
PORT-RELATED NOISE IMPACT STUDY FOR COMMUNITY OF SAN PEDRO, CALIFORNIA

March 2017

Prepared for:

Harbor Community Benefit Foundation

Prepared by:



The Jones Payne Group



Landrum & Brown, Inc.

TABLE OF CONTENTS

Section 1 Introduction	1
1.1 Study Background.....	1
1.2 Reference to Wilmington Study.....	1
1.3 Kick-Off Meeting with HCBF Staff	2
Section 2 Community Windshield Survey	3
2.1 Review of Existing Plans and Documents.....	3
2.2 Undertake Windshield Survey	3
2.3 Identification of Potential Noise Impact Areas	3
2.3.1 Gatun Street Area (Site #1).....	5
2.3.2 Gaffey Place Area (Site #2)	8
2.3.3 MacArthur Avenue Area (Site #3)	10
2.3.4 LAUSD Harbor Occupational Center (Site #4).....	10
2.3.5 Knoll Hill Area (Site #5)	10
2.3.6 Samoan Sea Apartments (Site #6)	11
2.3.7 Palos Verdes Street Area (Site #7)	14
Section 3 Community Stakeholder Survey	17
3.1 Definition and Identification of Community Stakeholder.....	17
3.2 Development of Stakeholder Survey	17
3.3 Results of Stakeholder Survey.....	18
Section 4 Conclusions.....	20
4.1 Summary of Noise Impact Areas	20
4.2 Recommendations for Further Study	20

APPENDICES

Appendix A – Questions for Community Stakeholder Survey.....	A-1
Appendix B – Results for Community Stakeholder Survey	B-1

TABLES

Table 1. Summary of Noise Impact Areas – San Pedro.....	6
Table 2. List of Key Community Stakeholders – San Pedro	17

FIGURES

Figure 1. Generalized Land Use – San Pedro.....	4
Figure 2. Potentially Impacted Areas – San Pedro	5
Figure 3. Map of Gatun Street Area (Site #1)	6
Figure 4. Photos of Gatun Street Area (Site #1).....	7
Figure 5. Map of Gaffey Place & MacArthur Avenue Area (Site #2 & #3)	8
Figure 6. Photos of Gaffey Place & MacArthur Avenue Area (Site #2 & #3).....	9
Figure 7. Map of LAUSD Harbor Occupational Center & Knoll Hill Area (Site #4 & #5).....	11
Figure 8. Photos of LAUSD Harbor Occupational Center Area (Site #4)	12
Figure 9. Photos of Knoll Hill Area (Site #5)	123
Figure 10. Map of Samoan Sea Apartments & Palos Verdes Street Area (Site #6 & #7).....	14
Figure 11. Photos of Samoan Sea Apartments (Site #6)	15
Figure 12. Photos of Palos Verdes Street Area (Site #7).....	156

SECTION 1 INTRODUCTION

1.1 Study Background

The Harbor Community Benefit Foundation (HCBF) was initially created under the settlement agreement known as the "TraPac MOU," an historic and precedent-setting agreement whereby the Port of Los Angeles and the City of Los Angeles agreed to address the negative cumulative environmental and public health impacts of its business operations on its neighbors, i.e. local port communities and their residents. The purpose of the HCBF is to address, through mitigation projects, off-port impacts from existing and future operations at the Port of Los Angeles in the Communities of Wilmington and San Pedro, California. One of the first tasks for the HCBF identified in the MOU was to develop a school and residential sound insulation program in the Wilmington Community. The results of that study are summarized in Section 1.2.

The follow-on to the Wilmington study was to undertake a similar study in the San Pedro Community. The Noise Impact Study for the Community of San Pedro, California was based on the initial study for the Wilmington Community with some refinement based on feedback provided by the HCBF Board of Directors. The purpose of this study was to survey the San Pedro Community to determine areas, including schools and residences, which are potentially affected by Port-related operations. The work in this study is to be completed before it can be determined if it is necessary to undertake the next phase of the study which would include a noise measurement study and recommendations for noise mitigation.

This study includes the following work tasks:

1. Undertake Kickoff Meeting with HCBF Staff;
2. Review Existing Plans & Documents;
3. Undertake Community Windshield Survey;
4. Survey Key Community Stakeholders;
5. Document Study Findings; and
6. Undertake Follow-Up Meeting with HCBF Staff.

1.2 Reference to Wilmington Study

The purpose of the study for the Wilmington Community was to provide acoustical building upgrades to the schools and residences most impacted by noise from port related operations, and most importantly those impacted by noise from the TraPac facility.

The “Wilmington School and Residence Sound Attenuation Program” (Wilmington Study) was completed in 2013 and was undertaken in four (4) separate sections and documents, as follows:

1. Report #1 – Noise Measurement Report (September 19, 2012) – this report presents background information on noise, describes the measurement site selection, and results for the 25 measurement locations.
2. Report #2 – Criteria and Prioritization Recommendations Report (June 28, 2013) – this report presents a review of noise impact criteria, and recommendations to prioritize noise impacts.
3. Report #3 – Noise Contour Development Methodology Report (December 20, 2013) – this report provides the methodology for noise level calculation, and the development of noise contours.
4. Report #4 – Property Inventory and Mitigation Recommendations Report (October 31, 2013) – the final report for the study provides an inventory of the highly impacted residences and an analysis of the major housing architectural styles in the study area. In addition, noise measurements were undertaken on a select group of residences and schools to determine building noise level reduction. Finally, acoustical criteria was applied to determine recommended treatments, projected acoustical performance, and estimated costs for mitigation.

1.3 Kick-Off Meeting with HCBF Staff

An initial kick-off meeting was undertaken with staff from HCBF and from The Jones Payne Group on October 19th, 2016. The purpose of the meeting was to discuss specific concerns regarding port related noise in the San Pedro Community. The meeting was used to help identify the major offending noise sources and their operational characteristics. Furthermore, the location of any specific noise sensitive areas and known degrees of severity of noise problems in the community were discussed.

A preliminary project plan was discussed among team members setting forth expected tasks, responsibilities, milestones and timeframes pertaining to the study.

SECTION 2 COMMUNITY WINDSHIELD SURVEY

2.1 Review of Existing Plans and Documents

Prior to undertaking the community windshield survey Team staff reviewed San Pedro land use and zoning maps, aerial photos and other documents from the Port. The purpose was to identify potential truck routes and rail lines from Port-related activity as well as to identify noise-sensitive residential areas and schools prior to undertaking the community windshield survey. The documents made available for review for the San Pedro study included the following:

- *"Port of Los Angeles, Port Master Plan", February 2014*
- *"Los Angeles Harbor Department, San Pedro Waterfront Project EIS/EIR, Section 3.9 – Noise", September 2008*
- *"San Pedro Community Plan EIR, Section 4.10 – Noise", August 2012*
- *"City of Los Angeles, Department of City Planning, Generalized Circulation, San Pedro" October 2010*
- *"City of Los Angeles, Department of City Planning, Generalized Land Use, San Pedro" October 2010*
- *"City of Los Angeles, Department of City Planning, General Plan Land Use Map, San Pedro Community Plan" October 2010*

A review of the various documents and plans provided background information related to areas of noise-sensitive residential and schools as well as industrial port-related facilities, rail lines and freeways.

2.2 Undertake Windshield Survey

A windshield survey for the San Pedro Community was undertaken on Wednesday January 11, 2017. During the survey almost all major arterials, areas adjacent to major freeways, waterfront roadways, and roadways adjacent to port-related facilities were surveyed. A map showing the generalized land use in San Pedro is presented in **Figure 1**.

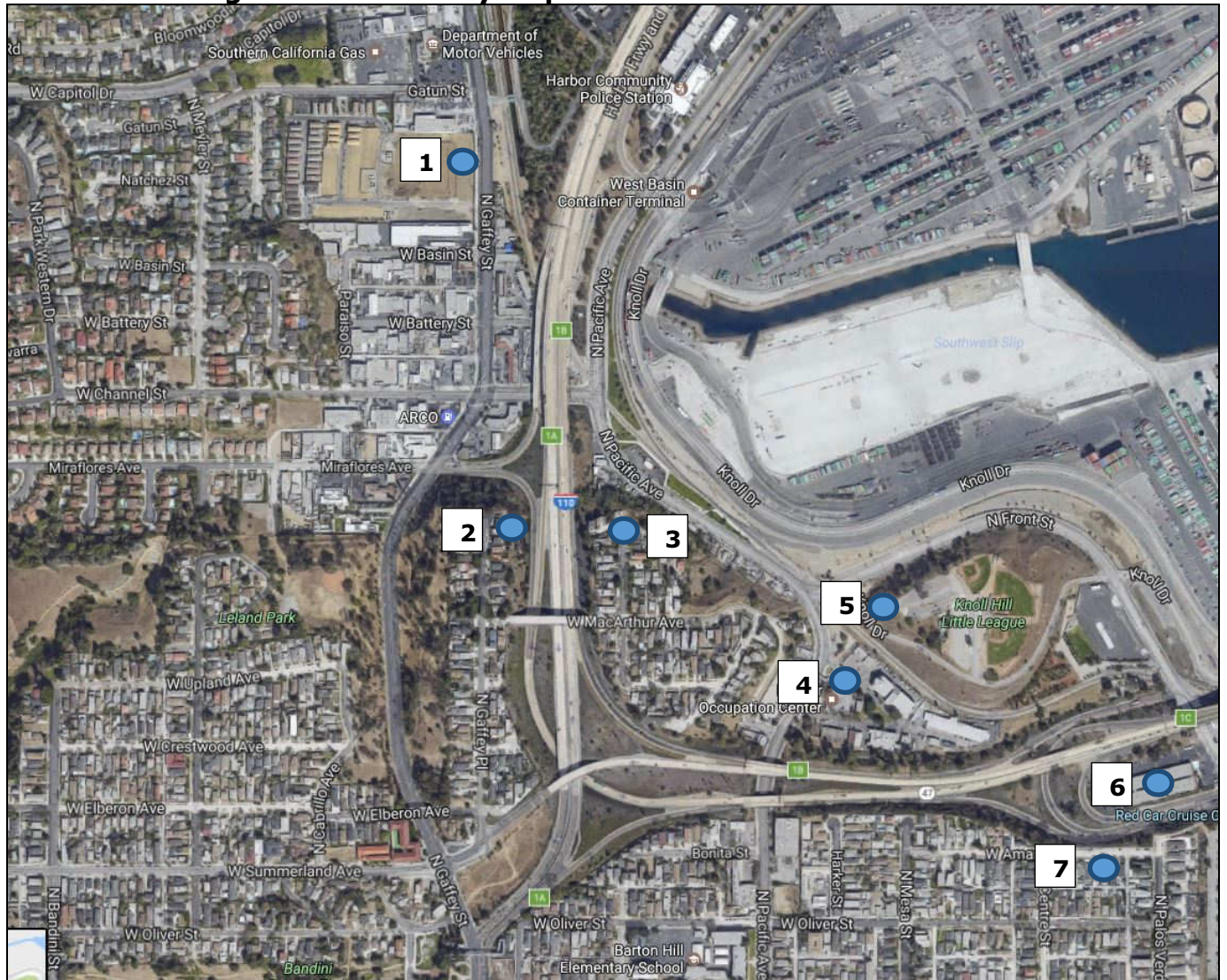
2.3 Identification of Potential Noise Impact Areas

The intent of the survey was to identify noise from port-related sources in the San Pedro Community including operations at the Port, container trucks on public roadways, railroad operations, and shipping container facilities. The results of the windshield survey revealed that the majority of the potential noise impact areas were confined to the northeast section of San Pedro and the major noise sources identified included some port-related facilities, some rail lines, the Harbor Freeway (IH-110), and the Terminal Island Freeway (SR-47). A total of seven (7)

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potentially impacted areas were noted in northeast San Pedro during the survey. The location of the seven (7) areas are presented in **Figure 2**. The seven (7) areas are summarized in **Table 1**. Each of the areas are described in the following sections.

Figure 2. Potentially Impacted Areas – San Pedro



2.3.1 Gatun Street Area (Site #1)

The Gatun Street area (Site #1) is a dense multi-family development called Harbor Highlands located south of Gatun Street and west of Gaffey Street. The east end of the development abuts Gaffey Street, a major north-south arterial. Immediately east of Gaffey Street a north-south railroad track that parallels Gaffey Street and runs north to the Rancho LPG Holdings facility. While no rail traffic was observed during our survey, railroad tank cars were noted in the facility and are likely moved

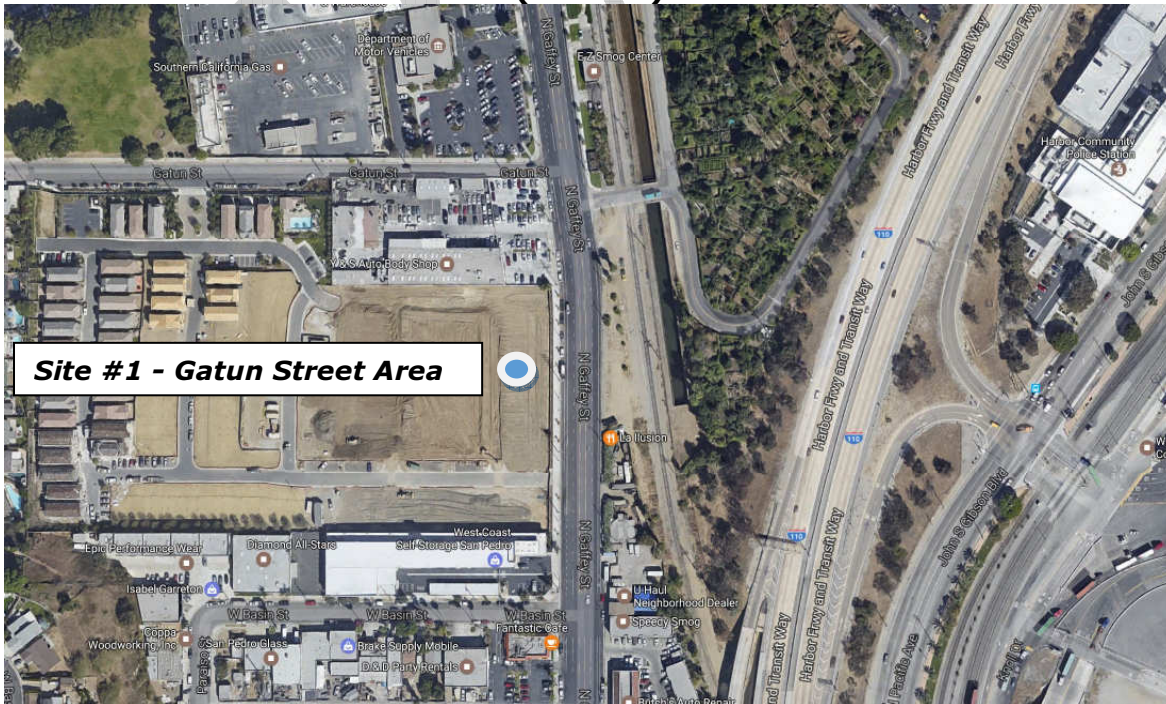
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periodically or daily from the facility. A close-in view of the Harbor Highlands development is noted in **Figure 3**. It should be noted that at the time the aerial photos was taken, not all of the development was complete. **Figure 4** shows photographs of the development abutting Gaffey Street as well as the rail line and facility at Rancho LPG.

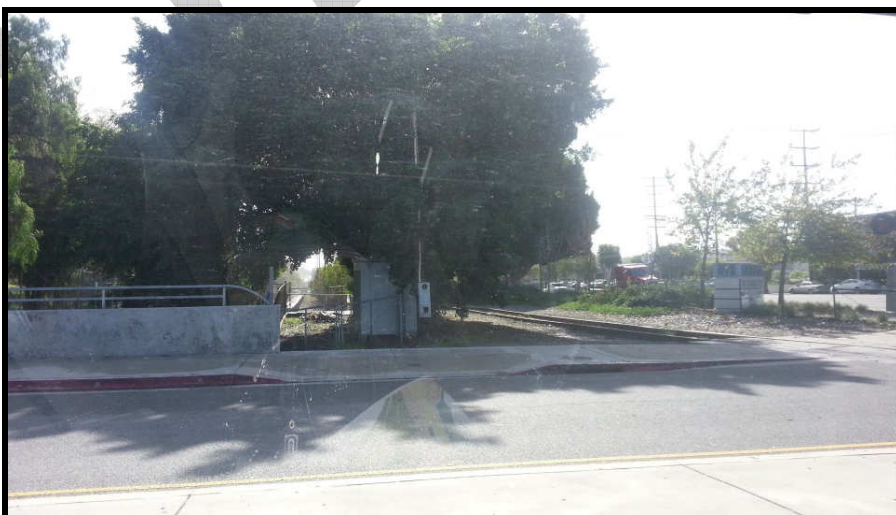
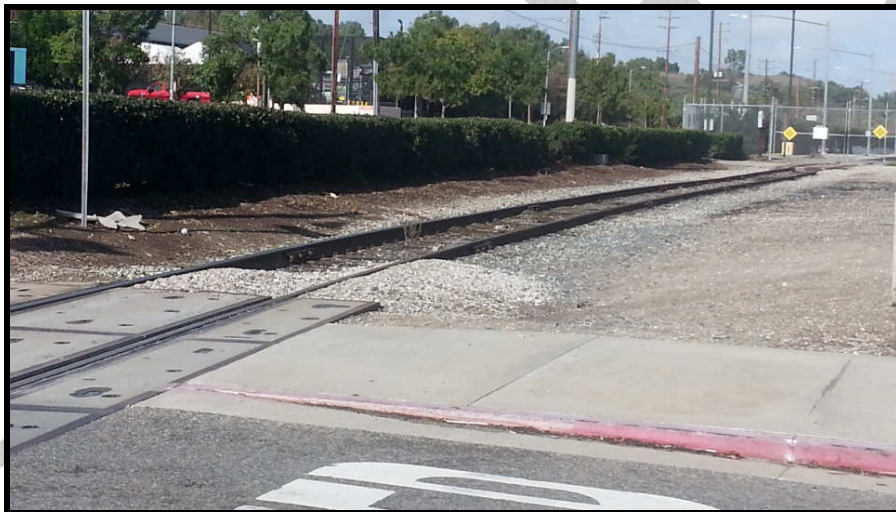
Table 1. Summary of Noise Impact Areas – San Pedro

Site No.	Area Description	Impact Area	Source of Noise Impact
1	Gatun Street Area	Residential	Refinery Rail Line
2	Gaffey Place Area	Residential	Harbor Freeway (IH-110)
3	MacArthur Avenue Area	Residential	Harbor Freeway (IH-110) & Port Rail Line
4	LAUSD – Harbor Occupational Center	School	Terminal Island Freeway (SR-47) & Port Rail Line
5	Knoll Hill Area	Residential	Terminal Island Freeway (SR-47) & Port Rail Line
6	Samoan Sea Apartments	Multi-Family Apartments	Terminal Island Freeway (SR-47)
7	Palos Verde Street Area	Residential	Terminal Island Freeway (SR-47)

Figure 3. Map of Gatun Street Area (Site #1)



**Figure 4. Photos of Gatun Street Area
(Site #1)**



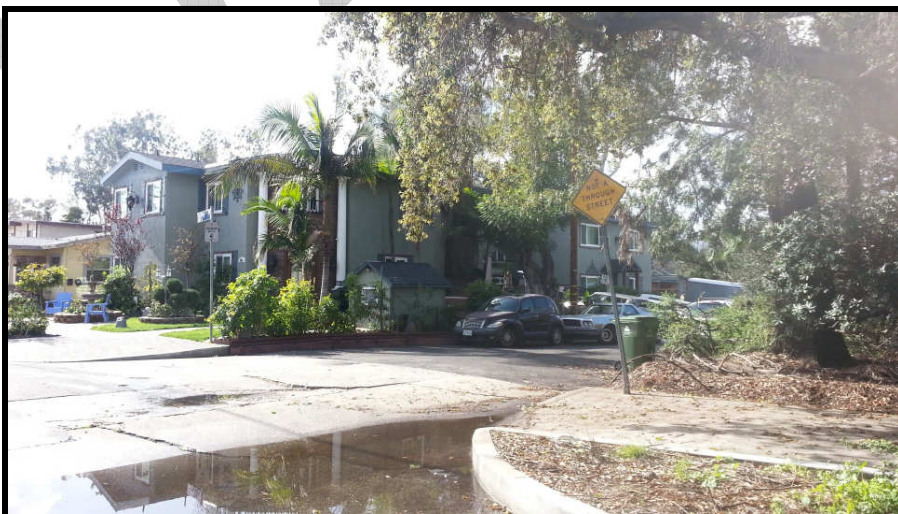
2.3.2 Gaffey Place Area (Site #2)

The Gaffey Place area (Site #2) is a dense single-family development located east of Gaffey Street and west of the Harbor Freeway (IH-110). The east end of the neighborhood abuts the Harbor Freeway (IH-110) and other major ramps leading to and from the Terminal Island Freeway (SR-47). The major noise source here is likely the traffic, and specifically truck traffic on both freeways and on the ramps leading to local port roads. The neighborhood is at a much higher elevation than the Harbor Freeway and much of the development has some noise protection from a seven (7) to eight (8)-foot high noise wall. However, some properties at the end of the walls and all two (2)-story homes are afforded no protection. A close-in view of the neighborhood is noted in **Figure 5**. **Figure 6** shows photographs of some of the housing in the Gaffey Place Area.

**Figure 5. Map of Gaffey Place & MacArthur Avenue Area
(Site #2 & #3)**



**Figure 6. Photos of Gaffey Place & MacArthur Avenue Area
(Site #2 & #3)**



2.3.3 MacArthur Avenue Area (Site #3)

The MacArthur Avenue area (Site #3) is a dense single-family development located east of the Harbor Freeway (IH-110), and west of some port facilities. The south end of the neighborhood abuts the Harbor Freeway (IH-110) and other major ramps leading to and from the Terminal Island Freeway (SR-47). The major noise source here is likely two-fold: truck traffic on both freeways and on the ramps leading to local port roads to the west and south of the neighborhood and rail and other port-related facility noise to the east of the neighborhood. This neighborhood is also at a much higher elevation than the Harbor/Terminal Island Freeways and much of the development has some noise protection from a seven (7) to eight (8)-foot high noise wall. However, some properties at the end of the walls and all two (2)-story homes are afforded no protection. A close-in view of the neighborhood is noted in **Figure 5**. **Figure 6** also shows photographs of some of the housing in the MacArthur Avenue Area.

2.3.4 LAUSD Harbor Occupational Center (Site #4)

Site #4 is the Los Angeles Unified School District (LAUSD) Harbor Occupational Center, San Pedro-Wilmington Skills Center. Although some of the complex seems to be vocational training areas, some of the buildings seem to be classrooms. The Harbor Occupational Center is a school complex located north of the Terminal Island Freeway (SR-47) and south of some port facilities. The major noise sources here include truck traffic on the Terminal Island Freeway (SR-47), rail, and other port-related facility noise to the north of the school complex. The school complex is also at a much lower elevation than the Terminal Island Freeways and is partially shielded from some of the port by Knoll Hill. A close-in view of the school complex is noted in **Figure 7**. **Figure 8** also shows photographs of some of the buildings in the school complex.

2.3.5 Knoll Hill Area (Site #5)

Site #5 located at the top of Knoll Hill and the area includes one (1) single-family residence along with the baseball fields for the Knoll Hill Little League. Knoll Hill is elevated and offers sweeping views of all freeways and port facilities. It is located north of the Terminal Island Freeway (SR-47), east of the Harbor Freeway (IH-110) and south of the port facilities. The major noise sources here include truck traffic on the freeways and rail and other port-related facility noise. A close-in view of the Knoll Hill area is noted in **Figure 7**. **Figure 9** shows photographs of the single residential building and the views to the freeways and port.

**Figure 7. Map of LAUSD Harbor Occupational Center & Knoll Hill Area
(Site #4 & #5)**



2.3.6 Samoan Sea Apartments (Site #6)

Site #6 is the Samoan Sea Apartment complex. It is located south of the Terminal Island Freeway (SR-47) with entrance/exit ramps to the freeway that wrap around the west and south side of the complex. While the freeway is elevated at this location, the ramps are at the same level as the complex. The major noise sources here include truck traffic on the freeway and trucks on the ramps that are heading to the port facilities. This is probably one of the most impacted properties that we noted in our windshield survey. This two-story complex was built in 1973 and includes 148 rental units. Most units seem to have window air conditioning units, which does not provide the window an opportunity to close and seal. The noise impacts are likely very high at this location. A close in view of the Samoan Sea Apartment complex is noted in **Figure 10**. **Figure 11** shows photographs of the apartment building and surrounding roads.

**Figure 8. Photos of LAUSD Harbor Occupational Center Area
(Site #4)**



**Figure 9. Photos of Knoll Hill Area
(Site #5)**



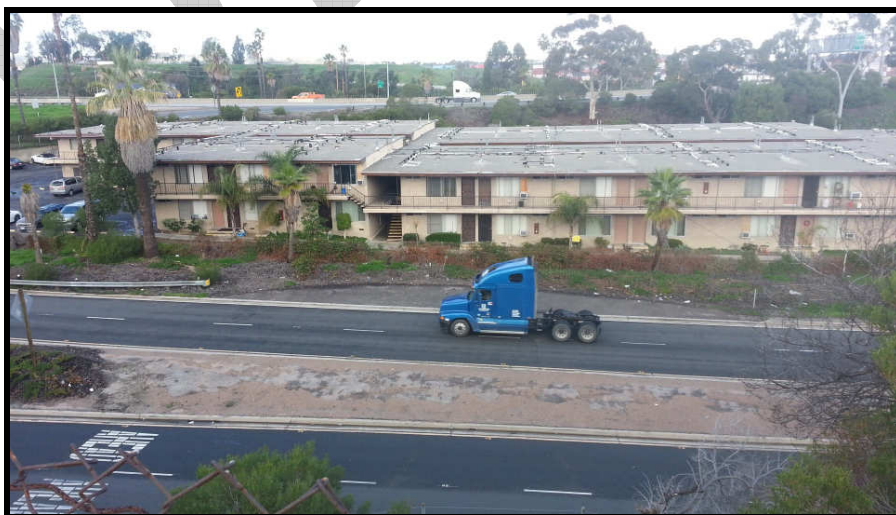
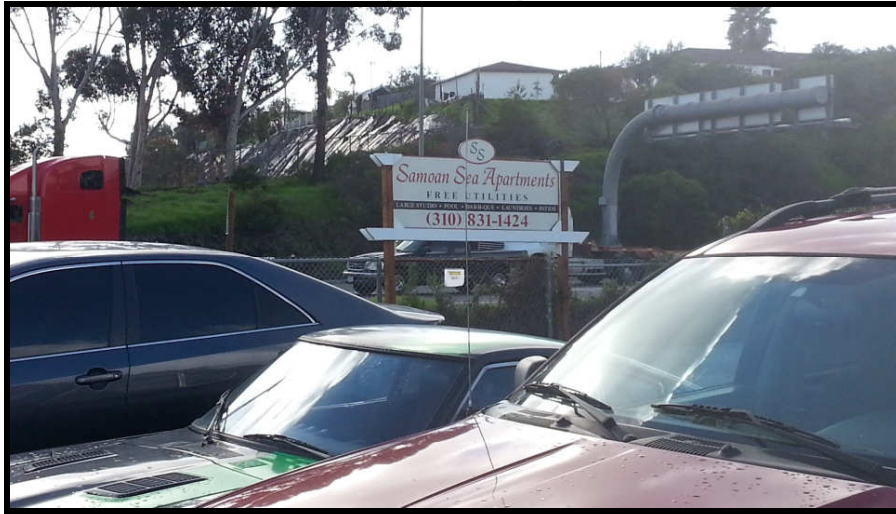
**Figure 10. Map of Samoan Sea Apartments & Palos Verdes Street Area
(Site #6 & #7)**



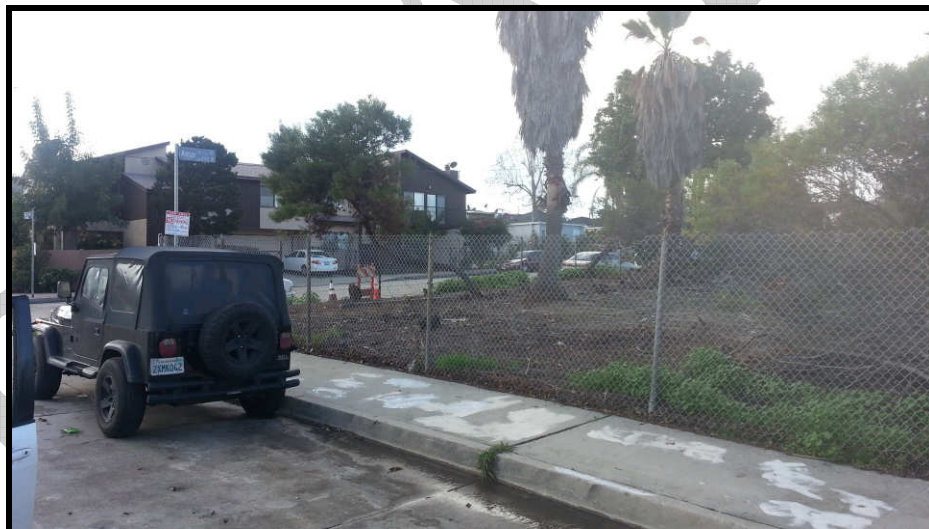
2.3.7 Palos Verdes Street Area (Site #7)

The Palos Verdes Street area (Site #7) is a dense single-family development located south of the Terminal Island Freeway (SR-47) and other major ramps leading to and from the freeway. The major noise source here is likely truck traffic on the freeway and on the ramps leading to local port roads. This neighborhood is at a much higher elevation than the ramps, but about level with the freeway. A close-in view of the neighborhood is noted in **Figure 10**. **Figure 12** also shows photographs of some of the housing in the Palos Verdes Street Area.

**Figure 11. Photos of Samoan Sea Apartments
(Site #6)**



**Figure 12. Photos of Palos Verdes Street Area
(Site #7)**



SECTION 3 COMMUNITY STAKEHOLDER SURVEY

3.1 Definition and Identification of Community Stakeholder

The study scope includes the development and implementation of a survey instrument that was to be used to solicit input from key community stakeholders regarding community noise impacts. HCBF provided a list of key community stakeholders. These stakeholders are identified in **Table 2** below.

Table 2. List of Key Community Stakeholders – San Pedro

Homeowner	Harbor Selected Stakeholder (Y/N)	Affiliation	Response Received (Y/N)
Hart	Y	Northwest San Pedro Neighborhood Council	Y
Burmeister	N	San Pedro Peninsula Homeowners United	Y
Morefice	N	San Pedro Peninsula Homeowners United	Y
Skrumbis	N	San Pedro Peninsula Homeowners United	Y
Jacobs	N	San Pedro Peninsula Homeowners United	Y
McDonald	N	San Pedro Peninsula Homeowners United	Y
Rivera	N	San Pedro Peninsula Homeowners United	Y
Anderson	N	Resident & Port Community Advisory Committee (former member)	Y
Nave	Y	Former Port City Attorney	Y
Scoville	Y	Resident	N
Sutton	Y	Central San Pedro Neighborhood Council (President)	N
Gunther	Y	San Pedro Peninsula Homeowners United	Y
Erceg	Y	Resident	N
Newallis	N	Resident	Y

3.2 Development of Stakeholder Survey

The survey was developed after the windshield survey was completed, was reviewed by HCBF staff, and was distributed to the community stakeholders on February 9th, 2017. The questions included in the community stakeholder survey are presented in **Appendix A**. The survey focused on the following questions:

1. What type of noise sources do you notice at your residence?
 - a. Port
 - b. Train

- c. Trucks (container)
 - d. Local traffic
 - e. Other
2. Would you consider the sources that you are identifying as impactful or annoying?
 - a. Yes
 - b. No (it's tolerable)
 - c. If you answered "Yes", describe the noise that annoys/impact you the most.
 - d. If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most.
 - i. Daytime (7:00 a.m. - 6:00 p.m.)
 - ii. Evening (6:00 p.m. - 10:00 p.m.)
 - iii. Nighttime (10:00 p.m. - 7:00 a.m.)
 - iv. All hours
 - v. Intermittently
3. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping
 - e. No Impact
 - f. Other
4. Do you have a direct line-of-sight to the noise source that impacts you?

3.3 Results of Stakeholder Survey

The results of the community stakeholder survey are included in **Appendix B**. Out of the 14 surveys sent out, 11 surveys (79%) were returned, although one was incomplete and provided limited usefulness. The majority of the surveys identified port noise including general port noise, trains and container trucks as causing most of the noise impacts. Several respondents also identified local traffic and motorcycles as a noise impact. Most respondents also identified that the noise was more of an issue at nighttime and was annoying and generally caused issues with sleeping. Only a few of the respondents noted that they actually have a line-of-sight from their property to the noise source causing the impact.

Of the ten (10) complete survey responses:

- Seven (7) properties were in relatively close proximity to the trains identified in the Gatun Street Area (Site #1) as noted in Section 2.3;
- Two (2) properties were in close proximity to the truck traffic on the Harbor Freeway (IH-110) identified in the Gaffey Place Area (Site #2) and MacArthur Avenue Area (Site #3) as noted in Section 2.3; and
- One (1) property seemed to be well away from any major port activities.

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SECTION 4 CONCLUSIONS

4.1 Summary of Noise Impact Areas

Figure 2 and **Table 1** documents the areas identified in the windshield survey as having the potential to be impacted from port-related activity. The seven (7) areas identified include five (5) residential neighborhoods, one (1) apartment complex, and one (1) school. The potential noise impacts result from a number of sources that include a single rail line into a refinery or LPG terminal, a rail line on port facilities, truck traffic on the Harbor Freeway (IH-110), truck traffic on the Terminal Island Freeway (SR-47), and truck traffic on freeway ramps and local roads leading to the port facilities.

4.2 Recommendations for Further Study

Information from the kickoff meeting, a review of the Port documents, results of the community windshield survey, and results from the community stakeholder survey were used to determine the potential for areas that could be impacted from port-related activities. The seven (7) areas identified above have the potential to be impacted by truck traffic and/or rail noise and a noise measurement program is recommended to further quantify the impacts.

Prior to undertaking a noise measurement program, we need to make a distinction between sites where trains cause the primary noise impact and sites where trucks cause the primary noise impact. Sites mainly impacted by train noise include Site #1 from the refinery/LPG spur line, and Site #3 (east side) where the rail line is part of the port facility. Site #1 seems to have infrequent rail traffic, while Site #3 has continuous rail traffic. Sites mainly impacted by truck traffic or highway noise include Site #2, Site #3 (west side), and Site #6. Both rail lines and truck traffic influence Site #4 and Site #5.

Noise measurements will be a combination of long-term 24-hour measurements and short-term 3-hour measurements that will be conducted during both daytime and nighttime periods. Measurements at Site #1 will likely be conducted only during the nighttime period (3-hour measurement).

Prior to the start of any noise measurement program, exact monitoring sites will need to be selected. HCBF staff and stakeholders will be surveyed for potential locations. Although 10 out of the 11 surveys identified specific noise sources that influenced or annoyed them in Section 3 above, none of the 11 respondents was in a location suitably close to the noise sources that they could be used as noise monitoring site.

Several questions will need to be answered before beginning a noise measurement program with many of these being part of the survey to pick exact monitor locations. These include:

1. Site #1 – How frequent are the trains and what period of the day/night do they run.
2. Site #2 – Since part of this neighborhood already has a noise wall, site selection will be very important to pick a location exposed to the freeway.
3. Site #3 – We will likely need two measurement locations – one on the west side exposed to the freeway noise and one on the east side exposed to the port rail noise. The west location will have to be one with exposure to the freeway due to the noise wall.
4. Site #4 – We will need to confirm the uses at the school to confirm that noise-sensitive uses are being undertaken at the site. Classroom or teaching activities will be considering noise-sensitive, while other industrial teaching or shop classes may not be considered noise-sensitive. In addition, due to the size of the complex, site selection for the noise monitors will be very important.
5. Site #5 – This location has one residence. We will need to confirm it is still a legal residence and not zoned commercial and to determine the long-term use for the property.
6. Site #6 – Due to the size of the complex and the wide extent of the noise sources, site selection will be very important.
7. Site #7 – Site selection will be very important in this area to ensure exposure to the freeway noise.

Once the noise measurements are undertaken, the intent will be to quantify the levels of noise from port-related sources, determine highly impacted properties, and recommend a plan of action for any mitigation program.

**APPENDIX A – QUESTIONS FOR COMMUNITY
STAKEHOLDER SURVEY**

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HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

Questions for San Pedro Stakeholders

1. Name:
2. Address:
3. Contact Information (email & telephone number)
4. Entity Represented/Position
5. What noise sources do you notice at your residence?
 - a. Port
 - b. Train
 - c. Trucks (container)
 - d. Local Traffic
 - e. Other
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes
 - b. No, it's tolerable

If you answered "Yes", describe the noise that annoys/impacts you the most?

If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?

 - c. Daytime (7:00 a.m. – 6:00 p.m.)
 - d. Evening (6:00 p.m. – 10:00 p.m.)
 - e. Nighttime (10:00 p.m. – 7:00 a.m.)
 - f. All hours
 - g. Intermittently
7. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping
 - e. No Impact
 - f. Other
8. Do you have a direct line-of-sight to the noise source that impacts you?
9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?
10. Any other comments you would like to share with us?

**APPENDIX B – RESULTS FOR COMMUNITY
STAKEHOLDER SURVEY**

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**HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO**

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: CHUCK HAAT
2. Address: 1027 STATLER ST
3. Contact Information (email & telephone number)
(310) 8330959
4. Entity Represented/Position:
SAN PEDRO PENINSULA HOMEOWNERS UNITED
5. What noise sources do you notice at your residence?
 - a. Port - OCCASIONALLY WHEN OUTSIDE
 - b. Train - REGULARLY - DIFFERENT TIMES
 - c. Trucks (container) - SLAMMING OF DRIPPING OCCASIONALLY
 - d. Local Traffic -
 - e. Other I HAVE INSTALLED DOUBLE PANE WINDOWS TO REDUCE IMPACTS
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes
 - b. No, it's tolerable

If you answered "Yes", describe the noise that annoys/impacts you the most?
TRAIN TRAFFIC ENGINES AND WHISTLES

If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?

 - c. Daytime (7:00 a.m. - 6:00 p.m.)
 - d. Evening (6:00 p.m. - 10:00 p.m.)
 - e. Nighttime (10:00 p.m. - 7:00 a.m.)
 - f. All hours
 - g. Intermittently
7. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping
 - e. No Impact
 - f. Other

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8. Do you have a direct line-of-sight to the noise source that impacts you?

NO

9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?

ANY TIME OF DAY

10. Any other comments you would like to share with us?

ATMOSPHERIC CONDITIONS PLAY A ROLE IN THE NOISE IMPACTS

(Please return via email to: maldana@jonespayne.com)

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**HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO**

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: PIETER BURMEISTER
2. Address: 803 MILLMARK GROVE
3. Contact Information (email & telephone number):
(310) 957 4442
4. Entity Represented/Position:
SAN PEDRO PENINSULA HOMEOWNERS ASSOCIATION
5. What noise sources do you notice at your residence?
 - a. Port
 - b. Train
 - c. Trucks (container)
 - d. Local Traffic
 - e. Other
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes
 - b. No, it's tolerable

If you answered "Yes", describe the noise that annoys/impacts you the most?
at night

If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?
 - c. Daytime (7:00 a.m. – 6:00 p.m.)
 - d. Evening (6:00 p.m. – 10:00 p.m.)
 - e. Nighttime (10:00 p.m. – 7:00 a.m.)
 - f. All hours
 - g. Intermittently
7. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping
 - e. No Impact
 - f. Other

②

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

8. Do you have a direct line-of-sight to the noise source that impacts you?

yes 1 line close by

9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?

310 957 4442
day time only

10. Any other comments you would like to share with us?

Please stop those
Trains and noise
That go thru
our neighborhood's
Thank's

(Please return via email to: maldana@jonespayne.com)

Pedro J. Jarama and
Family"

2

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: *Pence*
2. Address: *1224 Stonewood Ct SP CA 90732*
3. Contact Information (email & telephone number):
morefice@gmail.com
4. Entity Represented/Position:
SAN PEDRO PENINSULA HOMEOWNERS UNITED INC.
5. What noise sources do you notice at your residence?
 a. Port
b. Train
c. Trucks (container)
d. Local Traffic
e. Other
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
a. Yes
 b. No, it's tolerable
- If you answered "Yes", describe the noise that annoys/impacts you the most?***
- If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?***
- c. Daytime (7:00 a.m. – 6:00 p.m.) *early morning*
d. Evening (6:00 p.m. – 10:00 p.m.)
e. Nighttime (10:00 p.m. – 7:00 a.m.)
f. All hours
g. Intermittently
7. How do the noise sources impact you the most?
a. Watching TV
b. Normal conversation
c. Outdoor activities
d. Sleeping
 e. No Impact *but i hear it*
f. Other

3

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

8. Do you have a direct line-of-sight to the noise source that impacts you?

No - Kids back windows
face Gaffey

9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?

email please

10. Any other comments you would like to share with us?

(Please return via email to: maldana@jonespayne.com)

③

**HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO**

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: Steven Skrumbis
2. Address: 1611 Stonewood Ct
3. Contact Information (email & telephone number):
Steve.skrumbis@yahoo.com
(310) ~~832-3052~~ 525-8577
4. Entity Represented/Position:
SAN PEDRO PENINSULA HOMEOWNERS UNITED
5. What noise sources do you notice at your residences?
 - a. Port
 - b. Train
 - c. Trucks (container)
 - d. Local Traffic
 - e. Other
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes
 - b. No, it's tolerable

If you answered "Yes", describe the noise that annoys/impacts you the most?

If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?

 - c. Daytime (7:00 a.m. – 6:00 p.m.)
 - d. Evening (6:00 p.m. – 10:00 p.m.)
 - e. Nighttime (10:00 p.m. – 7:00 a.m.)
 - f. All hours
 - g. Intermittently
7. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping
 - e. No Impact
 - f. Other

(4)*

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

8. Do you have a direct line-of-sight to the noise source that impacts you?

Traffic on Westmont.

9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?

After 4:00

10. Any other comments you would like to share with us?

(Please return via email to: maldana@jonespayne.com)

④

**HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO**

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: *Laurie Jacobs*
2. Address: *944 Gato St, San Pedro CA 90731*
3. Contact Information (email & telephone number):
PedroLaurie@yahoo.com
310-897-8961
4. Entity Represented/Position:
SAN PEDRO PENINSULA HOMEOWNERS ASSOCIATION
5. What noise sources do you notice at your residence?
 - a. Port
 - b. Train
 - c. Trucks (container)
 - d. Local Traffic
 - e. Other
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes
 - b. No, it's tolerable

If you answered "Yes", describe the noise that annoys/impacts you the most?

If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?

 - c. Daytime (7:00 a.m. – 6:00 p.m.)
 - d. Evening (6:00 p.m. – 10:00 p.m.)
 - e. Nighttime (10:00 p.m. – 7:00 a.m.)
 - f. All hours
 - g. Intermittently
7. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping
 - e. No Impact
 - f. Other

⑤

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

8. Do you have a direct line-of-sight to the noise source that impacts you?

9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?

10. Any other comments you would like to share with us?

(Please return via email to: maldana@jonespayne.com)

5

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: Alden McDonald
2. Address: 411 N. Leland Ave
3. Contact Information (email & telephone number):
aldeny@yahoo.com
4. Entity Represented/Position:
SAN PEDRO PENINSULA HOMEOWNERS UNITED
5. What noise sources do you notice at your residence?
 - a. Port
 - b. Train
 - c. Trucks (container)
 - d. Local Traffic
 - e. Other
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes
 - b. No, it's tolerable

If you answered "Yes", describe the noise that annoys/impacts you the most?

If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?

 - c. Daytime (7:00 a.m. – 6:00 p.m.)
 - d. Evening (6:00 p.m. – 10:00 p.m.)
 - e. Nighttime (10:00 p.m. – 7:00 a.m.)
 - f. All hours
 - g. Intermittently
7. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping
 - e. No Impact
 - f. Other

⑥*

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

8. Do you have a direct line-of-sight to the noise source that impacts you?

No

9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?

M-F 9am - 2pm

10. Any other comments you would like to share with us?

Train + containers can be heard at night.

(Please return via email to: maldana@jonespayne.com)

⑥

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: David L Rivera
2. Address: 1913 N Taper Ave, San Pedro CA 90731
3. Contact Information (email & telephone number): dlrivera@prodigy.net
4. Entity Represented/Position: San Pedro Peninsula Homeowners United
5. What noise sources do you notice at your residence?
 - a. Port
 - b. Train X
 - c. Trucks (container) X
 - d. Local Traffic
 - e. Other
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes X
 - b. No, it's tolerable

If you answered "Yes", describe the noise that annoys/impacts you the most?
Train engines noise at night

If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?

- c. Daytime (7:00 a.m. – 6:00 p.m.)
 - d. Evening (6:00 p.m. – 10:00 p.m.)
 - e. Nighttime (10:00 p.m. – 7:00 a.m.) X
 - f. All hours
 - g. Intermittently
7. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping X
 - e. No Impact
 - f. Other

⑦*

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

8. Do you have a direct line-of-sight to the noise source that impacts you? NO

9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?

PHONE ANYTIME ()310-831-9492

10. Any other comments you would like to share with us? NONE

(Please return via email to: maldana@ionespayne.com)

⑦

**HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO**

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: ~~Robert O'Brien~~
FRANK ANDERSON
2. Address: ~~822 Eastman St~~ SP
515 N. MEYLER ST S.D.
3. Contact Information (email & telephone number):
~~Robert7470@aol.com~~
4. Entity Represented/Position: Citizen
Frank B. Anderson
5. What noise sources do you notice at your residence?
 - a. Port Yes
 - b. Train Yes
 - c. Trucks (container)
 - d. Local Traffic: Motorcycles
 - e. Other
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes
 - b. No, it's tolerable Yes

If you answered "Yes", describe the noise that annoys/impacts you the most?
motor cycle

If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?

 - c. Daytime (7:00 a.m. – 6:00 p.m.)
 - d. Evening (6:00 p.m. – 10:00 p.m.)
 - e. Nighttime (10:00 p.m. – 7:00 a.m.)
 - f. All hours
 - g. Intermittently Yes
7. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping
 - e. No Impact Yes
 - f. Other

8*

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

8. Do you have a direct line-of-sight to the noise source that impacts you? No

Only the motorcycles

9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?
I do not respond the unknown callers.

→ leave a message 308339113
or email fbmjet@aol.com

10. Any other comments you would like to share with us?

(Please return via email to: maldana@jonespayne.com)

8

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: Jonathon P. Nave
2. Address: 1064 Via La Paz, San Pedro, Ca. 90732
3. Contact Information (email & telephone number):

Overbid2002@yahoo.com

310-831-1975
4. Entity Represented/Position:

Self
5. What noise sources do you notice at your residence?
 - a. Port: Terminal operations adjacent to John S. Gibson Blvd.
 - b. Train: Train horns, train rail noise on N. Gaffey St.
 - c. Trucks (container): Container trucks on Gaffey St. to and from the packing station at Westmont
 - d. Local Traffic: on Park Western Dr.
 - e. Other: We seem to have periodic gunfire and random fireworks in our area.
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes
 - b. No, it's tolerable

If you answered "Yes", describe the noise that annoys/impacts you the most?

9

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

The problem with working with the Port on these and other issues, is that the Port never responds. You never know if they are listening and certainly never know if they are actually doing something about the problems.

(Please return via email to: maidana@jonespayne.com)

9

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: Janet Gunter
2. Address: 1606 Sunnyside Terrace, SP 90732
3. Contact Information (email & telephone number): Arriane5@aol.com (310) 251-7075
4. Entity Represented/Position: ?
5. What noise sources do you notice at your residence?
 - a. Port - Yes
 - b. Train - Yes
 - c. Trucks (container) Yes
 - d. Local Traffic
 - e. Other
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes +
 - b. No, it's tolerable

If you answered "Yes", describe the noise that annoys/impacts you the most?
Sound of steel containers hitting dock – Crashing sounds at night – Train horns

If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?

 - c. Daytime (7:00 a.m. – 6:00 p.m.)
 - d. Evening (6:00 p.m. – 10:00 p.m.)
 - e. Nighttime (10:00 p.m. – 7:00 a.m.) +
 - f. All hours
 - g. Intermittently +
7. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping +
 - e. No Impact
 - f. Other

(10)

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

8. Do you have a direct line-of-sight to the noise source that impacts you? At times

9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?
Yes.....(310) 251-7075

10. Any other comments you would like to share with us?
The issue of lighting impacts is also another problem.

(Please return via email to: maldana@ionespayne.com)

(10)

**HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO**

Questions for San Pedro Stakeholders

Preliminary San Pedro Area Noise Study

(The Jones Payne Group in Partnership with Harbor Community Benefit Foundation)

January 2017

1. Name: Dave Newallis
2. Address: 2231 N. Taper Ave
3. Contact Information (email & telephone number):
dnewallis@gmail.com
310-351-1094
4. Entity Represented/Position:
5. What noise sources do you notice at your residence?
 - a. Port Yes
 - b. Train Yes
 - c. Trucks (container)
 - d. Local Traffic
 - e. Other Sounds like containers being placed on chassis at the port.
6. Would you consider the noise source(s) that you are identifying as Impactful or Annoying?
 - a. Yes
 - b. No, it's tolerable

If you answered "Yes", describe the noise that annoys/impacts you the most?

If you answered "Yes", please select the time of day where the noise sources annoy/impact you the most?

 - c. Daytime (7:00 a.m. – 6:00 p.m.)
 - d. Evening (6:00 p.m. – 10:00 p.m.)
 - e. Nighttime (10:00 p.m. – 7:00 a.m.)
 - f. All hours
 - g. Intermittently
7. How do the noise sources impact you the most?
 - a. Watching TV
 - b. Normal conversation
 - c. Outdoor activities
 - d. Sleeping
 - e. No Impact XXX
 - f. Other

INCOMPLETE

(11)

HARBOR COMMUNITY BENEFIT FOUNDATION
PORT-RELATED NOISE IMPACT STUDY FOR SAN PEDRO

8. Do you have a direct line-of-sight to the noise source that impacts you?
No.

9. We may want to follow-up this survey with a telephone call for more information. What would be the best day of the week, time of day, and contact numbers to reach you?

10. Any other comments you would like to share with us?

(Please return via email to: maldana@jonespayne.com)

DRAFT