

This in response to the front page article, the appeared in the Daily Breeze on Friday, 09/19/08, quote "Parish wants to grow S. P. water front."

In and around 1973, the Harbor Commission was asked by Mayor Sam Yosty to see what could be done, to recover the land at the lower reservation of Ft. McArthur, which the Harbor Dept. loaned to the U.S. Army, to build army barracks on, during World War II. The harbor dept. and commission, sent me to Wash, D.C. to meet with top army officials at the "Pentagon," sp.

With help of our congressman Elen Anderson, office and two trips later armed with charts, graphs, etc; I able to secure the return of the land, to the Harbor Dept.

This then opened up the area for the development of the "Double Tree" hotel complex, improvement to Cabrillo beach and the 1<sup>st</sup> phase of the yacht marina. The second phase of development was an extension of the marina all the way to outer harbor, no cruise terminals.

I think the residence of San Pedro, Wilmington, Harbor City, Tomita, etc., have done a pretty damn good job, over the last 80 yrs, in the development of the harbor. The harbor commission should be made up from persons, who live in the areas & towns mentioned above. We do not need out of town "carpet baggers", telling us to shut up and they will do the thinking and talking and decision making for us, what a insult. Some persons have a "napoleonic complex and enjoy telling us whats and for us.

I approve of most of the designs + plans for the rest of the harbor, but no "Cruise line" ~~terminal~~ terminals, near Cabrillo Beach.

The land across from the 22<sup>nd</sup> street landing, should be developed into a "multity sports complex, for all the harbor area children + young people, that's more important than a "rich man's" cruise line. When I was a kid that area was the original area for kids to use and play. At one time part of the area was developed into the "Bobby Hillion" sport field, what happened to it? Last but not least, the people who will use the proposed new cruise terminal, spend no time or money in San Pedro, its just in + out for them.

Sincerely

John Royal - 80 yr resident.

P.O. Box 1162, San Pedro, Calif. 90733.

P.S. I think congratulations are in order for Geraldine Knatz the executive director of the port, who is doing a wonderful job.



JG

October 6, 2008

642 W. 40th St., # 3  
San Pedro, CA 90731-7149

Los Angeles Harbor Dept.  
c/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

Dear Dr. Appy:

I've read through the Public Notice re: Application for a Permit, Notice of Availability for a Draft EIS/EIR and a Public Hearing paperwork, and have comments:

1. Why is it necessary to put a "Conference Center" (otherwise known as a "Convention Center") in part of Ports O' Call parking lot? Every time some area is trying to redevelop itself better, "Convention Center" or "Conference Center" comes up as a strong suggestion - if each one did get built, do you realize how many monstrous complexes there would be crowding the L.A. Basin? The Terrene development on the old Marineland site had one in its plans, too, until the Rancho Palos Verdes populace complained loudly enough that the developers removed it from their paperwork.

The traffic coming into San Pedro for that Conference Center needs to be studied - our streets clog up when just regular maintenance is done, like now with the intersections on Harbor Blvd. being redone to look like plazas. Multiply that numerous times for any exhibitions, or even LARGE family events (San Pedro has numbers of Italian & Hispanic families, especially, with many members and friends), and you've got gridlock all the way down Harbor Blvd. (or farther).

If the Port is absolutely determined to build a Conference Center at Ports O' Call, make sure it's smallish - a large one would take up the whole area, space needs to be left for landscaping, etc. (besides the rebuilding or moving of existing wharf-side structures now down there, as well as the planned shops/restaurant(s) over by Fisherman's Slip) In fact, when I first heard of a "Convention Center" going into the parking lot, and the acreage it would take up, my first thought was "if it's that large, where are they going to park? It'll take up the whole parking lot!!".

2. The specific details of the Downtown Harbor colored engineering drawing needs to be clarified - the north end of the wooden fencing (along the southern portion of Harbor Blvd. overlooking Acapulco Restaurant and Ports O' Call) comes into that area - would that northernmost portion of the fence be removed?
3. I used to agree with the idea of Cruise docks in the outer harbor, because of reading about monstrous liners being built, however, since then I've learned that even the merchants in town want the docking concentrated in the North Harbor area - one of the water cuts would be eliminated (closed to the Cruise terminal), but there would still be 2 others (Downtown Harbor and 7th Street Harbor). I mentioned the huge cruise liner problem to my neighbor, June Burlingame Smith, and she commented about visiting European cities and watching the harbor pilots "move those large ships around like you wouldn't believe". She convinced me it's possible to just have an extra docking space at the existing cruise terminal and leave the outer harbor alone for other plans.

Sail Moon



October 21, 2008

Dr. Ralph G. Appy , Director of Environmental Management  
Port of Los Angeles  
425 South Palos Verdes Street  
San Pedro, California 90731



Dear Dr. Appy:

Please support the San Pedro Waterfront Project.

Having been a tour company owner/operator in Los Angeles for more than thirty years and now a free-lance tour guide, I am well aware of the cultural, historic and recreational attractions available in the San Pedro Harbor area.

As a resident of San Pedro, I'm also well aware of our place in international commerce and the importance of our educational facilities especially in regard to environmental/ecological studies.

Unfortunately, most Los Angeles area residents are unaware of these same things and the percentage of international travelers who know, or care, "where they are when they're in San Pedro" is understandably lower.

A comprehensive plan to develop the potential this area has is much needed. The commercial rewards for serving both the international tourist and the area resident who drives down for the day can be enormous.

Economics aside, as a proud local, I wish more people knew how interesting and fun the San Pedro Waterfront area is.

Please do what you can to support the San Pedro Waterfront Project.

Thank You,

A handwritten signature in cursive that reads 'Alan Bergman'.

Alan Bergman, Tour Guide

1151 West 10<sup>th</sup> Street, San Pedro, CA 90731

310-621-3933



NOV

10-28-08

Dr. Ralph G. Appy  
Director of Environmental Management  
Port of Los Angeles  
425 South Palos Verdes Street  
San Pedro, CA 90731

RE: Public Hearing for "San Pedro Waterfront Project"

Dr. Appy,

RWG-1  
RWG-2  
RWG-3

I attended last night's meeting and gave support for this project. I realize you are obtaining a massive amount of input, but I forgot to mention an item that I think is very important. In my opinion, it would be a bad decision to put a parking garage on the waterfront, especially for the outer harbor if that alternate was chosen. Residents, visitors and business should enjoy the view not that of parked cars and a permanent multi-story structure. Quite a few airports require a short shuttle for people needing rental cars and therefore I do not think it would be a negative impact for cruise passengers to be shuttled.

Sincerely,

Ralph W. Guida III, PLS  
9241 Irvine Blvd  
Irvine, CA 92618  
949-777-2003 direct  
714-981-7149 cell  
[rguidaiii@guidasurveying.com](mailto:rguidaiii@guidasurveying.com)  
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[gsiaz@guidasurveying.com](mailto:gsiaz@guidasurveying.com)

10-28-2008



Dr. Ralph Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

Subject: Draft EIR for San Pedro Waterfront Project

Dear Dr. Appy,

I am writing in regards to the proposal of adding a large cruise ship terminal to the outer harbor section adjacent to Cabrillo Beach (Kaiser Point). This idea is flawed on many different levels and should be rejected in its entirety. First, it would greatly affect recreational use of the area particularly by boaters in the Cabrillo Marina since cruise ships require a security zone of at least 100 yards. This small area of Los Angeles harbor would be greatly impacted by ships reaching super tanker or aircraft carrier length so heavily used for recreation. For example, inner Cabrillo Beach is the only place a person can learn to windsurf in the area and certainly this activity would be curtailed to an unworkable, dangerous situation.

The cruise ship berthing area should be maintained in its existing location and if expansion is needed there then plans can be made to accommodate them. Perhaps by moving the Lane Victory and even the Catalina Express to the outer harbor we could solve this expansion dilemma. Further, traffic along Harbor Blvd would substantially increase creating yet more gridlock. Lastly, the downtown San Pedro business district would stand to lose the passenger traffic.

Let's do the right thing and keep the cruise ships in their existing location and improve upon those facilities. The waters near Cabrillo Beach should be maintained for the public's recreation rather than the interests of a few large cruise ship companies. Thank you.

Sincerely,

Richard Welsh

1816 Anchovy Ave

San Pedro, CA 90732





US Army Corps  
of Engineers ®

# San Pedro Waterfront Project DEIS/DEIR Public Hearing

RECEIVED  
NOV 10 2008



## Comments

The hearing process is intended to allow agencies and the public to provide feedback to the Corps and Port on the information provided in the Draft Environmental Impact Statement/Report (DEIS/DEIR). Please submit your comments on the proposed project, alternatives, mitigation measures, and any other information that may help us prepare a comprehensive a Final Environmental Impact Statement/Report for the San Pedro Waterfront Project.

Name John Winkler Telephone/Fax 310 833-7455 / 832-7653  
 Organization/Company MHOA  
 Address 925 cara Pl.  
 City/State/Zip Code San Pedro CA. 90731  
 E-Mail Wjohnhwjr@aol.com

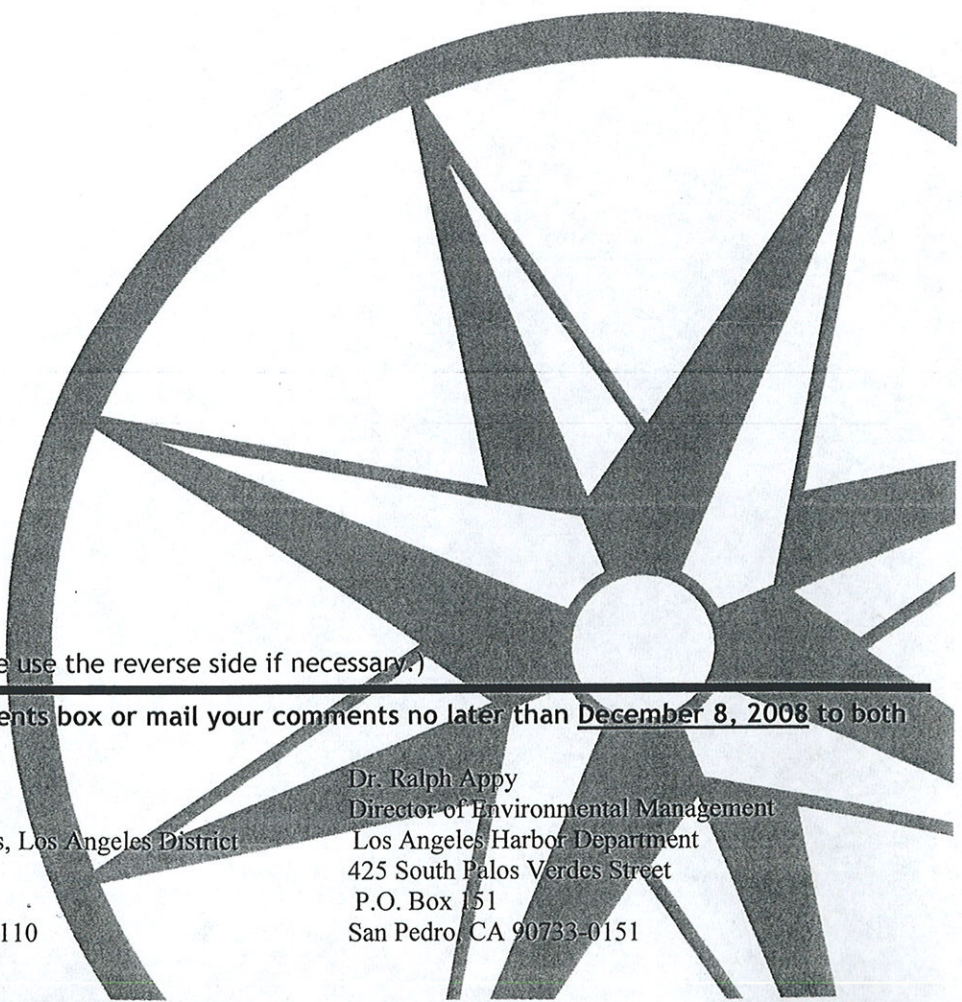
*Note: Please see attached letter.*

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to both of the following addresses:

Dr. Spencer D. MacNeil  
 Senior Project Manager  
 U.S. Army Corps of Engineers, Los Angeles District  
 Regulatory Division  
 Ventura Field Office  
 2151 Alessandro Drive, Suite 110  
 Ventura, CA 93001

Dr. Ralph Appy  
 Director of Environmental Management  
 Los Angeles Harbor Department  
 425 South Palos Verdes Street  
 P.O. Box 151  
 San Pedro, CA 90733-0151





October 31, 2008

Enclosed is comments concerning the EIS/EIR regarding plans for improvements at the Port of Los Angeles:

In regards to figure 2A: "Salt Marsh and Cabrillo Beach Youth Camp". This plan shows a proposed promenade that cuts across the beach and ties into the Cabrillo boat launch. This is a bad proposal because the Youth Camp would loose control of security and it would invite vandalism.

I am also against the "Outer Harbor Cruise Terminal" (see figure 2B). I am assuming that the main reason for promoting this alternate cruise terminal is because there might be a need in the future for more cruise ships? This approach is "putting the cart before the horse", as the community needs to learn from qualified personal on what the projected forecast is for the expansion of the cruise industry. This information is important because any development off of 22nd street will have a big impact along Harbor Blvd. which will effect the quality of life for those that have to travel on this street. Taking in consideration all the pros and cons, it makes better sense to expand the facility at berth 91 rather than have the two separate cruise terminals.

An area that seems to inhibit park plans is at Harbor Blvd. and 22nd Street, where Warehouse No.9 &10 are located. These warehouses have been there for many years and do not seem to be active. It does not make any sence to have these warehouses if they are not serving the common good. The warehouses should be removed and the park expanded.

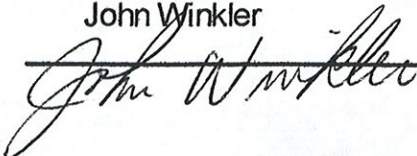
In regards to the use of pedestrian bridges that could link downtown and adjacent neighborhoods to the waterfront, I feel it would be imperative that the theme of the bridges look like the Vincent Thomas bridge. The industrial design of the bridge should be carried over to reinforce the connection to the Harbor.

If the Port of L.A. wants to bring in business to San Pedro and use the "Red Car" as local transportation, then the Port needs to make some adjustments so that a route can go through the downtown area. Otherwise, all the traffic will be at "Ports O'Call" and the downtown area will feel little impact from tourists spending their money.

Geraldine Knatz the Executive Director of the Port of L.A. talks about a green port in terms of curtailing the effects of pollution from rail, trucks, cranes and ships, although as a community that suffers from the emissions on a daily basis, it is not happening fast enough. One area that the L.A. Port lacks are more incentives for Marine Terminals to make changes that would be less harmful to the environment, as we see little of this. Another area that needs to be addressed is the pollution from Marine terminal yard lights. The incandescent lamps should have shades so that the light does not reflect in areas that cause a distraction.

About five years ago the Port of L.A. had an opportunity to have another cruise line based at pier 91 in San Pedro, although it eventually went to Long Beach. The cruise line wanted more amenities to accommodate their needs, although the L.A. Port was reluctant to make any changes. Consequently a 40 million dollar cruise terminal was built using the Spruce Goose Dome. Perhaps you can tell me what has changed today concerning the Ports plan for the Cruise industry and why the L.A. Port let Carnival Cruise line go to Long Beach?

Sincerely yours,  
John Winkler





Subj: Fwd: SAN PEDRO WATER FRONT PROJECT DRAFT EIS/EIR  
Date: 11/2/2008 3:36:33 P.M. Pacific Standard Time  
From: Highcee2  
To: CEQACOMMENTS@PORTLA.ORG

In a message dated 11/2/2008 3:16:51 P.M. Pacific Standard Time, Highcee2 writ

**I find it very odd that the picture of the plans for 'OUR WATERFRONT' was printed in the paper so little it took a magnifying glass to read it. This project has been waiting for years. San Pedro came to many meetings and most were against many things planned...so they tabled it. It is like they thought if they waited long enough people would loose interest, which has been the case.**

**I see no need for a new Harbor north of the Fire Station, or the so called 7th Street Pier. This is a Working Harbor, so why would they put those water cuts in there? that will effect our freighters coming and going. It also takes away of any enlargement of our Cruise Ship Docks, in that area.. *That area should be left alone, and the Cruise Ship Docks extended to the Fire Station. Do they realize the traffic and confusion it will create to have the Cruise Docks at the southern end of San Pedro which will effect the Cabrillo recreation area...and probably would eliminate. The way it is now the Cruise traffic comes right off the freeway into the Cruise Lines.....We have the Fountain that greets them and is suppose to improve the area..All these BIG ideas are certainly not to improve San Pedro. This was an outside Company [with no interest in San Pedro] that just sat down and created what they thought looked like a good idea on paper. It is money in there pockets.***

***Our promenade will be effected also. We need to leave what is there alone and improve it. Port's O Call Village use to be a place everyone in San Pedro visited , and took friends , because of the quaint Shops.....These could be remolded and improved . The promenade could go right through it. It makes more sense to do that than spend all that money on moving the water around.***

***There are several Restaurants down there that also need to be left alone. People like to sit and watch the goings on in the Harbor while eating... We also do not need a Convention Center in that area. This will also take away the Harbor from the people... With all the high rise building near the Harbor surely there is room for a Convention Center away from the Water....***

**For what it is worth this is my thinking, and I am not alone. Not all will respond..**

**Betty Calkins  
646 24th St.  
San Pedro, Ca 90731**

**HIGHCEE2@AOL.COM**

November 3, 2008

Spencer D. MacNeil, D. Env.  
Senior Project Manager  
U.S. Army Corp of Engineers  
Regulatory Division--Ventura Field Office  
2151 Alessandro Dr, Suite 110  
Ventura, CA 93001

Dear Mr. MacNeil:

I am writing to express my concerns regarding the proposal of adding a large cruise ship terminal to the outer harbor section adjacent to Cabrillo Beach (Kaiser Point). A cruise ship terminal should not be built at this location for many reasons. Most importantly:

1. It would adversely impact the recreational boating activities next to inner Cabrillo Beach area.
2. Create more traffic & resulting pollution along Harbor Boulevard.
3. Take business away from the struggling downtown San Pedro businesses.
4. It would create an eyesore with aircraft carrier sized cruise ships docked in a recreational area.
5. Royal Caribbean Cruise Lines has permanently relocated their twice weekly cruises (Monarch of the Seas ship) out of the Port of LA to San Diego harbor without future plans to fill this slot, thus opening up already established dock space.

**Let's do the right thing and keep the cruise ships in their existing location and improve upon those facilities.** The waters near Cabrillo Beach should be maintained for the public's recreation rather than the interests of a few large cruise ship companies. The continues land grab of what precious space that's left in San Pedro is not right! Thank you.

Sincerely,



Lauren Litchfield  
972 West 37th Street  
San Pedro, CA 90732



11-3-2008

Dr. Ralph Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

Subject: Draft EIR for San Pedro Waterfront Project  
ceqacomment@portla.com

Dear Dr. Appy,

I am writing in regards to the proposal of adding a large cruise ship terminal to the outer harbor section adjacent to Cabrillo Beach (Kaiser Point). A cruise ship terminal should not be built at this location for many reasons.

- 1) It would adversely impact the recreational boating activities of next to inner Cabrillo
- 2) Create more traffic & resulting pollution along Harbor Blvd.
- 3) Take business away from the struggling downtown San Pedro businesses.
- 4) It would create an eyesore with aircraft carrier sized cruise ships docked in a recreational area.

Let's do the right thing and keep the cruise ships in their existing location and improve upon those facilities. The waters near Cabrillo Beach should be maintained for the public's recreation rather than the interests of a few large cruise ship companies. Thank you.

Sincerely,



Joe and Jana Melville  
1925 Vallecito Drive  
San Pedro, CA 90732

11-04-2008

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Nov 14 2008

Regulatory

Spencer D. MacNeil, D. Env.  
Senior Project Manager  
U.S. Army Corp of Engineers  
Regulatory Division--Ventura Field Office  
2151 Alessandro Dr, Suite 110  
Ventura, CA 93001

Subject: Draft EIR for San Pedro Waterfront Project

Dear Mr. MacNeil,

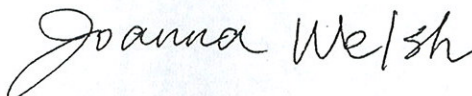
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The cruise ship berthing area should be maintained in its existing location and if expansion is needed there then plans can be made to accommodate them. Perhaps by moving the Lane Victory and even the Catalina Express to the outer harbor we could solve this expansion dilemma. Further, traffic along Harbor Blvd would substantially increase creating yet more gridlock. Lastly, the downtown San Pedro business district would stand to lose the passenger traffic.

Let's do the right thing and keep the cruise ships in their existing location and improve upon those facilities. The waters near Cabrillo Beach should be maintained for the public's recreation rather than the interests of a few large cruise ship companies. Thank you.

Sincerely,

Joanna Welsh  
1806 Anchovy Ave  
San Pedro, CA 90732





2101 Parwood man  
San Pedro  
Nov. 7, 2008

Dear sirs:

With regard to the construction of a second terminal for large ships in the outer harbor, I would like to offer my emphatic opposition.

Please don't allow it! With the Port of Los Angeles as large as it is now, we are already doing enough for the nation, and the increased rates of cancer and other

Overseas around the port  
show how much we  
are suffering because

of it. Surely there must be  
other areas along our  
huge coastline that  
could be developed to  
accommodate the large  
tankers. I believe Mexico  
has also been considered  
for such a port. But  
wherever it is built it  
should not be near a  
large population center.

Let's think of the future  
and develop long-range  
planning for the benefit  
of all — not just the few!

Sincerely,  
Margaret Litman

Margaret Litman





US Army Corps  
of Engineers ©

# San Pedro Waterfront Project DEIR/DEIS



## Comments

The public review process is intended to allow agencies and the public to provide feedback to the Corps and Port on the information provided in the Draft Environmental Impact Statement / Report (DEIS/DEIR). Please submit your comments on the proposed project, alternatives, mitigation measures, and any other information that may help us prepare a comprehensive Final Environmental Impact Statement/Report for the San Pedro Waterfront Project.

Name Jackie Bologna Telephone/Fax (310) 540-7154  
 Organization/Company Leo Bologna Construction  
 Address 1675 Salmatia Drive  
 City/State/Zip Code San Pedro CA 90732  
 E-Mail jackiebologna@ca.rr.com

*We are behind the proposed project for the San Pedro Waterfront project - Let us know what we can do to help!*

*Leo + Jackie Bologna*



(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than **December 8, 2008** to both of the following addresses:

Dr. Spencer D. MacNeil  
Senior Project Manager  
U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Division, Ventura Field Office  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001

Dr. Ralph Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

A. Greenleaf  
860 W 5th St, #312  
San Pedro, CA 90731  
November 10, 2008

Dr. Ralph Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palms Verdes Street  
P.O. Box 151  
San Pedro, CA 90733-0151



Dear Dr. Appy:

I support the waterfront development plan of the Sustainable Harbor Development Working Group. Some positive aspects of this plan include pathways for pedestrians and cyclists, green spaces, garden roofs, and the extension of the Red Car line, along with footpaths and bike lanes, to connect the waterfront with downtown. Let's keep development human-scaled!

Please do not allow a parking structure on or near the waterfront. I think it is important to discourage automobile driving not only to reduce air pollution and greenhouse gases, but also because of traffic congestion, excessive paving, aesthetic considerations, and the need to share open space with plants and animals.

Very sincerely yours,  
Anna Greenleaf  
Anna Greenleaf

11-04-2008

Dr. Ralph Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

  
RECEIVED  
NOV 13 2008  
ENV. MGMT. DIV.  
HARBOR DEPARTMENT  
CITY OF LOS ANGELES

Subject: Draft EIR for San Pedro Waterfront Project

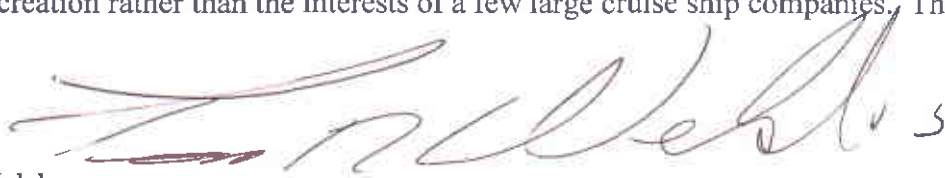
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Let's do the right thing and keep the cruise ships in their existing location and improve upon those facilities. The waters near Cabrillo Beach should be maintained for the public's recreation rather than the interests of a few large cruise ship companies. Thank you.

Sincerely,



Thomas Welsh  
1806 Anchovy Ave  
San Pedro, CA 90732





US Army Corps  
of Engineers ©

# San Pedro Waterfront Project DEIR/DEIS



## Comments

The public review process is intended to allow agencies and the public to provide feedback to the Corps and Port on the information provided in the Draft Environmental Impact Statement / Report (DEIS/DEIR). Please submit your comments on the proposed project, alternatives, mitigation measures, and any other information that may help us prepare a comprehensive Final Environmental Impact Statement/Report for the San Pedro Waterfront Project.

Name Caroline Brown Telephone/Fax (310) 257-8420

Organization/Company \_\_\_\_\_

Address 948 W. 245th Street

City/State/Zip Code Harbor City, CA, 90710

E-Mail CVbrown24@sbcglobal.net

As a resident of Harbor City, I would love to have more local attractions. My family frequently visit Long Beach, The Grove, + Pasadena. I think the ports proposed development project will not only draw commerce to the South Bay, but most importantly provide an opportunity for residents to recycle our local dollars to support our community. The San Pedro ports & rail is not very attractive for activities. Additionally, it isn't currently someplace I would take out of town visitors or friends.  
Please expedite this development.

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than **December 8, 2008** to both of the following addresses:

Dr. Spencer D. MacNeil  
Senior Project Manager  
U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Division, Ventura Field Office  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001

Dr. Ralph Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731

November 13, 2008

Spencer D. MacNeil, D.Env.  
 U.S. Army Corps of Engineers, Los Angeles District  
 Regulatory Division, Ventura Field Office  
 2151 Alessandro Drive, Suite 110  
 Ventura, California 93001

Ralph G. Appy Ph.D.  
 Port of Los Angeles, EMD  
 425 South Palos Verdes Street  
 San Pedro, CA 90731



Gentlemen:

As input to your project EIR, **Personal Rapid Transit** (PRT) is a far better alternative for this project than the "New Red Cars" which are the designated transit connector system for the Waterfront area.

PRT is an elevated, monorail-like system designed for private, secure and individualized transport using small 2.5 to six-person vehicles. It is characterized by:

- Elevated Guideways** – Lightweight track, built into a looped grids, permits high capacity non-stop usage with *no interaction with at-grade surface traffic*. Guideway is also designed to be built to second floors and on the roofs of structures, enabling station portals to directly access building interiors. Standalone stations are equipped with elevators to be ADA-compliant.
- Offline Stations** -- PRT trips are point-to-point, not stopping to pick up or drop off other passengers as *rides need not be shared*. Vehicles not destined for a station pass it by. Non-stop direct computerized routing means shorter trips and more productive use of the vehicle fleet.
- On Demand Service** -- In sufficient quantities, *vehicles wait for riders, not vice versa*. There are no schedules or timetables. Software balances vehicle distribution, re-arranging them for most efficient peak-hour utilization. Without drivers, PRT can operate 24/7/365.
- High throughput, safe, secure** – Vehicles operate non-stop at 35-45 mph on uni-directional guideways, sharing no space or causing additional congestion with autos or at-grade transit. An Internet-like wireless network controls the system and allows *camera surveillance at stations and in vehicles*.
- Environmentally friendly** – Vehicles are emission-free, using practically no energy when waiting. They operate noiselessly and meet ADA wheelchair requirements. PRT can also *use non-traditional right-of-ways*; e.g. river banks, flood control channels and bike paths. PRT guideways could also be mounted with photovoltaic panes for solar generation of electricity. As well, they could also be used to enclose and conceal electric transmission cabling, and as well, CATV and telephone cable distribution networks.



PRT will prove far more flexible than any at-grade system, and lessen congestion in your project area. It offers the opportunity to build and exploit remote parking, freeing more area for development. Instead of being restricted to a linear street routing, PRT guideway is built in a grid which can be routed closer to your retail vendors and parking structures. At less than \$30 million/mile, PRT should also prove FAR LESS EXPENSIVE to implement than any at-grade trolley or streetcar technology.

PRT would also prove a major draw for your project. My firm is planning to recommend PRT for the re-development of the Queen Mary area. This will connect the ship and the new hotels to be built around it with the downtown area, Convention Center and their Transit Mall near the Blue Line terminus.

PRT systems are being implemented in the Middle East and at London's Heathrow Airport now. This state-of-the-art transit system could prove a significant advantage to your project, and be built as a public-private partnership if your retailers and any hotels might participate in funding station portals at their buildings. As well, if Measure R is successful, it presents an opportunity to fund a system at the Waterfront.

**As you have an opportunity to review a variety of solutions to transit within your project, we'd urge you to articulate your requirements to the vendor community via a Request for Proposal. This would cost little, and you'd have the ability to fairly evaluate any number of ideas which could be freely obtained from the private sector.**

We'd be happy to discuss this with yourselves or your project staff. We've given numerous presentations in the area and would be happy to visit the Port if you'd like to go over the videos in the enclosed, or learn of our plans for Long Beach.

Thank you for your consideration and interest.

Best regards,



Roy Reynolds  
Managing Director  
**PRT Strategies**

roy.reynolds@prtstrategies.com  
www.prtstrategies.com

16129 Challis St.  
Fountain Valley, CA 92708



Fixed grid of elevated trackway, on street, off street, potentially in flood control channels and bike paths



Sample alignment loops in Orange County's Central Corridor, reaching John Wayne Airport

**Modular, scaleable**

Point-to-point throughput, only stops when & where requested



## Personal Rapid Transit

A 21<sup>st</sup> Century **GREEN** transit solution, emission free, all electric, private, safe and secure



Roy Reynolds  
**PRT Strategies**  
Fountain Valley, CA 92708

714.531.7076

[info@prtstrategies.com](mailto:info@prtstrategies.com)  
[www.prtstrategies.com](http://www.prtstrategies.com)

## PERSONAL RAPID TRANSIT (PRT)

- On demand, individualized, all-electric transportation – every trip an express
- Personal, unnecessary to share
- Point-to-point, no intermediate stops
- No emissions; AQMD-friendly
- Nearly silent
- Secure using onboard, in-station video
- Private, 3 person vehicle
- ADA-compliant
- Very minimal footprint
- 24/7, no timetables, solves "last mile" problem
- Elevated – non-competitive with roadway, no added traffic congestion
- Construction, operational costs far less than LRT, HRT, competitive with BRT
- No eminent domain issues
- Fully computerized and monitored
- Equivalent to a 136mpg automobile
- Scalable – additional off-line stations do *not* decrease overall throughput
- Solar power potential from trackway

## Elevated stations are offline, wheelchair compatible



## Ideal for 2nd floor in-building portals and roof implementations



## Freight and pallet carrying potential



## Public/Private Partnerships feasible for shared costs and revenue

PRT requires no preset routes or timetables. It takes you directly to your destination without stopping – the ride may be unshared and secure. The electric vehicle emits nothing.

PRT offers speed and flexibility exceeding an automobile. Metaphorically, it is a **24/7/365 private taxi**, hired and computer-routed by the rider only as it's needed. PRT is capable of enticing commuters away from cars.

PRT is driverless, and so efficient to run that it could likely earn a operational profit. The system provides substantial capacity, demonstrably equivalent to mass transit, while using a fraction of the space that light rail uses, and it can share rights-of-way.

Elevated trackways install quickly and use minimal space, at a fraction of the cost of other systems (\$16-20M/mile with dozens of vehicles vs. \$100-\$300M/mile for LRT). Stations are offline, so vehicles stop only to deliver riders, and then wait for new riders unless they're needed elsewhere. Waiting vehicles consume no energy.

PRT is modular and can be upgraded or changed quickly, with a minimum of disruption. Implementation time and right-of-way requirements will be far less than light or heavy rail.

J6

## Comments

The public review process is intended to allow agencies and the public to provide feedback to the Corps and Port on the information provided in the Draft Environmental Impact Statement / Report (DEIS/DEIR). Please submit your comments on the proposed project, alternatives, mitigation measures, and any other information that may help us prepare a comprehensive Final Environmental Impact Statement/Report for the San Pedro Waterfront Project.

Name \_\_\_\_\_ Telephone/Fax \_\_\_\_\_

Organization/Company \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip Code \_\_\_\_\_

E-Mail \_\_\_\_\_

NOV 18 2008

REGISTRATION  
DIVISION

Great San Pedro! Keep growing  
we love it, approve it and celebrate  
it. The best of lucks !!  
we need the train in San Pedro

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to both of the following addresses:

Dr. Spencer D. MacNeil  
Senior Project Manager  
U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Division, Ventura Field Office  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001

Dr. Ralph Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731



12/12/2008

PCAC%20Traffic%20Subcommittee%...

**From:** Netai Basu [N.Basu@fehrandpeers.com]  
**Sent:** Thursday, November 20, 2008 1:45 PM  
**To:** Rachel Struglia  
**Subject:** PCAC Traffic Subcommittee Meeting (ref. 1825)

The PCAC Traffic Subcommittee meeting yesterday morning went well, Rachel. That group included only one community member that I'd seen before, Mr. John Schafer. They were remarkably uninformed about the project so the discussion was at a very broad level. Outside afterward Jan explained that they've been busy with other things, and I believe it.

Only one comment I heard seems worth recording now.

During the presentation after ours, the woman beside me (Jan knew her name, and that of everyone else there) looked at the traffic study and commented that it didn't analyze two intersections on Western that she's interested in, which she doesn't think is a big deal, but that it also omits Gaffey Street & Channel Street. She said she thought that it should have been studied. I've done an initial check and found that we don't have any turning movement counts in our own database for that intersection. With that, we could fully assess the project impact there. Based on the amount of project-added traffic there, though, I doubt that there would be one. This will likely be among her/their written comments.

Also, outside afterward, Jan said that there's a chance we may have to fully analyze the community's Sustainable Development alternative, as described in a written comment that will surely come in. It'll propose to share some parking in the downtown San Pedro. I explained to Jan why cruise terminal parking isn't well-suited for sharing, but maybe some of the Ports O' Call parking could move over there. At least that concept might make sense. Before analyzing it, though, we'd need to provide a cost and schedule. We've already talked about this, so it was not a surprise.

- Netai

**From:** [MediaXCo@aol.com](mailto:MediaXCo@aol.com)  
**To:** [Ceqacomments;](#)  
**Subject:** San Pedro Waterfront Project  
**Date:** Friday, November 21, 2008 9:10:10 AM

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To whom it may concern:

Enhancing the Port of LA is the economic and environmental boost that we need! This wonderful, deep-water port can be enjoyed by residents, business travelers or tourists if the San Pedro Waterfront Project materializes.

As a Small Business and resident of Los Angeles/Orange County since 1968, I feel that it is time for Los Angeles to create beauty, clean commerce and worthwhile jobs to compete with San Diego, San Francisco and other large port cities. Los Angeles has the ability to "clean up and move forward." Something on the news instead of gangs and violence, homeless people and traffic jams!

Sincerely,

Ms. Alexis Dicus  
MEDIA X INTEGRATED COMMUNICATIONS  
Graphic design and commercial printing services.  
1743 River Lane, Suite 200  
Santa Ana, CA 92706-1342  
1-714 740-2343  
E-mail: [mediaxco@aol.com](mailto:mediaxco@aol.com)  
[www.mediaxco.com](http://www.mediaxco.com)  
FILE transfers: [alexis.dicus@yahoo.com](mailto:alexis.dicus@yahoo.com)

\*\*\*\*\*

Check out smokin' hot deals on laptops, desktops and more from Dell. Shop Deals (<http://pr.atwola.com/promoclk/100000075x1213345834x1200842686/aol?redir=http://ad.doubleclick.net/clk;209513277;31396581;l>)

**From:** [Eric Hansen](#)  
**To:** [Ceqacomments;](#)  
**Subject:** San Pedro Waterfront Project  
**Date:** Friday, November 21, 2008 8:37:00 AM

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I have looked at the drawings and think it would be great seeing  
cruiseships at the outer harbor.

Eric Hansen  
1235 W. 14th St.  
San Pedro, CA. 90731



**From:** [plumbersgirl@aol.com](mailto:plumbersgirl@aol.com)  
**To:** [Ceqacomments;](#)  
**cc:** [Fry;](#)  
**Subject:** San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)>  
**Date:** Friday, November 21, 2008 3:54:58 PM

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We at Kreit Mechanical (a team of 65), all value the POLA project. We believe it is exactly what Los Angeles needs to secure its rank as the number one city in America. Los Angeles has always been a leader in entertainment, commerce, and luxury. This project is the perfect compliment to such a city. Count us in.

Shaindee Kreitenberg

Kreit Mechanical Associates

Phone 310-633-0246 Fax 310-820-6074

**From:** [Noel Moore](#)  
**To:** [Ceqacomments;](#)  
**Subject:** San Pedro Waterfront Project  
**Date:** Friday, November 21, 2008 1:23:02 PM

---

Hi,

We are in full support of the above referenced project.

Thank You

NOEL MOORE  
STEVE BUBALO CONSTRUCTION  
P.O. BOX 1048  
MONROVIA, CA 91017  
PHONE - 626-574-7570  
FAX - 626-574-7642

**From:** [Justin English](#)  
**To:** [Ceqacomments;](#)  
**Subject:** "San Pedro Waterfront Project"  
**Date:** Saturday, November 22, 2008 5:06:42 AM

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Dear Patriot's,

I want to show my support for all the future construction in Long Beach Port. It will create new jobs and enhance the over all cities appearance and functionality. So please consider these needed times for change and growth. Americans do not back down from our future dream, and vision. We must not let a crisis on WallStreet decide our plans to keep building. We must build for reason and purpose. Take care of our future as proud free americans that built a nation from dreams, ambition, talent and war sprinkled with an unknown mixture that amplifies our drive as people.

Good Day,

Justin M English



**From:** [DANNY GARCIA](#)  
**To:** [Ceqacomment;](#)  
**Subject:** San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
**Date:** Saturday, November 22, 2008 8:30:59 AM

---

It is a green light for me as the port should be renovated and upgraded and beautified...

**From:** [WHHanson@gldd.com](mailto:WHHanson@gldd.com)  
**To:** [Ceqacomment;](#)  
**Subject:** San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
**Date:** Monday, November 24, 2008 8:26:18 AM

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The waterfront area of any urban port area is a wonderful resource. As a former resident of San Pedro, I can attest that POLA has done a good job managing the port complex.

Bill Hanson  
Vice President  
US Business Development  
Great Lakes Dredge & Dock Company, LLC  
2122 York Road  
Oak Brook, IL 60523  
630 574 3000  
630 574 2419 Fax  
[WHHanson@gldd.com](mailto:WHHanson@gldd.com)  
[www.gldd.com](http://www.gldd.com)

**From:** [Bill Dosh](#)  
**To:** [Ceqacomments;](#)  
**Subject:** San Pedro Waterfront Project  
**Date:** Monday, November 24, 2008 9:25:30 AM

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To whom it may concern,

I can think of no down side to the undertaking of a project such as this. Not only would it elevate the city's standing to the rest of the world for those who enter/exit the harbor for cruise trips, it would also create many jobs in construction and increase the number of jobs in support positions for new businesses as the area grows, rather than just a port of exit. Not to mention an upscaling of the port area for locals to enjoy.

It is my hope that this endeavor becomes a reality.

Thank you for your time.

Bill Dosh  
bdosh@verizon.net

**From:** [Eric Cartier](#)  
**To:** [Ceqacomments](#);  
**Subject:** San Pedro Waterfront DEIS/DEIR Comments  
**Date:** Monday, November 24, 2008 10:33:55 AM

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To whom it may concern;

We fully support the development of the San Pedro Water Front project. The timing of project like this could not have been timed better than right now. The positive economical impact of this project will be valuable to everyone in the Los Angeles community.

Thank you in advance for you consideration and support of this project.

Eric Cartier  
Cartier Electrical Technologies, Inc.  
2243 Agate Court, Unit E  
Simi Valley, CA 93065  
(805) 577-9817 office  
(805) 577-9872 fax



**From:** [Richard Griffin](#)  
**To:** [Ceqacomment](#);  
**Subject:** San Pedro Waterfront DEIS/DEIR Comments (POLA Website Referral)  
**Date:** Monday, November 24, 2008 8:31:51 AM

---

Gentlemen,

I whole heartedly support the construction of the proposed "LA Waterfront" project. This project will add another dimension of appeal to the already fabulous allure of Los Angeles and the surrounding areas. The addition of jobs and future economic growth potential will be the icing on the cake. Full steam ahead! Thank you.

Sincerely,

Dynalectric

Rick Griffin  
Senior Estimator  
4462 Corporate Center Drive  
Los Alamitos, CA 90720  
Direct: (714) 236-2206  
Fax: (714) 484-2393  
[rgriffin@dyna-la.com](mailto:rgriffin@dyna-la.com)

Attachment(s):

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# San Pedro Waterfront Project DEIR/DEIS



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Regulatory Branch

## Comments

The public review process is intended to allow agencies and the public to provide feedback to the Corps and Port on the information provided in the Draft Environmental Impact Statement / Report (DEIS/DEIR). Please submit your comments on the proposed project, alternatives, mitigation measures, and any other information that may help us prepare a comprehensive Final Environmental Impact Statement/Report for the San Pedro Waterfront Project.

Name E Hamel Telephone/Fax 310 514 3308  
Organization/Company \_\_\_\_\_  
Address 1032 Werbel Pl  
City/State/Zip Code San Pedro 90731  
E-Mail eshamel@sbcglobal.net

Great proposal. Would love to see change in the port. Would like cruise guests to stay a few days in San Pedro if they have something fun to do. Right now - they only board + use as a point to travel through.

(Please use the reverse side if necessary.)

Please drop your comments in the comments box or mail your comments no later than December 8, 2008 to both of the following addresses:

Dr. Spencer D. MacNeil  
Senior Project Manager  
U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Division, Ventura Field Office  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001

Dr. Ralph Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731