



Northwest San Pedro Neighborhood Council

“Your Community Voice”

October 13, 2015

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

Ray Regalado
President

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Secretary

Subject: Comments of the Northwest San Pedro Neighborhood Council Board To The Supplemental Environmental Impact Report For Berths 97 -109 (China Shipping) Container Terminal Project Notice of Preparation (NOP)

Mr. Cannon:

We, the elected Board of the Northwest San Pedro Neighborhood Council, provide the comments below to the Berth 97- 109 Container Terminal Notice of Preparation (NOP). We understand that this Supplemental Environmental Impact Report is being prepared to reevaluate 12 mitigation measures from the original EIR that have not been implemented (Seven Air Quality, One Noise, Four transportation). We appreciate the opportunity to provide these comments and looking forward to them being addressed in the Environmental Impact Report for the project.

Comments

1. The Project should meet and exceed the requirements of the San Pedro Bay Clean Air Action Plan, and No Net Increase Policy adopted by the Board of Harbor Commissioners. If the Project cannot meet and exceed these requirements, then the Port should provide mitigation elsewhere to ensure no net increase in emissions.
2. The DEIR/DEIS should address and evaluate truck traffic from the proposed project west of the 110 Freeway. Given the location of the Port of Los Angeles Distribution Center on North Gaffey Street at Westmont and the number of trucks that currently use the facility; we believe that the DEIR/DEIS should reflect traffic counts on North Gaffey from Summerland to Anaheim.

3. The expansion of Berth 97 – 109 container terminal facilities has resulted in visual impacts from operating lights at the facility. We request that as part of this Supplemental EIR review of mitigation measures that aesthetics, specifically impacts from lights at night, be evaluated.
4. That the DEIR/DIES and lease provisions for the Berth 302-306 container project should incorporate a specific schedule for truck fleet modernization.
5. The approved EIR document should include review and application of new technology and regulations to ensure the highest level of emission standards is being applied to equipment operating at the facility. As part of the project operation post-project validation of the emission reductions should be done. Formal review's should be done to evaluate the state of the emissions control industry and how new technologies and devices could be applied to the China Shipping project in order to reduce emissions.
6. The development and expansion of Berth 97 – 109 container terminal facilities has added to the visual impact of utility poles and additional "cross-arms" on existing poles. This impact should be evaluated as part the EIR development. Potential mitigation of underground of utilities underground along Gibson and Harry Bridges should be evaluated.
7. The boundary between the project area and the adjacent streets is undeveloped in the Knoll Hill area. As part of the EIR evaluation the completion of the bike / walking path from the Cruise Terminal to intersection of Pacific and Harbor Blvd should be evaluated to improve public safety and reduce car/truck conflicts with pedestrians and bicyclists. A schedule for the completion of this segment of street should be included in the EIR47 project.
8. The transportation improvements within the approved EIR should be retained and revaluated as conditions change and the China Shipping Terminal expands and reaches capacity.
9. As part of the transportation review the use of the rail track along the China Shipping Terminal should be evaluated for possible use as part of the METRO regional transportation network.

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10. To account for unmitigated impacts from emissions and air quality the Port should include mitigations related to reducing emissions through the use of public transportation. This could be accomplished by including the use of the Red Car in the future as a mitigation for emissions.
11. Operations of the China Shipping Terminal have resulted in increased noise. As part of the EIR evaluation the Port should compare current noise readings to the baseline readings recorded in nearby residential areas of San Pedro. Mitigations to reduce noise impacts off the China Shipping property should be included in the supplemental EIR to reduce the impacts below baseline.
12. Operations of the China Shipping Terminal have resulted in increased visual blight from the cranes. Please consider as a mitigation measure that the Port adopt a color scheme for the cranes that blends with the horizon, and require that it be used for any new cranes in the port and on all existing cranes as they are repainted.
13. As part of the impacts of increased truck and rail traffic, the Port should examine the increased potential for truck and rail accidents, particularly as they relate to the transportation and storage of hazardous materials, including the location/s where rail tankers are stored.

Adopted by the Northwest San Pedro Neighborhood Council on October 12th, 2015.

Sincerely,



Ray Regalado, President
On behalf of the Northwest San Pedro Neighborhood Council

cc: Harbor Commission, Councilman Buscaino, ceqacomments@pola.org