

PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE (PCAC)  
LIGHT, AESTHETICS AND NOISE (LAN) SUBCOMMITTEE  
Port of Los Angeles  
425 S. Palos Verdes Street  
San Pedro, California

Minutes  
March 9, 2009

ATTENDEES:

COMMITTEE MEMBERS/PCAC

Carrie Scoville, Acting Chair  
Chuck Hart, Voting

PORT STAFF

Dennis Hagner  
Vahik Haddadian

PUBLIC PARTICIPANTS

Lou Baglietto

OTHER PCAC PARTICIPANTS

Arthur Hernandez

Meeting Location: Banning's Landing, 100 E. Water Street, Wilmington, CA

- A. Call to Order: 5:10PM
- B. Sign-In / Introductions
- C. Agenda Approved
- D. Approved Minutes of the November 10, 2008 LAN Subcommittee Meeting
- E. Public Comment: None
- F. Port Staff Update:
  - Wheel Squeal Pilot Program:  
There was no update at this time. Dennis Hagner will e-mail an update as soon as he can get one from Ron Groves, in the POLA Engineering Division.
  - Federal Quiet Zone Status; Review of Quiet Zone Map:  
Federal law requires at a minimum, two quadrant gates for a Quiet Zone designation. Four quadrant gates are preferred. It is rare not to qualify for a Quiet Zone with four quadrant gates, due to the risk reduction.

A rough draft copy of a map for the proposed Quiet Zones was shared with the Committee. A finalized copy will be distributed to the Subcommittee upon its completion.

The areas that are being studied for quiet zones include the area north of the Vincent Thomas Bridge, on the east side of John S. Gibson, through to

the Yang Ming and China Shipping Container Yards, as well as from the Westway's Terminal to north Gaffey -- Westmont.

The Port is looking at terminating the rail line from Westway's to the China Shipping Terminal as it will no longer be needed when Westway's is gone.

The San Pedro rail line south of the Vincent Thomas Bridge is no longer used for industrial deliveries. Therefore there should be no need for heavy rail along Harbor Boulevard, which would eliminate the noise from the coupling and decoupling of trains. The only remaining rail along Harbor Boulevard is the Red Car Line (not terribly intrusive, as it does not run late into the night). The Port is working on the cost projections for necessary upgrades along Harbor Boulevard where the Red Car runs.

The McFarland Line is not within the scope of the study, as it is not on Port property. Celina Luna, the Wilmington Advocate for Councilwoman Hahn (Council District 15), picked up where Jacob Hiak left off. This has been an active issue in the neighborhood councils. Some of the options being considered:

- Eliminating cross streets/creating cul-de-sacs
- Closing crossing gates to traffic at night (emergency vehicles and law enforcement vehicles would be equipped with a key for immediate access)

The completion of the study is presently on hold, as there is a need for additional funding. Once the funds have been approved, the study should take six to eight weeks to complete.

- Pier 400 Terminal Lighting Retrofit Report:  
The lighting system for Pier 400 is top of the line, the newest technology on the market. When the system was upgraded, the design was such that "smart panels" were installed with a motorized circuit breaker, controlling the usage of lighting. The Port however, does not have control over the operation of the lights. The Terminal Operator has complete control over the usage, as they pay for the electricity. Modifying and lighting operations requires that the Port speak directly with the terminal operator.
- Pier 300 Terminal Lighting Status:  
With regard to Pier 300, the functionality of the entire yard is complete. There may be a few minor checklist items that need to be done. The same platform fixtures were used as those on Pier 400, just one model up.
- Potential for West Basin/Yang Ming ICTF Terminal Light Fixture Shielding:  
The Yang Ming lighting is old with different miss-matched fixtures. There is no standard platform of lighting fixtures at Yang Ming. Not much can be done, as some of the lighting manufacturers are no longer in business, and the fixtures that are there are old and can be easily damaged.

G. Discussion:

- West Basin:  
Carrie Scoville distributed a packet depicting the cranes that are presently located at the Yang Ming Terminal/ West Basin Container Terminal. She was specifically concerned about the cranes in the Northwest Slip. She asked for a status report on the disposition of the cranes. Were they being used or were they being stored there? If they are in use, can they be painted or camouflaged so that they blend with the background. For those that are not being used and are being stored there, can their removal be expedited?
- Realizing an Effective Committee: Review LAN Mission Statement and Prior PCAC Motions:  
The Committee will review the list of motions to see what was still relevant.

The LAN Subcommittee Mission Statement was provided for a review. The purpose of this agenda item was to re-evaluate the purpose of the LAN Subcommittee. Further discussion resulted in a consensus that the Subcommittee might alternate their monthly meetings with the Traffic Subcommittee, and the Port Master Plan Subcommittee. Ms. Scoville stated that she would address this issue with the Chairs of each subcommittee prior to presenting it to the Steering Committee and the full PCAC.

PCAC Recommendations #75, #78, and #92 are scheduled to go to the Board for the first meeting in April.

**Motion #75**, recommending that the Board of Harbor Commissioners (BHC) allocate \$2, 922,089 from the China Shipping Settlement to fund the remaining projects that the Technical Advisory Committee (TAC) has recommended. The BHC approved the staff recommendation to consider and approve the recommendation since the requested monies for all TAC projects were allocated by the Board on December 20, 2007, as was recommended by PCAC.

**Motion #78**, recommending that Aesthetic Mitigation proposals #2, the Wilmington Gateway Beautification Project, #6, the Welcome to Wilmington LED Sign, #7, the Storm Drain Improvements for Alameda Street, and #8, the Street Improvement Project for Alameda Street, move forward to the BHC with a recommendation that these projects be funded w/money other than the Aesthetic Mitigation Funds. The BHC approved the Staff recommendation to consider and deny this recommendation requesting the Board to fund the specified mitigation projects with monies other than those of the Aesthetic Mitigation Fund.

**Motion #92**, recommending that the Board support the Air Quality Mitigation Incentive Program (AQMIP) Projects approved by the TAC. The TAC supported substituting the Crowley Tug Repower Project for the Cal Cartage LNG Yard Tractors.

The BHC approved the staff recommendation to consider and approve this recommendation since the requested monies for the projects recommended by the PCAC/TAC were approved by the Board on November 20, 2008.

**MOTION #93**, recommending that all DEIR comment periods be a minimum of 90 days to allow for comment from the public and for the PCAC process, was submitted to the Board on March 19, 2009.

The Board approved the staff recommendation to consider and deny the recommendation, but directed staff to evaluate the review period of each DEIR and grant appropriate time extensions on a case-by case basis as warranted.

- H. Other:  
There are no additional lighting retrofit projects scheduled for the near future. But, as new Environmental Impact Reports (EIRs) are approved, lighting will be updated with the project.
- I. Agenda Items for Next Meeting: April 13, 2009
- Map of Possible "Quiet Zone" Crossings
  - Port Report on the Status of the West Basin Cranes.
- J. Adjournment: 6:25 PM

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Carrie Scoville, Acting Chair  
Light, Aesthetics, and Noise Subcommittee

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Debra Babcock-Doherty, PCAC Executive Assistant