



# CENTRAL SAN PEDRO NEIGHBORHOOD COUNCIL

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July 18, 2017

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

**DRAFT LETTER –  
AWAITING  
APPROVAL OF  
FULL BOARD**

**Mona Sutton**  
President

**Donald Galaz**  
Vice President

**Christian Guzman**  
Secretary

**Danielle Sandoval**  
Treasurer

Re: China Shipping DEIR Comments

The Port Committee of the Central San Pedro Neighborhood Council met on Monday, July 17, 2017 and adopted the following position on the Draft EIR for the China Shipping project.

Please accept these comments. The comments will be presented to the Central San Pedro Neighborhood Council Board for its approval at their next board meeting.

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 applicant cannot meet and exceed these requirements, then the Port itself should provide mitigation elsewhere in the Los Angeles Harbor area 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 and project impacts on Gaffey, Pacific, Front Street and Harbor Blvd.
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.

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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 reviews should be done to evaluate the state of the emissions control industry and how new technologies and devices could be applied to the users/operators 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. Mitigation by undergrounding utilities along Gibson, Harry Bridges, Pacific, Front Street and Harbor Blvd. should be evaluated. We note that the Port undergrounds utilities within its terminals but impacts its neighbors by placing poles around its perimeter, adjacent to residents and along a designated Scenic Highway [Gibson Blvd.].
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. With the relocation of China Shipping and sub-letting of the terminal area to a third party, the area designated for the bike path/pedestrian walkway should be widened to make it actually useful for those purposes. 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 reevaluated 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.
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 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.

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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, and that the Port consult with and inform the public of the painting schedule.
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.
14. The EIR and subsequent use permits should include a post-project validation requirement, in order to determine if the impact projections are accurate, and include mechanisms to address additional mitigation measures that would address the additional impacts, if any.

Please contact me should you have any questions.

Frank Anderson, Chair  
Central San Pedro Neighborhood Council Port Committee