Maria D. Orozco