JOHN S. GIBSON TRUCK & CHASSIS PARKING LOT PROJECT

SCH NO. 2023100743

prepared for
Los Angeles Harbor Department
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San Pedro, CA 90731

prepared with the assistance of
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Draft Environmental Impact Report

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Acronym List

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ATCM	Airborne Toxics Control Measure
BACT	Best Available Control Technology
BMPs	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CERP	Community Emissions Reduction Plan
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FESA	Federal Endangered Species Act
GHG	Greenhouse Gas
HAP	Hazardous Air Pollutants
HFC	Hydrofluorocarbons
HMTA	Hazardous Materials Transportation Act
HSP	Health and Safety Plan
IS	Initial Study
LADBS	Los Angeles Department of Building and Safety
LADCP	Los Angeles Department of City Planning
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
Leq	Equivalent Sound Level
Lmax	Maximum Noise Level
Lmin	Minimum Noise Level
Lx	Sound Level Equaled/Exceeded x Percent of Time
Ldn	Day-Night Average Noise Level
MACT	Maximum Achievable Control Technology
MBTA	Migratory Bird Treaty Act
MPO	Metropolitan Planning Organizations

MS4	Municipal Separate Storm Sewer Systems
MT	Metric Ton
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NPDES	National Pollutant Discharge Elimination System
NAHC	Native American Heritage Commission
NOx	Nitrogen Oxides
NOP	Notice of Preparation
OSHA	Occupational Safety and Health Administration
PCE	Passenger Car Equivalent
PFC	Perfluorocarbons
PM	Particulate Matter
PMP	Port Master Plan
POLA	Port or Los Angeles
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
RSL	Regional Screening Levels
RSPA	Research and Special Programs Administration
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SEA	Significant Ecological Area
SIP	State Implementation Plan
SMP	Soil Management Plan
SOx	Sulfur Oxides
SSC	Species of Special Concern
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminants
TAG	Transportation Assessment Guidelines
TAZ	Transportation Analysis Zone
TPH	Total Petroleum Hydrocarbons
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VdB	Vibration Velocity Levels in Decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan

1. Executive Summary

This Environmental Impact Report (EIR) evaluates the environmental effects that may result from the adoption, construction, and operation of the proposed John S. Gibson Truck & Chassis Parking Lot Project (Project). This EIR has been prepared in conformance with State and City of Los Angeles environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA). Specifically, this Executive Summary has been prepared in accordance with Section 15123(b) of the State CEQA Guidelines, which states that an EIR should contain a brief summary of the proposed actions and its consequences and should identify: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the lead agency including issues raised by agencies and the public; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects. Throughout this Executive Summary, references are made to various chapters and sections of this EIR where detailed information and analysis can be reviewed.

This EIR will be used to inform decision-makers and the public about the potential significant environmental effects of the Proposed Project and alternatives. The EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for at least 45 days in accordance with State CEQA Guidelines Sections 15087 and Section 15105. During the public review period, the EIR will be available for public review at the Port of Los Angeles' website: (https://www.portoflosangeles.org/ceqa) or physically by appointment request to ceqacomments@portla.org at the following location:

Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, California 90731

Written comments related to environmental issues in the EIR should be addressed to:

Director of Environmental Management
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, California 90731
Email: ceqacomments@portla.org

The email subject line should be titled "John S. Gibson Truck & Chassis Parking Lot Parking".

A Notice of Availability of the EIR was published concurrently with distribution of this document. After public review of the Draft EIR and public comment, a Final EIR will be prepared, including responses to comments on the Draft EIR.

1.1 PROJECT LOCATION

The Proposed Project site is located at 1599 John S. Gibson Boulevard in the community of San Pedro in the southwestern portion of the City of Los Angeles. The Project site encompasses approximately 18.63 acres and is bounded by Interstate 110 (I-110) to the north and west, John S. Gibson Boulevard to the east, and existing container terminals, a commercial office building (2001 John S. Gibson Boulevard #1), and the Harbor Community Police Station (2175 John S. Gibson Boulevard) to the south. The Project site is identified by Assessor's Parcel Numbers (APN) 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007. Regional access to the Project site is provided via Long Beach Freeway (I-710), located 4.3 miles to the east, I-110, adjacent to the west boundary of the site, and San Diego Freeway (I-405) approximately 6.0 miles north. Local access to the site is provided from John S. Gibson Boulevard. The Project site and surrounding area are shown in Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*.

1.2 PROJECT DESCRIPTION SUMMARY

The Applicant for the Proposed Project is requesting approval from the City of Los Angeles Harbor Department (LAHD) to develop the 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The Proposed Project includes paving of approximately 405,602 square feet (SF) of the site and striping of 393 truck and chassis stalls. The Proposed Project would be implemented in one development phase. See Figure 3-5, *Conceptual Site Plan*. The Project Applicant is requesting a Coastal Development Permit and a Port Master Plan (PMP) Amendment from LAHD (Lead Agency) to change the designation of three parcels within the Project site from Open Space to Maritime Support. In addition, the Proposed Project would require a Coastal Development Permit and additional ministerial permits from the City of Los Angeles.

1.3 PROJECT OBJECTIVES

The John S. Gibson Truck & Chassis Parking Lot Project site plan has been designed to meet a series of Project-specific objectives to aid decisionmakers in their review of the Proposed Project and its associated potential environmental impacts. The Project objectives are designed to ensure the Proposed Project provides a quality development. The Project objectives have been refined throughout the planning and design process for the Proposed Project, and are listed below:

- Increase the efficiency of goods movement in the POLA by providing off-terminal maritime support to help meet the demands of current and anticipated containerized cargo from the various San Pedro Bay port marine terminals;
- Provide a facility that increases the efficiency of terminal operations by providing storage and staging of trucks and chassis in the POLA;
- Provide a facility that alleviates truck traffic congestion and illegal parking by providing trailer parking; and
- To develop an underutilized property located in the vicinity of the I-110 with access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

1.4 SUMMARY OF ALTERNATIVES

Section 7.0, *Alternatives*, of this EIR analyzes a range of reasonable alternatives to the Proposed Project, which are summarized as follows.

Alternative 1: No Project/No Development Alternative. This alternative consists of the Proposed Project not being approved, and the Project site remaining undeveloped.

Alternative 2: No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative. This alternative consists of the Project not being approved, and the Project site being fully developed based on the existing POLA Port Master Plan (PMP) Land Use designation of Open Space with the exception of APN 7440-016-001. This alternative would result in 13.25 acres of open space and would leave APN 7440-016-001 in its existing undeveloped condition. Areas planned for physical development on and off site would be less than those required for development of the Proposed Project.

Alternative 3: Reduced Project Alternative. This alternative consists of development of the Project site in a manner similar to the Proposed Project, but with less paved acreage and parking spaces and reduced operational intensity. This alternative would develop 10 acres of the Project site with 196 parking spaces accommodating trucks and chassis with shipping containers up to 40 feet long. This alternative would require the same number of employees on site and same on-site operational equipment as the Proposed Project, but a reduced number of truck trips per day. The reduced development acreage would result in the remaining

8.63 acres of the Project site to remain in its existing vacant and undeveloped condition. This alternative would still require a PMP Amendment to amend the designation of the 10 acres being developed from Open Space to Maritime Support; however, this alternative would not require a Coastal Development Permit from the City of Los Angeles as no development would occur within the City of Los Angeles parcel.

1.5 AREAS OF CONTROVERSY

In accordance with State CEQA Guidelines Section 15123(b)(2), the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Prior to preparation of the Draft EIR, a public scoping meeting was held on November 14, 2023, to determine the concerns of responsible and trustee agencies and the community regarding the Proposed Project. The scoping meeting was held virtually, and no oral comments were provided. In addition, Notice of Preparation (NOP) comment letters received during the review period are summarized in Chapter 2, *Introduction* (see Table 2-2, *Summary of NOP/IS Comment Letters*).

1.6 SUMMARY OF IMPACTS

1.6.1 Impacts Considered in the EIR

Based on the NOP/IS prepared for the Proposed Project (Appendix A of this EIR), the following issues were determined to be potentially significant and are therefore evaluated in this EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation

Chapter 5, *Environmental Impact Analysis*, of this EIR evaluates the above topic areas.

1.6.2 Impacts Not Considered in the EIR

The scope of this EIR was established in the NOP/IS issued by LAHD on October 26, 2023 (Appendix A), and considers the comments submitted on the NOP/IS by agencies, organizations, and the public. The NOP/IS determined that certain topics would be excluded from the EIR because no potentially significant impacts would occur associated with these topics. Accordingly, this EIR does not analyze Agriculture and Forestry Resources, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

1.6.3 Impacts of the Proposed Project

Table 1-1 summarizes the conclusions of this EIR's environmental analysis. The level of significance of impacts after the proposed mitigation measures are applied are identified as significant and unavoidable, less-than-significant, or no impact. Relevant standard conditions of approval and regulatory requirements are identified, and mitigation measures are provided for all potentially significant impacts.

Unavoidable Significant Impacts

This EIR has determined that implementation of the Proposed Project would not result in any significant and unavoidable impacts.

Summary of Significant Impacts that Can Be Mitigated, Avoided, or Substantially Lessened

This EIR has determined that implementation of the Proposed Project would result in significant impacts that can be mitigated to a less-than-significant level related to:

- **Biological Resources (IMPACT BIO-1):** No animal species listed as State and/or federal Threatened, Endangered, or Candidate were detected on the Project site during the reconnaissance surveys. Southern California legless lizard and California overwintering populations of monarch butterfly have a low potential to occur on site. Therefore, construction of the Proposed Project has the potential to impact these species. However, Mitigation Measure BIO-1 (Pre-Construction Survey and Biological Monitoring) would require a pre-construction survey and biological monitoring during initial site preparation and grading. Therefore, with implementation of Mitigation Measure BIO-1 (Pre-Construction Survey and Biological Monitoring), construction and operation of the Proposed Project would not result in a substantial adverse effect, either directly or through habitat modification, on any animal species identified as a threatened, endangered, or candidate species in local or regional plans, policies, regulation or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- **Biological Resources (IMPACT BIO-4):** The Project site contains shrubs and trees that can support nesting birds and raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-2 (Nesting Bird Survey) has been included to require a nesting bird survey to be conducted three days prior to initiating vegetation clearing. If an active nest is observed, Mitigation Measure BIO-2 (Nesting Bird Survey) requires buffering and other adaptive mitigation techniques deemed necessary by a qualified biologist to ensure that impacts to nesting birds are avoided until the nest is no longer active. With the implementation of Mitigation Measure BIO-2 (Nesting Bird Survey), impacts related to nesting birds and any other migratory wildlife would be reduced to a less-than-significant level.
- **Cultural Resources (IMPACT CUL-2):** The Proposed Project includes excavation and grading of the Project site to depths of approximately 15 feet below the ground surface (Appendix F). Although the Phase I and II Cultural Resources Assessment (Appendix D) determined that no significant subsurface intact resources exist, there is a potential for previously unknown archaeological resources to be below the soil surface. The potential exists that grading of the site could encounter archaeologic deposits not encountered during testing. Therefore, monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist and Native American representative is included as Mitigation Measure CUL-1 (Cultural Resources Monitoring Plan) to ensure that if buried archaeologic deposits are unearthed, they will be handled in a timely and proper manner. With implementation of Mitigation Measure CUL-1 (Cultural Resources Monitoring Plan), potential impacts to archaeological resources from construction of the Proposed Project would be less-than-significant.
- **Geology & Soils (IMPACT PAL-1):** Project earthmoving activities would have the potential to disturb previously unknown paleontological resources. The majority of the Project site is overlain by non-marine terrace deposits which have a low paleontological sensitivity. However, the Paleontological Assessment (Appendix E) states that the resources have been previously found on site and within the Project vicinity and that the Project site is underlain by late to middle Pleistocene-aged shallow marine deposits, which have been recorded to be fossiliferous. Therefore, the Palos Verdes Sands on site have a high potential to yield paleontological resources. Although unique paleontological resources are not anticipated to be found within the soils on site, Mitigation Measure PAL-1 (Paleontological Monitoring) is included to require preparation of a Paleontological Resources Impact Mitigation Plan (PRIMP) and that ground disturbing activities be monitored by a qualified paleontologist to identify, salvage, and recover any potential paleontological resources, such as significant fossil remains. With implementation of Mitigation Measure PAL-1 (Paleontological Monitoring), potential impacts to paleontological resources from implementation of the Proposed Project would be less-than-significant.

Summary of Less-than-Significant Impacts

The EIR determined that implementation of the Proposed Project would result in less-than-significant impacts related to the issues of:

- **Aesthetics:** Substantially degrading the existing visual character or quality of public views of the site and its surroundings; conflict with applicable zoning and other regulations governing scenic quality.
- **Air Quality:** Emissions that exceed a South Coast Air Quality Management District (SCAQMD) threshold of significance in Tables 5.2-4 or 5.2-5; ambient air pollutant concentrations that exceed National Ambient Air Quality Standards or California Ambient Air Quality Standards or exceed an SCAQMD localized significance thresholds (LST) emissions threshold; exposure of sensitive receptors to significant levels of toxic air contaminants per SCAQMD thresholds; conflict with or obstruct implementation of an applicable air quality plan.
- **Biological Resources:** Substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildfire (CDFW) or the U.S. Fish and Wildlife Service (USFWS); Substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; conflict with any local policies or ordinances protecting biological resources.
- **Cultural Resources:** Impacts on built environmental historic resources; disturb any human remains, including those interred outside of formal cemeteries.
- **Energy:** Result in wasteful, inefficient, or unnecessary consumption of energy resources, during Proposed Project construction or operation; conflict with or obstruct a state or local plan for renewable energy or energy efficiency.
- **Greenhouse Gas (GHG) Emissions:** Generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 metric tons per year carbon dioxide equivalent (CO2e) threshold; conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions.
- **Hazards and Hazardous Materials:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
- **Land Use and Planning:** Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- **Noise:** Generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; generate excessive groundborne vibration or groundborne noise levels.
- **Transportation:** Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Table 1-1: Summary of Impacts, Mitigation Measures, and Level of Significance

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.1 Aesthetics			
Impact AE-3: In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of the public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage points). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	Less-than-significant	No mitigation is required.	Less-than-significant
Cumulative	Less-than-significant	No mitigation is required.	Less-than-significant
5.2 Air Quality			
Impact AQ-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Less-than-significant	No mitigation is required.	Less-than-significant
Impact AQ-2: Would the Project result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less-than-significant	No mitigation is required.	Less-than-significant
Impact AQ-3: Would the Project expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations?	Less-than-significant	No mitigation is required.	Less-than-significant
Cumulative	Less-than-significant	No mitigation is required.	Less-than-significant
5.3 Biological Resources			
IMPACT BIO-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Potentially significant	**Mitigation Measure BIO-1: Pre-Construction Survey and Biological Monitoring.**	Less-than-significant
IMPACT BIO-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	No impact	No mitigation is required.	No impact

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
IMPACT BIO-3: Would the Project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No impact	No mitigation is required.	No impact
IMPACT BIO-4: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially significant	**Mitigation Measure BIO-2: Nesting Bird Survey.**	Less-than-significant
IMPACT BIO-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less-than-significant	No mitigation is required.	Less-than-significant
Cumulative	Potentially significant	**Mitigation Measure BIO-1: Pre-Construction Survey and Biological Monitoring and Mitigation Measure BIO-2: Nesting Bird Survey.**	Less-than-significant
5.4 Cultural Resources			
Impact CUL-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Less-than-significant	No mitigation is required.	Less-than-significant
Impact CUL-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations Section 15064.5?	Potentially significant	**Mitigation Measure CUL-1: Cultural Resources Monitoring Plan.**	Less-than-significant
Impact CUL-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less-than-significant	No mitigation is required.	Less-than-significant
Cumulative	Potentially significant	**Mitigation Measure CUL-1: Cultural Resources Monitoring Plan.**	Less-than-significant
5.5 Energy			
Impact E-1: Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Less-than-significant	No mitigation is required.	Less-than-significant
Impact E-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less-than-significant	No mitigation is required.	Less-than-significant
Cumulative	Less-than-significant	No mitigation is required.	Less-than-significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.6 Geology and Soils			
Impact PAL-1: Would the Project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	Potentially significant	**Mitigation Measure PAL-1: Paleontological Monitoring.**	Less-than-significant
Cumulative	Potentially significant	**Mitigation Measure PAL-1: Paleontological Monitoring.**	Less-than-significant
5.7 Greenhouse Gases			
Impact GHG-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, in a way that would have a significant impact on the environment?	Less-than-significant	No mitigation is required.	Less-than-significant
Impact GHG-2: Would the Project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	Less-than-significant	No mitigation is required.	Less-than-significant
Cumulative	Less-than-significant	No mitigation is required.	Less-than-significant
5.8 Hazards and Hazardous Materials			
IMPACT HAZ-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	Less-than-significant	No mitigation is required.	Less-than-significant
IMPACT HAZ-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	Less-than-significant	No mitigation is required.	Less-than-significant
IMPACT HAZ-4: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that could cause a significant hazard to the public or the environment?	No impact	No mitigation is required.	No impact
Cumulative	Less-than-significant	No mitigation is required.	Less-than-significant
5.9 Land Use and Planning			
Impact LU-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less-than-significant	No mitigation is required.	Less-than-significant
Cumulative	Less-than-significant	No mitigation is required.	Less-than-significant

Impact	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.10 Noise			
Impact NOI-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less-than-significant	No mitigation is required.	Less-than-significant
Impact NOI-2: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?	Less-than-significant	No mitigation is required.	Less-than-significant
Cumulative	Less-than-significant	No mitigation is required.	Less-than-significant
5.11 Transportation			
Impact TR-1: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less-than-significant	No mitigation is required.	Less-than-significant
Impact TR-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less-than-significant	No mitigation is required.	Less-than-significant
Cumulative	Less-than-significant	No mitigation is required.	Less-than-significant

1.6.4 Mitigation Measures

The following mitigation measures would be required for the Proposed Project:

Mitigation Measure BIO-1: Pre-Construction Survey and Biological Monitoring. To avoid impacts to special-status animal species, the Applicant must conduct pre-construction biological surveys prior to initiating vegetation removal/clearing. Surveys shall be conducted by a qualified biologist within three days of vegetation removal. Should the qualified biologist find any special-status species, they shall be relocated to nearby open space (i.e., Palos Verdes peninsula) or shall be allowed to leave the site on their own. In addition, the qualified biologist shall be present for initial site preparation and grading to ensure that special-status animal species do not repopulate the site.

Mitigation Measure BIO-2: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and September 15). If vegetation removal is required during the nesting bird season, the Applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist verifies that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.

Mitigation Measure CUL-1: Cultural Resources Monitoring Plan. Prior to the issuance of a grading permit, a Cultural Resources Monitoring Plan for the Proposed Project shall be prepared by a qualified archaeologist and reviewed and approved by the City of Los Angeles Planning Department. This plan shall include, but not be limited to, the following actions:

- Prior to issuance of a grading permit, the Applicant shall provide written verification to the City of Los Angeles Planning Department in the form of a letter from the qualified archaeologist to the lead agency stating that a qualified archaeologist has been retained to implement the monitoring program.
- If required by Native American consultation, the Project Applicant shall provide Native American monitoring during grading. The Native American monitor shall work in concert with the archaeological monitor to observe ground disturbances and search for cultural materials.
- The certified archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.
- During ground disturbing activity of previously undisturbed deposits, the archaeological monitor(s) and Native American monitor shall be on-site, to perform full-time inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The qualified archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated.
- Isolates and clearly non-significant deposits will be minimally documented in the field and collected, as determined by the qualified archaeologist, so the monitored grading can proceed.
- In the event that previously unidentified intact cultural resources are discovered, the qualified archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of potentially significant cultural resources. The

qualified archaeologist shall contact the lead agency at the time of discovery. The qualified archaeologist, in consultation with the lead agency, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the qualified archaeologist and approved by the lead agency before being carried out using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the most likely descendant, as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains.

- Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods. The qualified archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis.
- All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.
- A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include Department of Parks and Recreation Primary and Archaeological Site Forms.
- A monitoring report shall be prepared by the qualified archaeologist upon completion of grading and submitted prior to the issuance of any building permit(s).

MM PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Applicant shall provide a letter to the City of Los Angeles Planning Department, or designee, from a professional paleontologist, stating that a qualified paleontologist (who meets the Society of Vertebrate Paleontology's (SVP, 2010) definition for qualified profession paleontologist) has been retained to provide services for the Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP), consistent with the provisions of CEQA, LAHD Guidelines, and SVP Guidelines, to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite. The PRIMP shall be provided to the City for review and approval. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance and provide worker training regarding paleontological monitoring. The PRIMP shall also require full-time paleontological monitoring by a qualified paleontological monitor starting at the ground surface (below any disturbed/artificial fill deposits) during grading, excavation, or utility trenching activities.

In the event paleontological resources are encountered, ground disturbing activity within 50 feet of the area shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered pursuant to the guidelines of the Society of Vertebrate Paleontology (SVP, 2010).

Criteria for discarding specific fossil specimens shall be made explicit in the PRIMP. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by Project construction, then recovery techniques may be applied as identified within the PRIMP. Actions include recovering a sample of the fossiliferous material prior to construction, monitoring construction activities and halting construction if significant fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage, and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement

in hand prior to initiating recovery of the resource. If no institution accepts the fossil(s), they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school. A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, will be prepared and submitted to the City of Los Angeles Planning Department, or designee.

Prior to commencement of grading activities, the City of Los Angeles Planning Department, or designee, shall verify that all Project grading and construction plans specify the requirements herein related to the PRIMP and the unanticipated discovery of paleontological resources.

1.7 REFERENCES

Society of Vertebrate Paleontology (SVP). (2010). *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Retrieved October 28, 2024, from https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines-1.pdf

2. Introduction

This Environmental Impact Report (EIR) is an informational document that evaluates the potential environmental effects that may result from the planning, construction, and operation of the proposed John S. Gibson Truck & Chassis Parking Lot Project (Project), which includes approval of a Port of Los Angeles Master Plan (POLA PMP) Amendment and Coastal Development Permit(s). The term "Project" and "Proposed Project" includes all discretionary and administrative approvals and permits required for its implementation.

2.1 PURPOSE OF CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. The CEQA Guidelines provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (State CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (State CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

2.2 LEGAL AUTHORITY

This EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to CEQA Section 21067 and State CEQA Guidelines Article 4 and Section 15367, the Los Angeles Harbor Department (LAHD) is the Lead Agency under whose authority this EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action on any approvals for the Project, the LAHD has the obligations to: (1) ensure that this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision-making process; (3) make a statement that this EIR reflects the LAHD's independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary, (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the Proposed

Project that outweigh its unavoidable adverse effects (State CEQA Guidelines Sections 15090 through 15093).

Pursuant to State CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the LAHD will have the legal authority to do any of the following:

- Approve the Proposed Project;
- Require feasible changes in any or all activities involved in the Proposed Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Proposed Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Proposed Project were approved as proposed; or
- Approve the Project even if the Project would cause a significant effect on the environment if the LAHD makes a fully informed and publicly disclosed decision that: (1) there is no feasible way to lessen the effect or avoid the significant effect; and (2) expected benefits from the Proposed Project outweigh the significant environmental impacts of the Proposed Project.

2.3 ENVIRONMENTAL IMPACT REPORT PROCESS

A project-level analysis has been provided pursuant to State CEQA Guidelines Section 15161. This EIR meets the content requirements discussed in State CEQA Guidelines Article 9, beginning with State CEQA Guidelines Section 15120.

Notice of Preparation

Pursuant to the requirements of CEQA, the LAHD issued a Notice of Preparation/Initial Study (NOP/IS) for the Proposed Project, which was distributed from October 26, 2023, through December 11, 2023, for a 45-day public review period. The purpose of the NOP/IS was to inform the public about the Proposed Project and its potential environmental impacts, solicit comments from public agencies with expertise in subjects that are discussed in this EIR, and to solicit comments from the public regarding potential Project environmental impacts. As provided in the NOP/IS, the LAHD determined through the initial review process that impacts related to the following topics shown on Table 2-1 are potentially significant and required a detailed level of analysis in this EIR. All other issue areas were determined to have either no impact or less-than-significant impacts and are discussed in Section 6, *Other CEQA Considerations*.

Table 2-1: Environmental Topics Identified in the IS/NOP for Further Evaluation in the EIR

• Aesthetics • Air Quality • Biological Resources • Cultural Resources • Energy • Geology and Soils	• Greenhouse Gas Emissions • Hazards and Hazardous Materials • Land Use and Planning • Noise • Transportation

The NOP/IS requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the EIR being prepared. Comments received on the NOP/IS are included in Appendix A and summarized in Table 2-2, which also includes a reference to the EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-2: Summary of NOP/IS Comment Letters

Comment Letter and Comment	Relevant EIR Section
State Agencies	
California Native American Heritage Commission, October 26, 2023	
This letter provides details regarding the mission of the Native American Heritage Commission (NAHC), a background of Assembly Bill (AB) 52 and Senate Bill (SB) 18, and NAHC's interest in the Project's cultural and historical impacts. The letter also details the requirements for CEQA compliance with AB 52 and SB 18, as well as the NAHC Recommendations for Cultural Resources Assessments.	5.4 Cultural Resources
California Department of Transportation, December 7, 2023	
This letter provides a summary of the Proposed Project and the mission of the California Department of Transportation (Caltrans). The comment provides a summary of the proposed trip generation and requests that a queuing analysis is prepared for I-110 off-ramps to address truck traffic safety concerns. The comments states that Caltrans encourages Lead Agencies to prepare traffic safety analysis within the CEQA process. The letter also discusses that the Proposed Project will require an Encroachment Permit from Caltrans.	5.11 Transportation
California Department of Toxic Substances Control, December 11, 2023	
This comment provides a summary of the Proposed Project and the California Department of Toxic Substances Control's (DTSC) review of the NOP/IS. The letter states that the Proposed Project encompasses multiple active and nonactive mitigation and clean-up sites where DTSC has oversight that may be impacted, which could restrict what construction activities are permissible. The letter states that the EIR should discuss the potential for historic and future activities on or near the Project site to result in a release of hazardous wastes/substances on the site, and studies should be conducted to delineate the nature and extent of contamination. The letter recommends a soils sampling plan to assess volatile organic compounds, petroleum hydrocarbons, and metals in the soils, and contaminated soils should be handled as recommended by DTSC and disposed of offsite, if necessary. The letter recommends that all imported soil and fill material should be tested to ensure any contaminants are within approved screening level. The letter provides contact information for DTSC should there be any questions.	3.0 Project Description 5.8 Hazards and Hazardous Materials
Local Agencies	
LA Sanitation and Environment, November 20, 2023	
This letter provides a response from LA Sanitation, Wastewater Engineering Services Division, and states that upon review, the Project is unrelated to sewers and does not require any hydraulic analysis. The letter provides contact information for any questions.	6.0 Other CEQA Considerations
Central San Pedro Neighborhood Council, December 11, 2023	
This letter discusses that the NOP determined that an EIR was necessary for the Proposed Project and identified 11 areas where there may be significant impacts. The letter summarizes the project and discusses that there are no control mechanisms to assure container storage does not occur on site. The letter discusses that the Proposed Project would result in 1,794 truck trips per day, which is four times the original estimated traffic volumes when the Project was previously proposed as a mitigated negative declaration. This letter	3.0 Project Description 5.11 Transportation

Comment Letter and Comment	Relevant EIR Section
states that the NOP asserts that the POLA is only required to evaluate passenger vehicle traffic impacts only. The letter provides questions on whether trucks will back up on to John S. Gibson Boulevard or result in other traffic impacts on the truck route, and whether light improvements would be necessary. The letter also discusses whether there will be impacts to adjacent uses. The letter provides suggested mitigation measures such as providing new paving on John S. Gibson Boulevard with a new sub-base and undergrounding utilities.	
Northwest San Pedro Neighborhood Council, December 11, 2023	
This letter discusses that the NOP determined that an EIR was necessary for the Proposed Project and identified 11 areas where there may be significant impacts. The letter summarizes the project and discusses that there are no control mechanisms to assure container storage does not occur on site. The letter discusses that the Proposed Project would result in 1,794 truck trips per day, which is four times the original estimated traffic volumes when the Project was previously proposed as a mitigated negative declaration. This letter states that the NOP asserts that the POLA is only required to evaluate passenger vehicle traffic impacts only. The letter provides questions on whether trucks will back up on to John S. Gibson Boulevard or result in other traffic impacts on the truck route, and whether light improvements would be necessary. The letter also discusses whether there will be impacts to adjacent uses. The letter provides suggested mitigation measures such as providing new paving on John S. Gibson Boulevard with a new sub-base and undergrounding utilities.	3.0 Project Description 5.11 Transportation
Wilmington Neighborhood Council, December 11, 2023	
This letter discusses that the NOP determined that an EIR was necessary for the Proposed Project and identified 11 areas where there may be significant impacts. The letter summarizes the project and discusses that there are no control mechanisms to assure container storage does not occur onsite. The letter discusses that the Proposed Project would result in 1,794 truck trips per day which is four times the original traffic when the Project was previously proposed as a mitigated negative declaration. This letter states that the NOP asserts that the POLA is only required to evaluate passenger vehicle traffic impacts only. The letter provides questions on whether trucks will back up on to John S. Gibson Boulevard or result in other traffic impacts on the truck route, and whether light improvements would be necessary. The letter also discusses whether there will be impacts to adjacent uses. The letter provides suggested mitigation measures such as providing new paving on John S. Gibson Boulevard with a new sub-base and undergrounding utilities. This letter states that Wilmington is overburdened with container storage, chassis yards, and other trucking and Port-related activities and that the Project will not benefit the community. The comment states that the Project will impact emergency services and is concerned about access at Harbor Community Police Station. The letter also states that the Project would result in a traffic hazard and Harry Bridges will be impacted and that the Waterfront Park was supposed to provide a buffer between Port activity and residences. The letter states that truck idling will result in pollution and will add to extremely high cancer and asthma rates given the amount of Port projects. The comment states that there are a lot of container and chassis yards operating illegally with little enforcement of regulations. The letter states that the Board of Harbor Commissioners should not approve the Project. The letter also states that there	3.0 Project Description 5.2 Air Quality 5.11 Transportation

Comment Letter and Comment	Relevant EIR Section
is no mention that the Project would use union labor and that the Wilmington Neighborhood Council opposes the Project.	
Los Angeles Unified School District, Office of Environmental Health and Safety, December 11, 2023	
This letter provides comments from the Los Angeles Unified School District (LAUSD) on the Project and states that there are multiple LAUSD schools near the Project site and that LAUSD has concerns over the potential negative environmental impacts of the Project on students and staff. LAUSD requests that schools be recognized as sensitive receptors in the EIR and that the EIR address impacts related to Air Quality, Hazards and Hazardous Materials, Noise, and Transportation/Traffic. The letter requests that LAUSD's Office of Environmental Health and Safety be added to the interested parties list and receive all notices related to the Project. The letter provides a map of nearby schools.	3.0 Project Description 5.2 Air Quality 5.8 Hazards and Hazardous Materials 5.10 Noise 5.11 Transportation
Organization Comments	
Citizens Coalition for A Safe Community, December 11, 2023	
This letter discusses that the Project description, NOP, and IS are inadequate for compliance with requirements of CEQA and NEPA. This comment provides a discussion of transportation thresholds set forth by Los Angeles Department of Transportation and states that more discussion is needed in the Initial Study. The letter discusses that there is no discussion of the Community Plan, and the proposed uses do not conform with the current General Plan and CEQA review must be conducted by the Los Angeles City Planning Department. The comment states an analysis of transportation analyses zones (TAZs) is needed and the Project should have a full comparison of diesel exhausts and fumes from truck engines. The letter discusses that continuation of trucking operations will continue to lead to noncompliance with federal and state air quality requirements and the Initial Study does not provide most likely truck routes for use by Project trucks. The letter discusses that no EIR alternatives or goals/objectives are provided in the EIR and provides suggested goals. The letter discusses that the Initial Study must compare the Project's land uses with those of the City's community and district plans. The letter discusses the fault that runs through the site and mentions that additional discussion of the fault is needed. The letter says that no archaeological or paleontological resource inventories have been conducted for the site and additional analysis is needed. The letter discusses that the Initial Study does not mention tsunami threats, runoff, or groundwater, and runoff should be used for irrigation. The letter states that the Initial Study does not consider air quality a significant impact and there should be mitigation measures for reducing truck emissions and provides suggested mitigation measures. The letter discusses that an alternative for a four-floor development should be considered within the EIR and there is no discussion of Southern California Association of Governments projections for employment on the parcels.	3.0 Project Description 5.2 Air Quality 5.9 Land Use 5.11 Transportation 6.0 Other CEQA Considerations 7.0 Alternatives
Coalition for a Safe Environment et. al., December 11, 2023	
This letter provides comments from the Coalition for a Safe Environment (CFASE) and Community Dreams, EMERGE, Wilmington Improvement Network, Organización de Servicios Comunitarios Familiares, Citizens For A Better Wilmington, San Pedro Peninsula Homeowners United, NAACP San Pedro-Wilmington-Palos Verde Branch # 1069, West Long Beach Association,	3.0 Project Description 5.2 Air Quality 5.7 Greenhouse Gas Emissions

Comment Letter and Comment	Relevant EIR Section
Latinos In Action, Friends of the Air, Earth and Water, California Kids IAQ, California Communities Against Toxics, St. Philomena Church Social Justice Committee, Del Amo Action Committee, and California Safe Schools Action Now. The letter states that the commenters oppose the Project because of the following reasons and violations of CEQA requirements. The letter states that the Project should be rejected because it is not a POLA development to be built on POLA land for a new tenant and would not be used by an existing tenant. The letter discusses why there is no public benefit from the Project. The letter provides other comments regarding existing POLA trucking operations. The letter states that the Port fails to conduct offsite environmental impact assessments which results in underestimating air pollution, GHG emissions, traffic congestion, public health and public safety issues. The letter states that the Project will not sufficiently offer off-terminal maritime support as there is no assessment of current and anticipated goods movement in the POLA and there are no penalties for not increasing efficiency. The letter states the public does not want another POLA off-terminal maritime support project. The letter also provides comments on the TraPac terminal project and other concerns related to POLA operations. This letter also provides comments about the proposed operations and that the Project would not result in increased efficiencies. The letter states that the Project is only designed to accommodate trucks with a 20-foot chassis and container. The comment states there is no traffic congestion on John S. Gibson Boulevard to mitigate or illegal truck parking and that truck congestion will actually occur from the Project. This comment states that alternative projects were not considered. The comment states that it is difficult to understand how many trucks could queue in the driveway and that trucks will back up onto John S. Gibson Boulevard. The comment states that more employees will be needed for operations. The letter states that the increase in truck trips will create response delays for fire and police response and there is no secondary emergency exit. CFASE also provided a list of zero emission transportation vehicles, cargo handling equipment, and boat commercial availability.	5.8 Hazards and Hazardous Materials 5.9 Land Use 5.11 Transportation 7.0 Alternatives
Individuals	
Albert Cervantes, October 26, 2023	
The commenter is a resident of Wilmington and has concerns about the noise from trailers hitching and unhitching. The comment states that there is already excessive noise from the Port and asks if the Project site is going to be on the east side of John S. Gibson Boulevard. The commenter has concerns about excessive noise, traffic, and fumes.	3.0 Project Description 5.2 Air Quality 5.10 Noise 5.11 Transportation
Tony Martinovich, October 29, 2023	
The comment states that Wilmington does not need additional air contaminants and the commenter had to power wash the exterior of their home from all of the soot and contaminants from the Port. The comment recommends building something in the vacant land in Rolling Hills.	5.2 Air Quality
Pat Nave, November 17, 2023	
The commenter was not able to attend the scoping meeting but asks about the height of the parking area. The comment asks if the parking area will be built up high with fill or if it will be street level with excavation.	3.0 Project Description 5.1 Aesthetics
Dean Pentcheff, November 30, 2023	
This comment states that the monthly meeting schedule of neighborhood councils makes it nearly impossible to collect public comment and formulate	2.0 Introduction

Comment Letter and Comment	Relevant EIR Section
comments to a CEQA document in a few weeks. This comment requests the extension of the NOP/IS review period to 90 days rather than 45 days in order to allow the Coastal San Pedro Neighborhood Council to consider the Project at the January Board meeting.	
Pat Nave, December 11, 2023	
The commenter adopts comments of the Wilmington, Northwest, Central, and Coastal San Pedro Neighborhood Councils on the Project, but has several additional comments. The comment states that there is a rumor that the owners plan to operate a non-union truck chassis repair and maintenance facility on the site, which would result in significant impacts related to traffic. The comment states that there is another project for a 40-acre chassis storage and servicing facility on Terminal Island and asks if the Project is necessary since it is the same use. The comment states that there should be an alternative that discusses use of the site for temporary housing for terminal executives.	3.0 Project Description 5.11 Transportation 7.0 Alternatives

Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the State CEQA Guidelines, the LAHD held a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the EIR for the Project. The virtual scoping meeting was held on November 14, 2023, at 4:00 p.m. via Zoom. No comments were received during the Scoping Meeting.

Draft EIR

Topics requiring a detailed level of analysis that are evaluated in this Draft EIR have been identified based upon the responses to both the NOP and a review of the Project by the LAHD within the Initial Study. Pursuant to State CEQA Guidelines Section 15126.2(a) which states, "[a]n EIR shall identify and focus on the significant effects on the environment," the LAHD determined that Project impacts on the topics identified below would not to be significant. Consequently, these topics are not analyzed in detail within this Draft EIR, but are briefly discussed in Section 6, Other CEQA Considerations.

- Agricultural and Forestry Resources
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The Draft EIR analyzes the remaining topics, as listed in Table 2-1.

The LAHD filed a Notice of Completion and Notice of Availability with the Governor's Office of Planning and Research, State Clearinghouse and the Los Angeles County Clerk, indicating that the Draft EIR has been completed and is available for review and comment. A Notice of Availability of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for at least 45 days in accordance with State CEQA Guidelines Sections 15087 and 15105. During the review period from Friday, November 15, 2024 to Friday, January 10, 2025, the Draft EIR is available for public review digitally on the Port of Los

Angeles' website (www.portoflosangeles.org/ceqa) or physically by appointment request to ceqacomments@portla.org at the following location:

Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

Written comments related to environmental issues in the Draft EIR should be addressed to:

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

Or sent by e-mail to: ceqacomments@portla.org, with the subject line titled "John S. Gibson Truck & Chassis Parking Lot Parking".

Final EIR

Upon completion of the Draft EIR public review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments to agency comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered by the Board of Harbor Commissioners. These comments, and their responses, will be included in the Final EIR for consideration by the Board of Harbor Commissioners, as well as other responsible and trustee agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, and other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to its certification by the Board of Harbor Commissioners. Notice of the availability of the Final EIR will be sent to all commenters on the Draft EIR.

2.4 ORGANIZATION OF THE EIR

To help the reader locate information of interest, a brief summary of the contents of each section of the EIR is provided.

- **Section 1, Executive Summary:** This section provides a brief summary of the Project area, the Project, and alternatives. The section also provides a summary of environmental impacts and mitigation measures, applicable Project design features, applicable regulations and regulatory requirements, and the level of significance after implementation of the mitigation measure(s). The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2, Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this EIR, a summary of the legal authority for the EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3, Project Description:** This section provides a detailed description of the Proposed Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4, Environmental Setting:** This section provides a discussion of the existing conditions within the Project area and applicable local and regional plans and policies.
  Section 5, Environmental Impact Analysis: This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect impacts on the environment, including potential cumulative impacts

that could result from the Project; any applicable Project design features; standard conditions and plans, policies, and programs that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.

- **Section 6, Other CEQA Considerations:** This section summarizes the significant and unavoidable impacts that would occur from implementation of the Project and provides a summary of the environmental effects of the Project that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the Project. In addition, this section provides a discussion of impacts found not to be significant.
- **Section 7, Alternatives:** This section describes and analyzes a reasonable range of alternatives to the Proposed Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the Proposed Project. As required by the State CEQA Guidelines, the environmentally superior alternative is also identified, which is the alternative found to have an overall environmental advantage compared to the other alternatives.
- **Section 8, EIR Preparers and Persons Contacted:** This section lists authors of the EIR and LAHD staff that assisted with the preparation and review of this document. This section also lists other people that were contacted for information included in the EIR document.
- **Appendices:** This section provides information and technical studies in support of the environmental analysis contained in the Draft EIR.

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3. Project Description

3.1 INTRODUCTION

Consistent with the requirements of State CEQA Guidelines Section 15124, this section provides a description of the:

1) Project's location and boundaries;
2) Project's statement of objectives;
3) Project's technical, economic, and environmental characteristics; and
4) Intended uses of this EIR.

A "Project," as defined by State CEQA Guidelines Section 15378(a), includes the following:

> [T]he whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land… enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans.

3.2 PROJECT LOCATION

The John S. Gibson Truck & Chassis Parking Lot Project ("Proposed Project") site is located at 1599 John S. Gibson Boulevard in the community of San Pedro in the southwestern portion of the City of Los Angeles partially within the Port of Los Angeles (POLA) Master Plan planning area. The POLA is adjacent to the San Pedro Bay, approximately 20 miles south of downtown Los Angeles. The community of San Pedro is bounded by Harbor City and Wilmington to the north, the Pacific Ocean to the south, Long Beach to the east, and Rancho Palos Verdes to the west. Access to the Proposed Project is provided by State Route 47 (SR-47) and Long Beach Freeway (I-710) to the east, Harbor Freeway (I-110) to the west, and San Diego Freeway (I-405) to the north. Figure 3-1, *Regional Location*, shows the Project location.

A portion of the Project site is in the western portion of the POLA Master Plan Planning Area 2, which encompasses the West Basin and Wilmington areas. The Project site is not located on land owned by the Harbor Department. The Project site is bounded by I-110 to the north and west, John S. Gibson Boulevard to the east, and existing container terminals, a commercial office building (2001 John S. Gibson Boulevard #1), and the Harbor Community Police Station (2175 John S. Gibson Boulevard) to the south. Facilities near the Project site include Berths 121- 131, which consists of container terminals (POLA, 2019). The local vicinity map and Project aerial are provided in Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial View*, respectively.

The Project site is identified by Assessor's Parcel Numbers (APNs) 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007. Additionally, the Project site is located within the San Pedro USGS 7.5-minute Quadrangle; Township 5 South, Range 13 & 14 W, San Bernardino Baseline and Meridian. The Project site is currently vacant and contains multiple abandoned cell phone towers, as shown on Figure 3-4, *Existing Site Photos*. Additional information about the Project site's location and setting is provided in EIR Section 4, *Environmental Setting*.

3.3 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires "A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project."

The Proposed Project site plan has been designed to meet a series of Project-specific objectives to aid decisionmakers in their review of the Proposed Project and its associated potential environmental impacts. The Project objectives are designed to ensure the Project provides a quality development. The Project objectives have been refined throughout the planning and design process for the Proposed Project, and are listed below:

- Increase the efficiency of goods movement in the POLA by providing off-terminal maritime support to help meet the demands of current and anticipated containerized cargo from the various San Pedro Bay port marine terminals;
- Provide a facility that will increase the efficiency of terminal operations by providing storage and staging of trucks and chassis in the POLA;
- Provide a facility that alleviates truck traffic congestion and illegal parking in the area by providing truck and chassis parking; and
- To develop an underutilized property that is conveniently located in vicinity to the I-110 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

3.4 PROJECT CHARACTERISTICS

3.4.1. Project Overview

The Proposed Project would develop the 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The Proposed Project would alleviate truck traffic congestion and reduce the distance required for trucks to access shipping containers within the POLA. The Proposed Project includes grading and paving of the site and striping of 393 truck and chassis stalls. The Proposed Project would be implemented in one development phase. See Figure 3-5, *Conceptual Site Plan*. The Project Applicant is requesting a Coastal Development Permit (CDP) and a Port Master Plan Amendment from the Los Angeles Harbor Department (LAHD) to change the designation of three parcels of the Project site from Open Space to Maritime Support. In addition, the Project would require a CDP from the City of Los Angeles.

3.4.2. Project Features

Development Summary

The Proposed Project would grade and install a Portland concrete cement (PCC)-paved parking lot on approximately 405,602 square feet within the 18.63-acre (811,741 square feet) site. Within the parking lot, striping would be added for 393 stalls, each approximately 11 feet wide by 40 feet long. The Proposed Project would be accessed from an all-access, signalized 40-foot to 60-foot-wide driveway along John S. Gibson Boulevard. In addition, a prefabricated guard booth and an approximately 50-square-foot restroom on slab-on-grade foundations would be installed for use by truck drivers and Proposed Project employees. Charging infrastructure for on-site operational equipment would also be installed. The Project site is located within an area identified as a methane hazard zone due to its proximity to methane gas sources. As such, methane gas reduction systems would be incorporated into the design of any paved area or structure on the site as required by City of Los Angeles Municipal Code, Section 91.7103.

Infrastructure Improvements

Drainage

The Proposed Project would install on-site drainage infrastructure in compliance with the City of Los Angeles Low Impact Development (LID) Ordinance directing runoff from the Project site to drainage inlets and gutters that would convey runoff to ten underground cisterns, each approximately 10 feet in diameter. Stormwater captured within the cisterns would be utilized for landscaping irrigation. In addition, operational source control LID best management practices (BMPs) would be implemented, including but not limited to storm drain system stenciling and signage and catch basin filtration inserts.

Landscaping and Walls

The Proposed Project would include approximately 316,373 square feet of drought tolerant and California native ornamental landscaping that would cover approximately 39 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers. Native hydroseed mix would be applied to the unpaved portions surrounding the parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation. An irrigation system would be installed, and reclaimed stormwater from the capture and use cisterns would be used to irrigate the landscape area. If reclaimed water is not reasonably available, potable water would be used in its place. The irrigation system would be installed in accordance with the requirements of City rules and regulations for use of recycled water and Los Angeles Municipal Code Section 12.41. The Proposed Project has been designed to be water-efficient by the use of drought tolerant landscaping and an automatic irrigation controller. Irrigation heads would be selected to effectively water all plant material with minimal overspray. A 2-inch layer of mulch in all planting areas would be placed to retain moisture. Slopes 3:1 (horizontal:vertical) or greater would have jute netting or other slope stabilization devices, and slopes 2:1 would have erosion control blankets. The site would be graded to reduce the existing slopes for an overall slope of 2:1.

Retaining wall structures would be installed on site, which would include six mechanically stabilized earth (MSE) retaining walls up to approximately 30 feet in height. These walls would be installed along a portion of the northern property line adjacent to I-110, within the landscaped areas west and east of and generally bordering the proposed driveway, and along the southern property line adjacent to John S. Gibson Boulevard east of the proposed driveway.

Access and Circulation

The Proposed Project would construct a 40- to 60-foot-wide driveway off John S. Gibson Boulevard to allow vehicles to access the Proposed Project site and would remove certain trees that block needed line of sight. The driveway would be signal-controlled at John S. Gibson Boulevard and would allow for all turning movements, with the driveway having a right turn on red restriction. The Proposed Project would remove portions of the existing median to provide left-in, left-out access and would install a signal at the new intersection prior to the start of operations. The signal would provide for protected left-turn movements. In addition, the Proposed Project would install advance signal warning signage and stripe pavement markings on John S. Gibson Boulevard. In addition, the Proposed Project would install PCC pavement for the access road. The Proposed Project would include a prefabricated guard booth at the entrance from the driveway to the site and adequate queuing length would be provided to ensure that trucks do not queue onto John S. Gibson Boulevard.

Methane Gas Reduction System

The Proposed Project is located within a City of Los Angeles identified Methane Hazard Zone. Therefore, as part of construction, the Proposed Project would be required to comply with the City's Municipal Code Section

91.71 and conduct methane gas testing and install methane gas mitigation systems within the proposed guard shack and restroom.

Lighting

The Proposed Project would install standard 19-foot-high pole mounted light-emitting diode (LED) fixtures in the parking lot and driveway to provide illumination during evening and overnight operations (Pacific Electrical Engineering, 2019). The LED fixtures would be designed to face downward directly onto the parking lot and driveway, minimizing spillover and avoiding glare to surrounding areas pursuant to Los Angeles Municipal Code Section 93.0117.

3.4.3. Construction

Construction of the Proposed Project would remove and relocate existing abandoned structures, including the existing cell phone towers and abandoned pipeline materials; construct an access road and driveway from John S. Gibson Boulevard; grade and pave the site; install slab-on-grade foundations; install retaining walls and lights; and install landscaping. The maximum anticipated excavation depth would be approximately 15 feet below the existing grade. As part of the construction activities, approximately 12,000 cubic feet of soils contaminated with total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) located within the northern portion of the site near the oil and gas pipeline infrastructure would be removed and disposed of pursuant to existing California Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (SCAQMD), and Los Angeles Regional Water Quality Control Board (RWQCB) regulations.

During construction of the proposed retaining walls, the contractor would control stormwater drainage near the walls by collecting and discharging stormwater away from the wall and reinforced backfill. Staging for equipment and materials and parking for workers would be located in the southwest portion of the Proposed Project site adjacent to John S. Gibson Boulevard. Temporary lane closure may be required on John S. Gibson Boulevard during construction of the Proposed Project driveway, during signal installation, and median reconstruction; however, full roadway closure is not anticipated.

Proposed Project construction would last approximately eight months and includes removal and relocation of existing on-site cell phone towers, site preparation (including installation of cisterns), grading, paving and installation of slab foundations, charging infrastructure, signage, and striping. Project construction, including grading, is anticipated to require approximately 3,433 cubic yards of soil import. All construction activities would occur Monday through Friday between 7:00 AM and 5:00 PM. Table 3-1 provides the proposed construction schedule and phases for the Proposed Project.

Table 3-1: Proposed Project Construction Schedule

Phase Name	Phase Start Date	Phase End Date	Number of Days
Site Preparation	4/7/2025	6/6/2025	45
Grading	6/9/2025	9/12/2025	70
Paving, Slab Foundations	9/14/2025	10/23/2025	30
Signal Installation, Median Modifications, Driveway Construction	10/2/2025	10/23/2025	21
Architectural Coating/Striping	10/26/2025	12/4/2026	30

3.4.4. Operations

Proposed Project operations would involve a to-be-determined company that would operate the site as a parking lot for the parking of trucks and loaded and unloaded chassis. The parking lot would have approximately 393 spaces accommodating chassis with shipping containers up to 40 feet long. During Proposed Project operations, trucks would travel to and from the Project site to pick up or drop off chassis, and shipping containers would be "parked" on top of the chassis. The Proposed Project is anticipated to be used for short-term parking, as chassis and containers are not anticipated to be parked on site for longer than 24 hours. No fueling, maintenance, or other industrial activity would occur on the Project site. However, charging for electric on-site equipment would occur during Proposed Project operations.

The additional short-term truck and chassis parking space provided by the Proposed Project would alleviate truck traffic congestion and reduce the distance required for trucks to access shipping containers. Typical POLA trucking operations consist of trucks traveling to their respective container terminals to pick up shipping containers prior to transporting them to warehouses. The Proposed Project provides a site for storage of shipping containers on chassis after picking up containers from terminals or before dropping off containers at terminals. Implementation of the Proposed Project would therefore allow trucks to avoid driving further into or from the Port to pick up or drop off chassis with containers. The Proposed Project would result in approximately 1,794 one-way truck trips per day, approximately 4 one-way delivery/vendor trips per day, and approximately 10 passenger vehicle trips per day. The parking lot is intended to support ship offloading and loading activities occurring at POLA container yards. The Proposed Project would not create new truck trips that would otherwise not already be occurring in the POLA from normal POLA operations.

Parking operations were conservatively assumed to occur year-round, 24 hours a day, seven days a week. Operations would require a maximum of two employees on site at a time to provide security and operate on-site machinery. Two employees would be on site during each of the two 8-hour day shifts, and two employees would be on site during the 8-hour night shift. In addition, on-site equipment needed for the parking of truck chassis would include one utility tractor rig and two small forklifts. On-site equipment would be zero-emission, and all-electric and necessary charging equipment would be installed on site, which would connect to existing electric infrastructure in John S. Gibson Boulevard. An approximately 50-square-foot building with restrooms would be provided on site for employees and truck drivers. The Project would include installation of on-site sewer lines connecting to the existing 36-inch sewer line in John S. Gibson Boulevard.

3.5 LAND USE AND ZONING

A portion of the Project site has a POLA Master Plan Land Use designation of Open Space, as shown on Figure 3-6, *Existing Port Master Plan Land Use Designation*. The Proposed Project would require a POLA Master Plan Amendment to change the land use designation from Open Space to Maritime Support for APNs 7440-016-002, 7440-016-003, and 7412-024-007. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities.

APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, and APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL) (City of Los Angeles Planning Department, n.d.). The Proposed Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site.

3.6 DISCRETIONARY APPROVALS AND PERMITS

The Proposed Project includes development within the Coastal Zone, and portions of the Project site are within the local jurisdiction of LAHD and the City of Los Angeles. As such, LAHD is responsible for issuing a Coastal Development Permit for the majority of the Project area and therefore has primary approval responsibility for the Proposed Project. Therefore, LAHD serves as the Lead Agency for the EIR pursuant to State CEQA Guidelines Section 15050. LAHD's Board of Harbor Commissioners is the decision-making authority for the Proposed Project and will consider the Proposed Project and make a final decision to approve, approve with changes, or deny the Proposed Project. LAHD, including the Board of Harbor Commissioners, will consider the information contained in the Final EIR and the Proposed Project's administrative record in its decision-making processes. In addition, the City of Los Angeles and California Coastal Commission serve as Responsible Agencies for the EIR pursuant to State CEQA Guidelines Section 15096, as both agencies are responsible for subsequent Project approvals.

As part of the Proposed Project, the following discretionary and ministerial actions are being requested by the Applicant, including but not limited to:

- Port Master Plan Amendment
- Certification of the Los Angeles Port Master Plan Amendment by the California Coastal Commission
- Coastal Development Permit(s)
- Construction Stormwater General Permit
- Los Angeles Department of Building and Safety Permit(s) (e.g., LID, Stormwater, etc.)
- Bureau of Engineering B-Permit
- Bureau of Engineering Storm Drain Connection Permit

3.7 REFERENCES

City of Los Angeles Planning Department. (n.d.) *ZIMAS Version 3.5.202108 (d25)*. Retrieved October 2024, from https://zimas.lacity.org/

Pacific Electrical Engineering. (2019). *Electrical Service Upgrade, 1599 W John S. Gibson Blvd, San Pedro, CA*. PDF.

Port of Los Angeles (POLA). (2018). *Port Master Plan*. Retrieved August 23, 2023, from https://kentico.portoflosangeles.org/getmedia/adf788d8-74e3-4fc3-b774-c6090264f8b9/port-master-plan-update-with-no-29_9-20-2018

Regional Location

John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 3-1

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Local Vicinity

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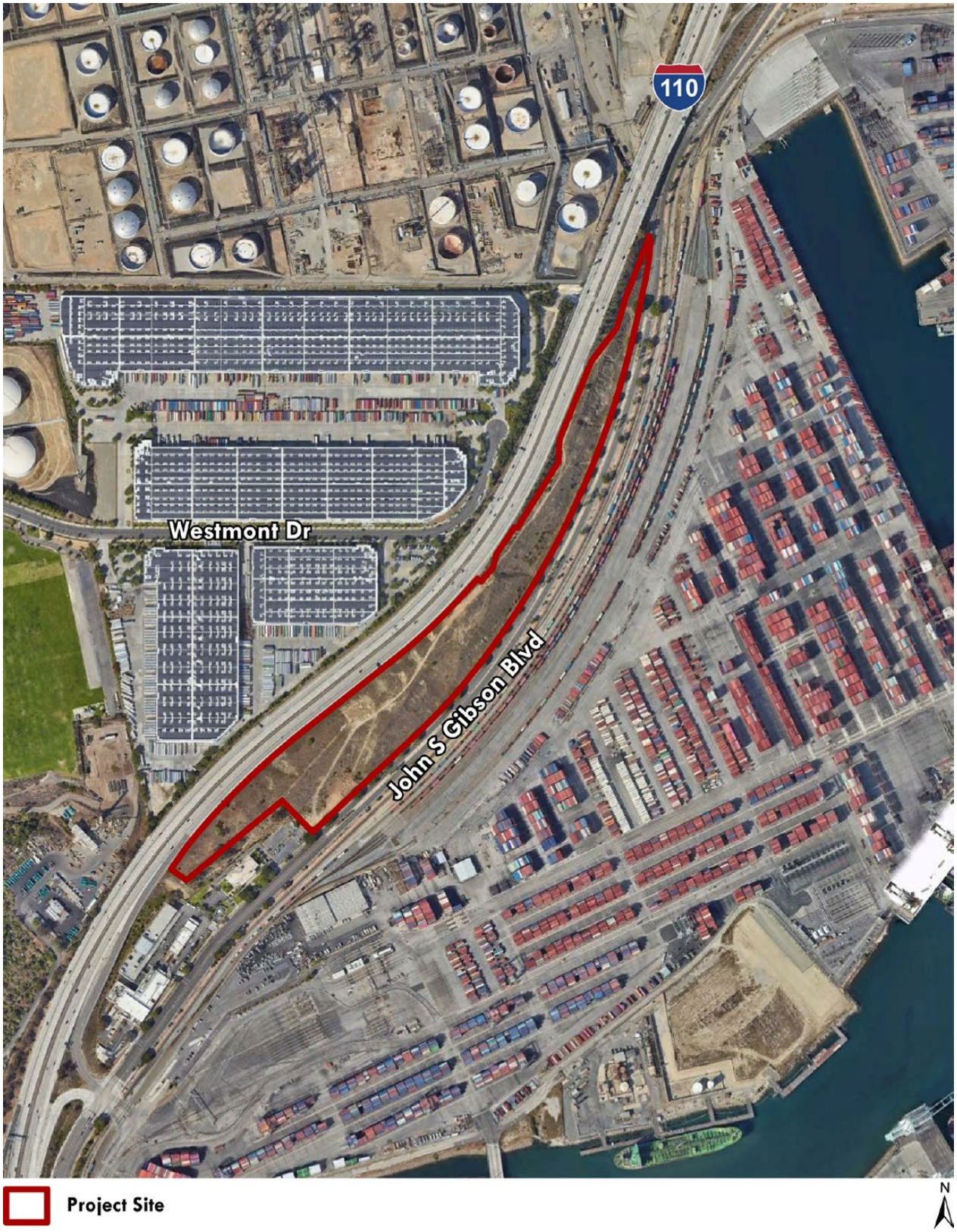
Aerial View



John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 3-3

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Existing Site Photos

View of the north side of site from John S Gibson Blvd.

Looking northwest further down John S Gibson Blvd at the south end of site.

Cellular towers and associated electrical equipment located on the central portion of the site

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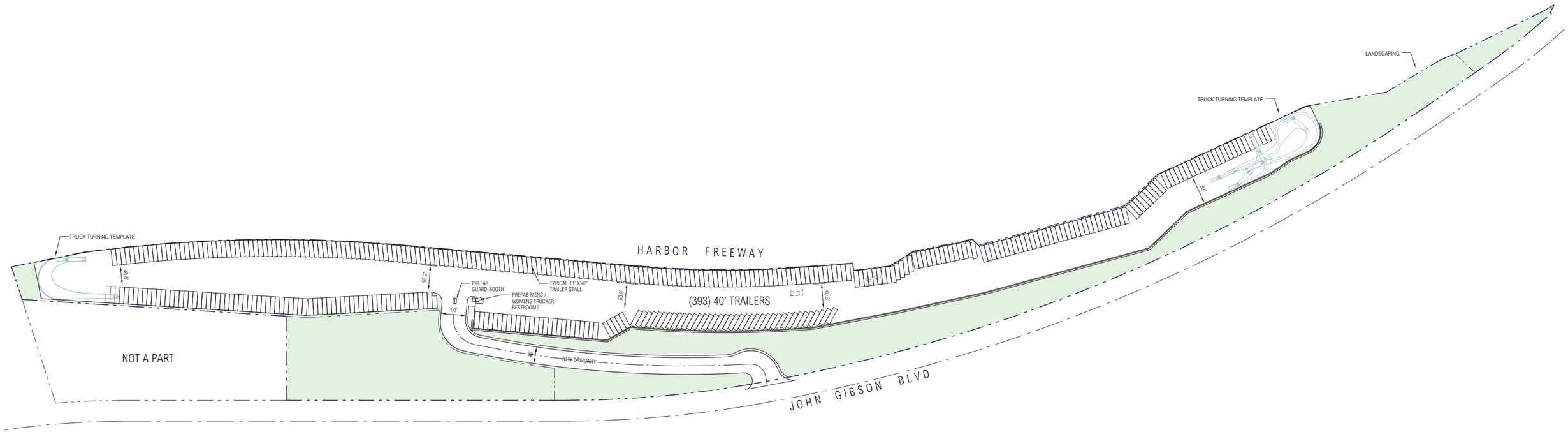
Conceptual Site Plan



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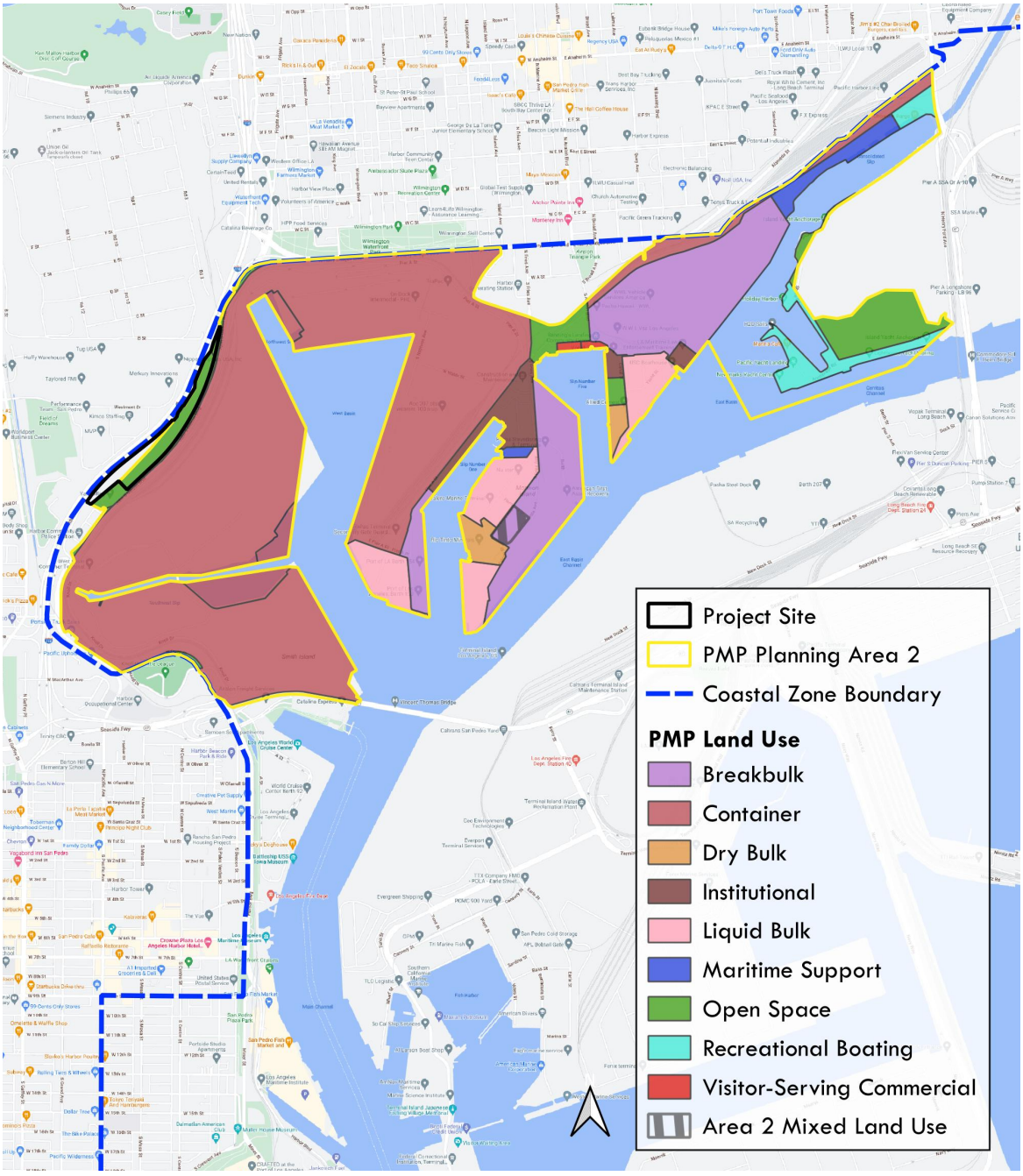
Existing Port Master Plan Land Use Designation



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4. Environmental Setting

The purpose of this section is to provide a description of the environmental setting of the Proposed Project, as it existed at the time the Notice of Preparation (NOP) was published on October 26, 2023, from both a local and a regional perspective. In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Chapter 5 of this EIR.

4.1 REGIONAL SETTING AND LOCATION

The Project site is located at 1599 John S. Gibson Boulevard in the community of San Pedro in the southwestern portion of the City of Los Angeles partially within the Port of Los Angeles Master Plan (POLA PMP) planning area. The Project site is adjacent to San Pedro Bay, approximately 20 miles south of downtown Los Angeles. The community of San Pedro is bounded by Harbor City and Wilmington to the north, the Pacific Ocean to the south, Long Beach to the east, and Rancho Palos Verdes to the west. Access to the Project site is provided by State Route 47 (SR-47) and Long Beach Freeway (I-710) to the east, Harbor Freeway (I-110) to the west, and San Diego Freeway (I-405) to the north. Figure 3-1, *Regional Location*, shows the Project location.

4.2 LOCAL SETTING AND LOCATION

A portion of the Project site is in the western portion of the POLA PMP Planning Area 2, which encompasses the West Basin and Wilmington areas. The Project site is bounded by I-110 to the north and west, John S. Gibson Boulevard to the east, and existing container terminals to the south. Facilities near the Project area include Berths 121 - 131, which consists of container terminals (POLA, 2019). The Project site is adjacent to and north of a commercial office building (2001 John S. Gibson Boulevard #1) and the Harbor Community Police Station (2175 John S. Gibson Boulevard). The local vicinity map and Project site aerial are provided in Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial View*, respectively.

The Project site is comprised of four parcels encompassing approximately 18.63 acres. These parcels are identified as Assessor's Parcel Numbers (APN) 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007. The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. Three culverts cross under I-110 and outlet to the Project site (LGC, 2019). The site is vegetated and consists of sour fig (ice plant) and sparse dry scrub vegetation with a mix of native and non-native species. Most of the vegetation is composed of non-native species such as brome grasses, Russian thistle, tree tobacco, and acacia. Native species such as telegraph weed, cudweed, and big saltbush are also present but in limited numbers. Non-native fig trees border the southern portion of the site adjacent to John S. Gibson Boulevard, and eucalyptus trees border the adjacent development. Site topography consists of a nearly level terrace area adjacent to I-110 with an approximately 2:1 slope along the southeastern side of the site descending to John S. Gibson Boulevard (LGC, 2019). The Project site's existing conditions are shown in Figure 3-4, *Existing Site Photos*.

4.3 SURROUNDING LAND USES AND DEVELOPMENT

The Project site's vicinity is developed. The surrounding land uses are described in Table 4-1.

Table 4-1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	I-110 followed by industrial warehouses	Heavy Industrial (HI) Heavy Manufacturing	Light Industrial (M2)
West	I-110 followed by a City of Los Angeles vehicle storage facility to the North. Police Station to the South	Light Industrial (LI) Public Facilities (PF)	Light Industrial (M2) Public Facilities (PF)
South	John S. Gibson Boulevard followed by container storage and terminal storage.	General/Bulk Cargo	Heavy Industrial (M3)
East	John S. Gibson Boulevard followed by container storage and terminal storage.	General/Bulk Cargo	Heavy Industrial (M3)

Source: City of Los Angeles Department of City Planning, n.d.

4.4 APPLICABLE LOCAL AND REGIONAL PLANS AND POLICIES

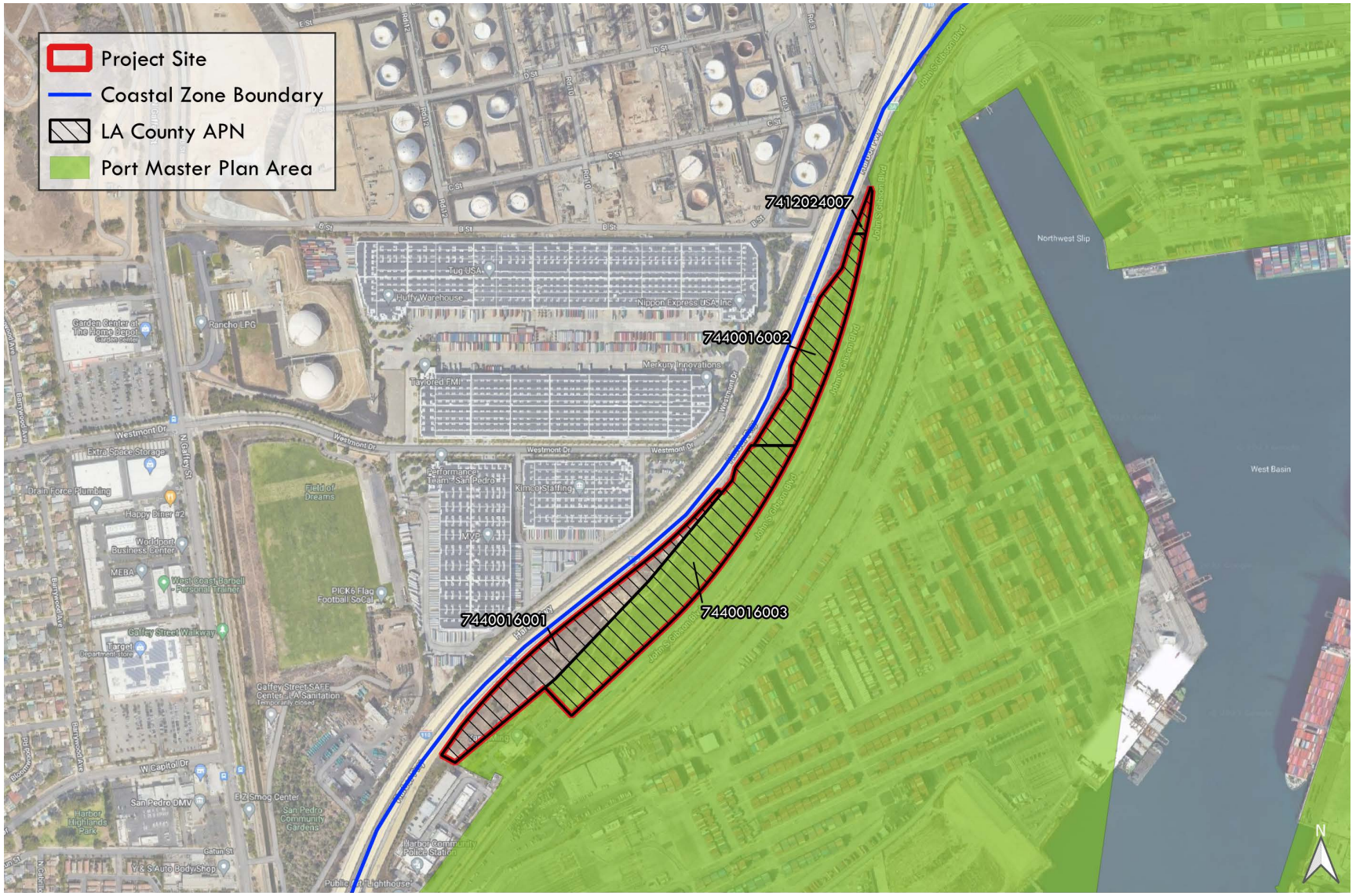
4.4.1 City of Los Angeles General Plan and Zoning

APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, while APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL). According to the General Plan, the General/Bulk Cargo – Non-Hazardous Industrial and Commercial designation allows for "businesses that not only provide products and services that support the maritime industry and other port uses, but those needed by others who live or work nearby, such as plumbing and heating, ironworks, and auto repair."

4.4.2 Port of Los Angeles Master Plan

The Project site has a POLA PMP Land Use designation of Open Space (OS) and is located in the Planning Area 2, with the exception of APN 7440-016-001, which is located outside of the POLA PMP area, as shown in Figure 3-6, *Existing Port Master Plan Land Use Designation* and Figure 4-1, *Parcel Delineation Map*.

Parcel Delineation Map



John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 3-7

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4.5 PHYSICAL ENVIRONMENTAL CONDITIONS

State CEQA Guidelines Section 15125(a)(1) states that the physical environmental condition in the vicinity of the Project as it existed at the time the EIR's NOP was released for public review normally be used as the comparative baseline for the EIR. The NOP for this EIR was released for public review on October 26, 2023. The following pages include a description of the physical environmental condition ("existing conditions") on a regional and local basis of that approximate date for each environmental topic analyzed in the EIR. More information regarding the Project site's environmental setting is provided in the specific subsections of EIR Chapter 5.0, *Environmental Analysis*.

4.5.1 Aesthetics

Visual Character of the Project Site

The Project site is currently disturbed and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. The Project site consists of a narrow plateau area along I-110 with steep downslopes to the western edge of John S. Gibson Boulevard (SCS, 2017). The Project site is covered with vegetation, including non-native grasses and disturbed coyote brush scrub, and multiple trees on the northwestern portion of the site.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site is dominated by the I-110 freeway to the north and west, John S. Gibson Boulevard to the south, and container and terminal storage to the east. Distant views of the Port of Los Angeles (POLA) are visible from the surrounding areas.

4.5.2 Air Quality

The Project site is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. However, LAHD also maintains its own monitoring stations. LAHD's air quality monitoring station closest to the Project site is the San Pedro Community Station. Pollutant monitoring results for years 2020 through 2022 at the San Pedro Community air quality monitoring station indicate that air quality in the area has generally been good. As indicated in the monitoring results, the federal PM_{10} standard had an unknown number of exceedances in 2020 and no exceedances in 2021 and 2022. The State PM_{10} (particulate matter 10 microns or less in diameter) standard had an unknown number of exceedances during the 3-year period. The $PM_{2.5}$ (particulate matter 2.5 microns or less in diameter) federal and State standard had an unknown number of exceedances in the 3-year period. The 1-hour ozone State standard also had an unknown number of exceedances in the 3-year period. The 8-hour ozone State and federal standards had no exceedances for 2020 and 2021 and had an unknown number of exceedances in 2022. The State and federal SO_2 (sulfur dioxide) standards had an unknown number of exceedances in 2021 and no exceedances in 2020 and 2022. The CO (carbon monoxide) and NO_2 (nitrogen dioxide) standards were not exceeded in this area during the 3-year period.

The Project site is currently vacant but disturbed from previous development and contains multiple non-native ornamental trees. Limited, temporary air quality emissions are currently generated by disking and weed control activities on site.

4.5.3 Biological Resources

The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. Three concrete culverts cross under the I-110 and outlet to the Project site (LGC, 2019). The site is vegetated and consists of sour fig (ice plant) and sparse dry scrub vegetation with a mix of native and non-native species. The majority of the vegetation is composed of non-native species such as brome grasses, Russian thistle, tree tobacco, and acacia. Native species such as telegraph weed, cudweed, and big saltbush are also present but in limited numbers. Non-native fig trees border the southern portion of the site adjacent to John S. Gibson Boulevard and eucalyptus trees border the adjacent development. Site topography consists of a nearly level terrace area adjacent to I-110 with an approximately 2:1 slope along the southeastern side of the site descending to John S. Gibson Boulevard (LGC, 2019). The main soil type mapped within the Project site is Urban land (0 to 2 percent slopes), dredged fill substratum, and Urban land, Industrial soils.

Vegetation Communities and Land Covers

The Project site, inclusive of off-site infrastructure areas, is comprised of two types of vegetation communities and land covers: non-native grasslands and disturbed coyote brush scrub.

1. **Non-Native Grasslands:** The Project site contains approximately 16.0 acres of non-native grassland habitat dominated by crown daisy (*Chrysanthemum coronarium*) and compact brome (*Bromus madritensis*). Other species in this habitat include slender wild oat (*Avena barbata*), redstem filaree (*Erodium cicutarium*), hottentot-fig (*Carpobrotus edulis*) and white sweet clover (*Melilotus albus*). This habitat occupies most of the site with a homeless encampment and a walking path extending to the north of the Project site.
2. **Disturbed Coyote Brush Scrub**: The Project site contains approximately 2.8 acres of disturbed coyote brush scrub habitat dominated by coyote brush (*Baccharis pilularis*) and cheeseweed (*Malva neglecta*). Other species in this habitat include tree tobacco (*Nicotiana glauca*) and broadleaf filaree (*Erodium botrys*). This habitat is located within the southeast portion of the Project site.

Special-Status Plant Species

According to the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS), 49 special-status plant species have been recorded in the *Torrance, Venice, Inglewood, Southgate, Long Beach, San Pedro, and Redondo Beach* quadrangles. No special-status plant species were observed on site during the field survey. Additionally, based on habitat requirements for these species and the availability, the quality of on-site habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur on site and are all presumed not present (HES, 2023 – EIR Appendix C).

Special-Status Wildlife Species

Sensitive animal species include federally and State listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or are species of special concern (SSC) pursuant to CDFW. Forty-seven (47) special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review, but none of the species were observed during biological surveys. Additionally, based on habitat requirements for these species and the availability, the quality of on-site habitat, and the routine on-site disturbances, it was determined that no special-status wildlife species have potential to occur on site and are all presumed not present (HES, 2023 – EIR Appendix C).

Jurisdictional Waters and Wetlands

No jurisdictional drainage or wetland features exist on the Project site and none were observed on the Project site during the biological resource field investigation. There are two cement lined culverts onsite; however, only nuisance flows from the site and neighboring areas feed into these manmade structures (HES, 2023 – EIR Appendix C).

Wildlife Movement

The Project site has not been identified as occurring within a wildlife corridor or linkage. The Project site is within an urban and developed area and is surrounded by developed areas that include roadways and port related uses. The Project site has been heavily disturbed and is isolated from regional wildlife corridors and linkages. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (HES, 2023 – EIR Appendix C).

Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within or adjacent to a federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 1.7 miles west of the Project site for Coastal California gnatcatcher throughout the Palos Verdes Hills (HES, 2023 – EIR Appendix C).

4.5.4 Cultural Resources

Historical Background

The historical background of the Project area began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region. As a result, by the late eighteenth century, a large portion of southern California was overseen by Mission San Luis Rey (San Diego County), Mission San Juan Capistrano (Orange County), and Mission San Gabriel Arcángel (Los Angeles County), who began colonizing the region and surrounding areas. The pueblo that eventually became the City of Los Angeles was established in 1781. Los Angeles County saw an increase in European settlement during the Mexican period largely due to the land grants made to Mexican citizens. The increase in population of southern California during the 1880s increased the significance of the Port at San Pedro in conjunction with improvements to rail transportation. As a result of the population expansion of Los Angeles, the demand for more construction materials and general supplies grew exponentially, which resulted in the expansion of the Port at San Pedro. By 1917, a railroad network had been constructed around the harbor allowing for the greater ease of movement of goods out of the port and across the country.

With the involvement of the U.S. in World War II, San Pedro Harbor became of central importance as one of the closest ports to the Pacific Theatre of Operations. Between 1941 and 1945, ship and aircraft production facilities in the harbor area produced more than 15 million tons of war equipment. After World War II, the Navy left the harbor, and the Harbor Department removed many temporary wartime buildings, including the Western Terrace housing units, a housing project for war workers during World War II that overlapped a portion of the Project site.

Project Site

Prior to modern development, Los Angeles Harbor was historically a low-lying coastal marsh referred to as Wilmington Lagoon. Prehistorically, the lagoon would have supported a complex network of estuaries,

stream channels, tidal channels, sand spits, beaches, and marshy inlands providing a wide range of resources for the prehistoric inhabitants of the region. As a result of the Altithermal (circa 11,000 years ago) sea level began to rise modifying drainage patterns and resource availability in the region.

At the time of the Cultural Assessment, the Project area was covered in ruderal and ornamental vegetation. However, the site has a history of agricultural use and various developments. The history of the Project site has been identified through review of U.S. Geological Survey (USGS) topographic maps and historical aerial photographs that are included in the Phase I Environmental Site Assessment (Appendix G). As listed in Table 5.4-1, the Project site was undeveloped land in 1896. By 1923, most of the site was developed with agricultural fields with a few rural farmhouse-type structures in the northeastern portion. In 1928, dirt roads, a few small structures, and bermed areas associated with the southeastern edge of the Union Oil Co. of California Refinery were located on the northern third of the site.

In the late 1940s and early 1950s, the southern part of the site was developed with portable residential military barracks and associated residential roads. Additional roadways, a small structure, and a small rail spur were developed on the northern side of the site. By 1963, the barracks and roads were removed, and the southern side of the site was again undeveloped, and the small structure on the north side that was visible in 1952 was removed. The I-110 freeway was installed to the northwest of the site in 1964, leaving a few dirt roads and a tunnel connection beneath the freeway. By 1981, the tunnel connection beneath the freeway no longer crossed the site, and cell towers were installed on site in the 2000s. No documented historic resources exist on the Project site (BFSA, 2023a – EIR Appendix D).

Archaeological

The Phase I and II Cultural Resources Assessment completed an archaeological records search for 0.5-mile around the Project site, which identified 16 cultural resources. Two of the previously recorded resources (prehistoric shell midden and a previous historic structure) abut the property to the east and northwest, respectively. Of the resources identified within 0.5 mile of the site, seven are prehistoric, and nine are historic. The prehistoric sites include two shell middens, two habitation sites, two lithic scatters, and one unknown. The historic resources include a historic refuse deposit, five historic structures related to the development of the POLA, and three elements of historic rail lines.

The Phase I and II Cultural Resources Assessment also identified shell fragments and one Monterey Chert flake tool on the Project site during the field survey, which indicates a potential for subsurface deposits to also be present. Therefore, 13 shovel test pits were conducted across the previously identified shell scatter area, and 12 of which were positive for archaeological fragment material that included seven debitage, one core fragment, one flake tool, 18.7 grams of faunal bone and 1,722.5 grams of marine shell. The Phase I and II Cultural Resources Assessment described that all the materials are likely related to the general prehistoric occupation of what was once Wilmington Lagoon. However, no archaeological soil/midden was observed and noted disturbances included rodent activity as well as intermixed construction debris. The Phase I and II Cultural Resources Assessment determined that although artifacts were identified, the subsurface excavations indicate that there is no intact subsurface components and the limited frequency of artifacts and shells, with no associated artifacts, does not provide for significance. The Phase I and II Cultural Resources Assessment describes that the previous disturbance (excavation and recompaction of soils) appears to be the cause for the presence of trace marine shell. The Phase I and II Cultural Resources Assessment did not identify any significant artifact concentrations, cultural deposits, or other features related to the prehistoric or historic use within the Project site (BFSA, 2023a – EIR Appendix D).

4.5.5 Energy

Electricity

The Los Angeles Department of Water and Power (LADWP) is the electricity provider for the area. LADWP serves an area that totals 465 square miles with over 1.54 million residents receiving electricity in Los Angeles. In 2021, 35 percent of the electricity provided by LADWP came from renewable energy resources, 26 percent came from natural gas resources, 14 percent came from nuclear resources, 6 percent came from hydroelectric resources, and 19 percent came from coal resources (LADWP, 2022). According to the California Energy Commission (CEC), total electricity consumption in the LADWP service area in 2021 was 22,852 GWh (7,954 gigawatt-hours [GWh] for the residential sector and 14,898 GWh for the non-residential sector). Total electricity consumption in Los Angeles County in 2021 was 66,003.3 GWh (CEC, 2023).

The Project site is currently served by the electricity distribution systems that exist along the roadways adjacent to the Project site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the area and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1 percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (SoCalGas, 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (SoCalGas, 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 in its 2020 report (SoCalGas, 2020).

The Project site is adjacent to the natural gas distribution system that exists within the roadways that are adjacent to the site.

4.5.6 Geology and Soils

Regional Setting

The Project is within the Peninsular Ranges Geomorphic province of California. The Peninsular Ranges consist of several northwesterly-trending ranges in southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic period, the region was covered by seas, and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous period, extensive mountain building occurred during the emplacement of the southern California batholith.

Within the Peninsular Ranges, the Project site is situated in the Los Angeles Basin, an approximately 800-square-mile sedimentary basin that extends from Cahuenga Peak south to the Pacific coast, and from Topanga Canyon southeast to the Aliso Creek region (BFSA, 2023b; EIR Appendix E).

Site Setting

The Paleontological Assessment (EIR Appendix E) details that the geology mapped within the Project site and along John S. Gibson Boulevard are late to middle Pleistocene-aged old shallow marine deposits on wave-cut surface. The old shallow marine deposits in this area have been further defined as consisting of a cover

of non-marine terrace deposits that overlie Palos Verdes Sand that consists of predominately coarse sands and fossiliferous basal sandy gravels and silty sands that overly the coarser materials. The Paleontological Assessment describes that the silty sands are thought to be late Pleistocene to Holocene in age and consists of two fossiliferous deposits: the older 125,000-year-old deposits in "northern" San Pedro and younger, approximately 80,000-year-old deposits in "southern" San Pedro and occupy the same marine terrace in the Project area.

The Paleontological Assessment also describes that San Pedro Sand (dark brown, fringing lower outcrops underlies the Palos Verdes Sand. The San Pedro Sand includes fossiliferous, cross-bedded sands that was deposited during the middle Pleistocene, dating to approximately 450,000 to 300,000 years ago.

The Paleontological Assessment determined that both the Palos Verdes Sand and the San Pedro Sand – and presumably the upper non-marine deposits – are exposed on the Project site at the existing cut above John S. Gibson Boulevard (BFSA, 2023b; EIR Appendix E).

Unique Geologic Feature

Unique geologic features refer to unique physical features or structures on the earth's crust. The Project site does not contain any unique geologic features. The undeveloped but disturbed site has been previously utilized for agricultural and urban development uses and has been previously graded various times. Aerial photographs from 1952 through 1963 show that between those years, the entire Project site had been developed, then cleared and then eventually graded again for the development of I-110 freeway. Currently, the Project site slopes upwards to the east abutting the I-110 freeway along its eastern edge and has a maximum elevation of approximately 65 feet above mean sea level. The Paleontological Assessment describes that the original landform and soil have been impacted by previous uses.

As described previously, the site is underlain with late Pleistocene to Holocene in age marine deposits on wave-cut surface. The geologic processes that occurred on the Project site and in the vicinity are consistent with those throughout the Port and the coastal areas of Los Angeles.

Paleontological Resources

The paleontological and records search conducted for the Project site identified several fossil localities that were found within the Project site, including invertebrate fossils (shells) and fossil bones of a whale. The paleontological survey that was conducted for the Project identified remnant evidence of an unconsolidated prehistoric (cultural) shell scatter on the site. Shells were also observed on the site's slope mixed into a thin cover of modern, slope wash sediments. Some shells appeared bleached and without color, suggesting a pre-modern (Pleistocene) age. In addition, fossil localities were recorded within the vicinity of the site, which include fish, mammals, and mollusks. Therefore, the Palos Verdes Sand and San Pedro deposits found within the Project site are classified as having a high potential for paleontological sensitivity (Appendix E). However, as noted in the Port of Los Angeles Master Plan Update EIR, invertebrate fossils found in marine sediments are not usually considered significant resources by paleontologists, due to their abundance and predictability along coastal areas. Geologic formations containing vertebrate fossils are considered more sensitive, and such fossils typically originate from non-marine, upland deposits.

4.5.7 Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as an emission of 22,800 MT of CO_2e. Large emission sources are reported in million metric tons (MMT) of CO_2e.

4.5.8 Hazards and Hazardous Materials

The Project vicinity contains a number of natural oil and gas fields. Development and use of these natural resources have been ongoing in the area for nearly a century. As a result, there are a variety of oil production and refining facilities scattered throughout the area and connected by various pipelines.

Project Site Setting

Consistent with the region, the Project site vicinity has a long history of gas, oil, and port related uses that has resulted in the contamination of soil and groundwater. The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, abandoned aboveground and underground oil and gas pipelines in the northern portion of the site, and four concrete culverts that cross under the I-110 freeway outlet to the Project site. A majority of the pipelines in the northern portion of the site were previously used by the Western Fuel Oil Company refinery to transport black oil, lite oil, slop oil, ethylene glycol, dimethyl ketone (acetone), ethylene dichloride, methyl ethyl ketone, waste oil, methyl isopropyl butyl ketone, isopropyl alcohol, styrene, and water.

Contaminated Soils

The Phase I and Phase II Environmental Site Assessments detail that a soil investigation identified releases of total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) within the northern portion of the site near the oil and gas pipeline infrastructure. The Phase I identified approximately 4,000 cubic yards of TPH-affected soil with concentrations above 1,000 milligrams per kilogram (mg/kg). A Phase II site investigation (Appendix H) was conducted to provide additional soils testing of discolored and disturbed soils areas, which identified TPH and VOCs at levels exceeding the California Department of Toxic Substances Control (DTSC) human health risk criteria at the same location in the northern portion of the site. The area of affected soil is approximately 1,200 square feet, with an average depth of approximately 10 feet below ground surface (estimated 12,000 cubic feet). Due to the existence of oil and gas pipelines within and adjacent to the site, additional areas of contaminated soils may exist under the existing ground surfaces.

The Centers for Disease Control and Prevention Agency for Toxic Substances and Disease Registry describes that TPH is a term used to describe a broad family of several hundred chemical compounds that originally come from crude oil. In this sense, TPH is really a mixture of chemicals. TPH released to the soil may move through the soil to the groundwater. Some TPH compounds can affect human central nervous systems causing headaches and dizziness at high levels other compounds can cause a nerve disorder called "peripheral neuropathy," consisting of numbness in the feet and legs. Also, TPH compounds can cause effects on the blood, immune system, lungs, skin, and eyes; and thus, TPH is considered a hazardous substance.

Groundwater Contamination

Four flush-mounted groundwater wells are located within the northern portion of the Project site that are used for groundwater monitoring of contaminants as required by the Los Angeles Regional Water Quality Control Board. Groundwater in the site area is approximately 17 feet below the ground surface and contains

elevated levels of gasoline-range TPH, benzene, and VOCs from gas and oil related pipelines and uses in the area (Appendix G).

Methane Gas

Methane gas which percolates from subsurface geological formations and subsurface decomposition or organic materials to the atmosphere is a natural phenomenon. In high enough concentrations, between 50,000 parts per million and 150,000 parts per million by volume in the presence of oxygen, methane can be explosive. The parcel profile report from the City Planning Division identifies that the Project site is located within a Methane Hazard Zone.

4.5.9 Land Use and Planning

The Project site encompasses approximately 18.63 acres and is located northwest of John S. Gibson Boulevard, southeast of I-110, south of light industrial, and northwest of the San Pedro Bay. Additionally, the site is located within the Torrance USGS 7.5-Minute Quadrangle; Section 00, Township 5 South, Range 13 West, San Bernardino Principal Meridian.

The surrounding uses, described below, are dominated by industrial uses, a freeway, and Port activities.

- **North:** I-110 followed by industrial warehouses.
- **Southeast:** John S. Gibson Boulevard followed by container storage and terminal storage.
- **West:** I-110 followed by a City of Los Angeles vehicle storage facility.

4.5.10 Noise

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at two locations, which are shown in Figure 5.10-1, *Noise Monitoring Locations*. The noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the vicinity of the Project site are dominated by transportation-related noise. This includes the auto and heavy truck activities on study area roadways. A description of these locations and the existing noise levels are provided in Table 5.10-5.

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project site, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 decibel notation (VdB) (approximately 0.006 in/sec peak particle velocity [PPV]) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Sensitive Receptors

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residences, schools, hospitals, and recreation areas. There are no sensitive receptors within a 1,000-foot radius of the Project site. The closest sensitive receptors to the Project site are single-family homes located southwest of the Project site, approximately 1,366 feet from the western-most point of the Project property line. The closest receptor for vibration is the Ports of America insurance company located approximately 25 feet southwest of the Project site.

4.5.11 Transportation

Vehicle Miles Traveled

The Project site is currently vacant and does not generate regular vehicle trips that would result in vehicle miles traveled from the site.

Traffic Study Area

The characteristics of each roadway per the Los Angeles roadway classification in the Mobility Element 2035 of the City's General Plan are discussed below (Los Angeles Department of City Planning, 2016):

- **State Route 47 (SR-47)** is a north-south oriented State highway that connects Terminal Island to the mainland in the Los Angeles area.
- **Long Beach Freeway (I-710)** is a major north-south freeway in the Los Angeles metropolitan area of Southern California which connects the Ports of Los Angeles and Long Beach to East Los Angeles.
- **Harbor Freeway (I-110**) is a major north-south freeway located in the Los Angeles metropolitan area of Southern California. The entire route connects San Pedro and the Port of Los Angeles with Downtown Los Angeles and Pasadena.

Existing Site Access

Access to the Proposed Project is provided by (SR-47) and Long Beach Freeway (I-710) to the east, Harbor Freeway (I-110) to the west, and John S. Gibson Boulevard to the east. Direct access to I-110 is provided from on and off-ramps on John S. Gibson Boulevard.

Existing Transit Service

The Project vicinity is served by LA Metro Route 246, which the nearest stop is located at the southwest corner of the West 1st Street and South Pacific Avenue intersection, approximately 0.8 miles southwest of the Project site. Route 246 services the cities of San Pedro, Harbor City, Wilmington, Carson, and Los Angeles and runs north and south along the major roadways Paseo Del Mar, Pacific Avenue, Gaffey Street, Pacific Coast Highway, Avalon Boulevard, and 182nd Street.

Existing Bicycle and Pedestrian Facilities

Bicycle lanes currently exist on John S. Gibson Boulevard. The Bicycle Lane Network of the City of Los Angeles Mobility Element identifies John S. Gibson Boulevard as a Tier 2 Bicycle Lane which are bicycle facilities on arterial roadways with striped separation.

Sidewalks do not currently exist along the eastern Project boundary. Currently sidewalks exist along the eastern side of John S. Gibson Boulevard.

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5. Environmental Impact Analysis

This Section focuses on evaluating the significant environmental effects of the Proposed Project, which is described in Section 3.0, *Project Description*. This Section describes the existing physical environmental setting (also referred to as "baseline") for each environmental topic, and the impacts that would result from implementation of Proposed Project. Because existing federal, state, and local regulations will also shape how the Proposed Project is implemented, and provide requirements for avoiding and reducing environmental impacts, a discussion of relevant regulations, plans, programs, and policies pertinent to each environmental issue is provided in each environmental topic section. Additionally, as necessary, feasible mitigation measures are identified to reduce the significant impacts of the Proposed Project.

ENVIRONMENTAL TOPICS

Environmental issues and their corresponding sections are:

5.1 Aesthetics
5.2 Air Quality
5.3 Biological Resources
5.4 Cultural Resources
5.5 Energy
5.6 Geology and Soils
5.7 Greenhouse Gas Emissions
5.8 Hazards and Hazardous Materials
5.9 Land Use and Planning
5.10 Noise
5.11 Transportation

This EIR evaluates the direct and indirect impacts resulting from construction and operations of the Proposed Project. Under CEQA, EIRs are intended to focus their discussion on significant environmental impacts of a project on the environment (State CEQA Guidelines Section 15126.2) and may limit discussion of other impacts to a brief explanation of why the impacts are not significant (State CEQA Guidelines Section 15128). The Initial Study and Notice of Preparation (IS/NOP) that was prepared for the Proposed Project and the responses received were used to help determine the scope of the environmental issues to be addressed in this EIR. Consistent with State CEQA Guidelines Section 15126.2, issues considered Potentially Significant are addressed in this EIR.

Environmental issue areas where the impacts of the Proposed Project were determined to have less-than-significant impacts or no impact (including agricultural and forestry resources, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire), are not addressed beyond the discussion contained in Section 2.3, *Environmental Impact Report Process*, and Section 6.0, *Other CEQA Considerations*.

FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- **Regulatory Setting:** Describes applicable federal, state, and local plans, policies, and regulations that the Proposed Project must address and will shape its implementation.
- **Environmental Setting:** Describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance:** Sets forth the thresholds of significance (significance criteria) used to determine whether impacts are "significant."
- **Methodology:** Provides a description of the methods used to analyze impacts.

- **Environmental Impacts:** Provides an analysis of the impacts for each identified significance threshold. The analysis of each impact is organized as follows:
  - A statement of the CEQA threshold being analyzed.
  - The EIR's conclusion as to the significance of the impact.
  - An impact assessment that evaluates the changes to the physical environment that would result from the Proposed Project.
  - A list of applicable existing regulations that reduce potential impacts.
  - An identification of significance comparing identified impacts of the Proposed Project to the significance threshold with implementation of any existing regulations, prior to implementation of any required mitigation.
  - A discussion of potential cumulative impacts that could occur from implementation of the proposed Project and other cumulative projects.
  - For each impact determined to be potentially significant, feasible mitigation measure(s) to be implemented to reduce impacts to the extent feasible are provided. Mitigation measures include enforceable actions to:
    - avoid a significant impact;
    - minimize the severity of a significant impact;
    - rectify an impact by repairing, rehabilitating, or restoring the affected physical environment;
    - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Proposed Project; and/or
    - compensate for the impact by replacing or providing substitute resources or environmental conditions.

ENVIRONMENTAL SETTING/BASELINE

The environmental setting is normally existing conditions at the time the CEQA analysis begins (State CEQA Guidelines Section 15125). In most cases, this forms the baseline that the impact analysis will use as its starting point. State CEQA Guidelines Section 15125 states that "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, from both a local and regional perspective. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to gain an understanding of the significant effects of the proposed project and its alternatives."

State CEQA Guidelines and case law recognize that the date for establishing an environmental baseline cannot be rigid (see State CEQA Guidelines Section 15125). In some instances, information is presented in the environmental setting that differs from the precise time of the NOP. This information is still considered representative of baseline conditions. Furthermore, environmental conditions may vary from year to year, and in some cases, it is necessary to consider conditions over a range of time periods. The intent of this EIR is to provide a conservative analysis that identifies the reasonable maximum potential impact. Thus, this EIR provides current conditions for certain topics, such as the 2020 to 2022 ambient air quality conditions provided in Section 5.2, *Air Quality*, and the existing noise level measurements identified in Section 5.11, *Noise*.

A NOP was prepared for the Proposed Project and was distributed on October 26, 2023, for a 45-day public review and comment period that ended on December 11, 2023. The baseline conditions relevant to the environmental issues being analyzed are described within Section 4.0, *Environmental Setting*, and within each issue area section. In some cases, (such as in Section 5.10, *Noise*), discussion of baseline conditions is

also provided in the impacts analyses to provide context for the impact in the most reader-friendly format and organization.

THRESHOLDS OF SIGNIFICANCE/SIGNIFICANCE CRITERIA

State CEQA Guidelines Section 15382 defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

The "Thresholds of Significance" subsections provide the specific thresholds of significance by which impacts are judged to be significant or less than significant in this EIR. These include identifiable quantitative or qualitative standards or sets of criteria pursuant to which the significance of each given environmental effect can be determined. Exceedance of a threshold of significance normally means the effect will be determined to be "significant" (State CEQA Guidelines Section 15064.7(a)). However, an iron-clad definition of a "significant" effect is not always possible because the significance of an activity may vary with the setting (State CEQA Guidelines Section 15064(b)). Therefore, a Lead Agency has the discretion to determine whether to classify an impact described in an EIR as "significant," depending on the nature of the area affected. The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the State CEQA Guidelines.

IMPACT SIGNIFICANCE CLASSIFICATIONS

The following classifications are used throughout the impact analysis in this EIR to describe the level of significance of environmental impacts:

- **Significant Impact:** A significant impact is defined in State CEQA Guidelines Section 15382 as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself "shall not be considered a significant effect on the environment … [but] may be considered in determining whether the physical change is significant." As defined in this EIR, a significant impact exceeds the defined significance criteria and therefore requires mitigation.
- **No Impact:** No adverse effect on the environment would occur, and mitigation measures are not required.
- **Less-than-Significant Impact:** The impact does not reach or exceed the defined threshold (criterion) of significance. Therefore, no mitigation is required.
- **Less-than-Significant Impact with Mitigation Incorporated:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. Feasible mitigation measures, including standard conditions of approval and applicable plans, programs, and policies, when implemented, will reduce the significant impact to a less-than-significant level.
- **Significant and Unavoidable Impact:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. However, application of all feasible mitigation measures, standard conditions of approval, and applicable plans, programs, and policies would not reduce the impact to a less-than-significant level, and a significant and unavoidable impact would remain.

While CEQA requires that an EIR identify all feasible mitigation to avoid or reduce the significant impacts of a project, it also permits public agencies to approve a project even though it would result in one or more

significant unavoidable environmental effects. For a Lead Agency to approve a project with one or more significant unavoidable impacts, it must first prepare a statement of overriding considerations, which identifies the specific economic, legal, social, technological, or other benefits of the project, including region-wide or statewide environmental benefits, that outweigh its significant unavoidable effects, and thereby warrant its approval (Public Resources Code Section 21083; State CEQA Guidelines Section 15093). The statement of overriding considerations must be supported by substantial evidence in the record (State CEQA Guidelines Section 15093(b)).

CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of the Proposed Project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the State CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in State CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." The State CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the Proposed Project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts. Section 15355 of the State CEQA Guidelines states:

> "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.
>
> a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Therefore, the cumulative discussion in this EIR focuses on whether the impacts of the Proposed Project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects.

Additionally, pursuant to State CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the Proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all potentially significant Project impacts that are evaluated within this EIR.

State CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following, or a reasonable combination of the two:

- A list of past, present, and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or
- A summary of projections contained in an adopted local, regional or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The cumulative analysis for air quality, greenhouse gas emissions, and transportation relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as Southern California Regional Transportation Plan and relevant regional plans developed by the Southern California

Association of Governments (SCAG). The cumulative analyses for other environmental issues use the list of projects approach; and identifies the list of past projects which have recently been constructed, present projects which have recently been approved and are under construction, and probable future projects that are under entitlement review that were known of at the time the NOP was published. As required by CEQA, the cumulative project list is part of the environmental setting/baseline that includes past and present projects. In addition, the cumulative project list includes probable future projects for which development applications were submitted to lead agencies prior to publishing of the NOP.

Different types of cumulative impacts occur over different geographic areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of noise, for which cumulative impacts are limited to the distance of sound travel. Thus, in assessing noise impacts, only development within and immediately adjacent to the Project site would contribute to a cumulative increase in noise analyzed, whereas cumulative public service impacts are based upon all development within the area serviced. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by the LAHD, and Figure 5-1 shows the cumulative project locations.

Table 5-1: Cumulative Projects List

No.	Cumulative Project Title and Location	Project Description	Project Status
		Port of Los Angeles	
1.	Berth 163-164 [Nustar-Valero] Marine Oil Terminal Wharf Improvements Project	Demolition of the existing 19,000-square-foot timber wharf and construction of a new steel and concrete loading platform, access trestles, mooring and berthing structures, and necessary utilities to comply with the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). The project also consists of a 30-year lease for the facility.	IS/MND adopted September 2021. Construction pending.
2.	Navy Way/ Seaside Avenue Interchange Project	Construction of roadway improvements at State Rout (SR)-47/Navy Way to eliminate traffic signal and movement conflicts. Augment an existing partial interchange at SR 47/Seaside Avenue/Navy Way by removing the last traffic signal and at-grade intersection between Interstate (I)-710 and I-110, adding a new auxiliary lane and a new collector-distributor road, and implementing traffic channelization improvements. This project is included in the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as ID 1M0430.	Environmental review in process. Construction expected to begin December 2025 and end June 2028.
3.	Cabrillo Way Marina Project	The proposed Project includes developing, operating, and maintaining a marina, hotels, boater and visitor-serving club and meeting facilities, restaurants, retail buildings, and commercial areas at 2293 Miner Street. This project was evaluated in the West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina) Final Supplemental Environmental Impact Report certified in December 2003.	Environmental review in process
4.	Terminal Island Maritime Support Facility	The proposed Project includes the development and operation of a maritime support facility on an approximately 80-acre LAXT loop site on Terminal Island	Environmental review in process
5.	Berths 191-194 (Ecocem) Low-Carbon Cement	Construction and operation of a dry bulk terminal for vessel unloading, raw material milling, and storage and loading onto trucks of low-carbon construction binder.	NOP released in March 2022. EIR in progress.

No.	Cumulative Project Title and Location	Project Description	Project Status
	Processing Facility		
6.	Westway Decommissioning – Berths 70 – 71	Decommissioning of the Westway Terminal along the Main Channel (Berths 70–71). Work includes decommissioning and removing 136 storage tanks with total capacity of 593,000 barrels and remediation of the site.	Decommissioning completed in 2013. Remediation is in the permitting phase.
7.	Berths 97-109 China Shipping Development Project	Development of the China Shipping Terminal Phase I, II, and III including wharf construction, landfill and terminal construction, and backland development, including operation under a revised project to modify certain mitigation measures.	Final Supplemental EIR (FSEIR) completed in 2019.
8.	Wilmington Waterfront Master Plan (Avalon Boulevard Corridor Project)	Intended to provide waterfront access and promoting development specifically along Avalon Boulevard. Project elements include a promenade, waterfront park, pedestrian bridge, location for the Wilmington Youth Sailing and Aquatic Center, public pier, and other visitor serving uses.	Construction underway in phases.
9.	Berth 44 Boatyard Project – 2945 Miner Street	Redevelopment of the former San Pedro Boatworks site at 2945 Miner Street. Project components include demolition of existing structures and buildings on site; grading; paving; and constructing concrete pads, docks, gangways, slips, underground utilities, water treatment systems, storm drain, fencing, lighting, and buildings to support boatyard operations	Environmental review in process. IS/NOP issued January 2024. EIR in progress.
10.	Berths 206-209 Chassis Depot and Repair Facilities	Use of existing warehouses at 849 East New Dock Street and 921 East New Dock Street for chassis depot, storage, maintenance, and repair.	Final Negative Declaration (ND) certified July 2019. Addendum considered in 2023.
11.	Berths 121-131 [Yang Ming] Container Terminal Improvements	Demolition of existing wharf at Berths 126-129, construction of a new wharf, installation of up to 10 new wharf cranes, reconstruction of the shoreline, dredging and disposing of up to 310,000 cubic yards of sediments to deepen the berth, expand the existing on-dock railyard, and installation of electric-powered Rail-Mounty Gantry cranes for railcar loading/unloading.	Notice of Intent (NOI)/NOP released in 2014. Draft EIR/EIS in progress.
12.	Berths 148-151 (Phillips 66) Marine Oil Terminal Improvement Project	Construction of various wharf and seismic ground improvements that are required to comply with MOTEMS and a new 20-year entitlement.	IS/NOP released March 2022. EIR in progress.
13.	Maintenance Dredging	Routine removal of accumulated sediment from channel beds to maintain the design depths of navigation channels, harbors, marinas, boat launches, and port facilities. Conducted regularly for navigational purposes. Also, routine in-kind maintenance and repairs of structures.	Dredging intermittently initiated on average every 3 to 5 years; at least once every 5 years. Intermittent structure repairs.
14.	Outer Harbor Cruise Terminal and Outer Harbor Park – Berths 45 –	Construction of two new cruise terminals that would total up to 200,000 square feet (approximately 100,000 square feet each) and parking at Berths 45-47 and 49-50 in the Outer Harbor. The terminals would be designed to accommodate the berthing of a	Request for Proposal for future development

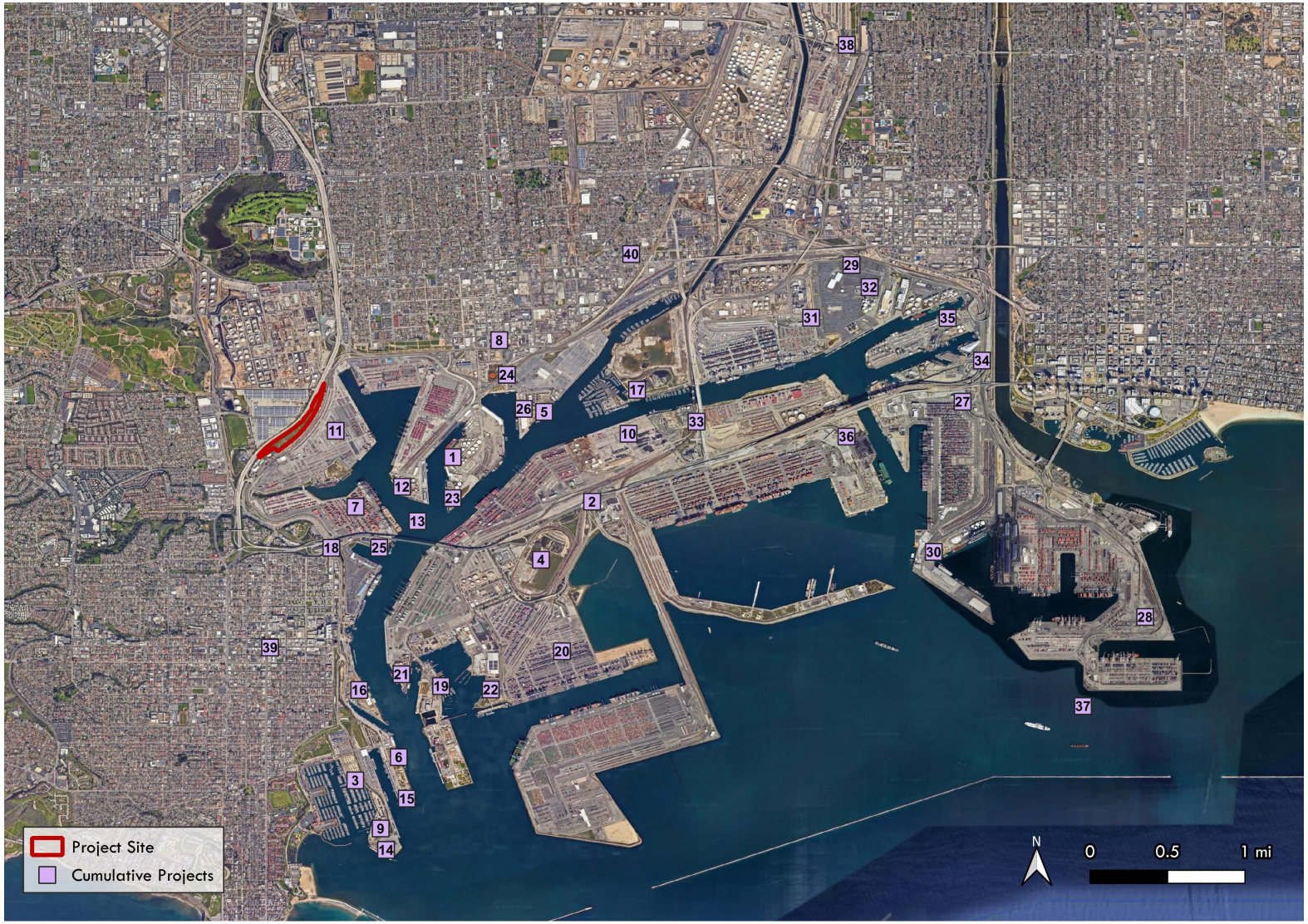
No.	Cumulative Project Title and Location	Project Description	Project Status
	47 and 49 – 50	Freedom Class or equivalent cruise vessel (1,150 feet in length). A proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified in September 2009.	released January 2023.
15.	City Dock No. 1 Marine Research Project (AltaSea) – Between Berths 57 – 72	Development of a marine research center within a 32.13-acre area. This project would change the break bulk areas east of East Channel (Berths 57–72) to institutional uses.	Phase I development in progress since 2017.
16.	West Harbor Modification Project (formerly San Pedro Public Market) – Along Harbor Boulevard	Redevelopment of 30 acres, formerly known as the Ports O' Call Village, with up to 300,000 square feet of visitor-serving commercial uses and up to a 75,000 square feet conference center. This project would involve changing the industrial uses along Harbor Boulevard to commercial. This project also includes a waterfront promenade and 3 acres of open space. This project was evaluated in the San Pedro Waterfront Project EIS/EIR and subsequent Addendum. The revised project environmental analysis includes: 108,000-square-foot outdoor amphitheater, 2.5-acre entertainment venue, 100-foot diameter Ferris wheel with an approx. 150-foot tall by 50-foot-wide tower attraction, and other visitor-serving commercial uses. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified September 2009.	BHC certified the Final EIS/EIR and approved the project in 2009. Addendum 1 in May 2016 and Addendum 2 in November 2019. Construction of the 2016 Project is ongoing NOP released April 2022. Draft Subsequent EIR in process.
17.	Port of Los Angeles and Port of Long Beach Goods Movement Workforce Training Facility Project – 1400 East Anchorage Road	Project involves preparing an approximately 20-acre site for a goods movement workforce training facility that would include providing skilled training programs while providing a safe training environment for workers.	Environmental review in process; NOP released February 2024.
18.	SR-47/Vincent Thomas Bridge and Front St./Harbor Blvd. Interchange Reconfiguration	Reconfiguration of the existing interchange at SR-47/Vincent Thomas Bridge and Harbor Boulevard/Front Street to improve safety and operation for vehicles exiting the highway. Improvements also include modifications of the eastbound entrance ramps and modification of Harbor Boulevard and Front Street approaching and between the ramp termini.	Design underway.
19.	Al Larson Boat Shop Improvement Project – Terminal Island	Modernization of existing boat yard (1046 S. Seaside Avenue, San Pedro) and 30-year lease extension.	Final EIR certified in 2009. Project on hold.
20.	Berths 302–306 [APL now known as Fenix Marine] Container Terminal Project	Improvement and expansion of the existing terminal, including the addition of cranes, modifications to the main gate, converting an existing dry container storage unit to a refrigerated unit, and the expansion of the terminal onto 41 acres adjacent to the existing terminal. Revised project includes continued operations with minor modifications to the terminal and a 15-year lease extension through 2043.	Evaluated in Final EIR/EIS in 2012 and an Addendum in 2016. Expansion project on hold, revised project ongoing.
21.	Berths 238-239 [PBF Energy] Marine Oil	Demolition of the existing Berth 238 loading platform and construction of a new platform and associated mooring structures at Berth 238, and installation of landside improvements.	Construction pending.

No.	Cumulative Project Title and Location	Project Description	Project Status
	Terminal Improvement Project		
22.	Star-Kist Cannery Facility – Terminal Island	Demolition of 14-acre site for future use as cargo support or container chassis storage.	MND adopted February 2023. Construction pending.
23.	Berths 167-169 [Shell] Marine Oil Terminal Wharf Improvements Project	Various wharf and seismic ground improvements required to comply with MOTEMS, as well as other landside elements and a new 30-year lease.	Final EIR certified in 2018. Construction pending.
24.	Avalon and Fries Street Segments Closure Project	Physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, fencing, and signage.	Construction pending.
25.	Avalon Freight Services Relocation Project	Shifting of existing Catalina Island freight operations from Berth 184 in Wilmington to Berth 95 in San Pedro.	Construction pending.
26.	Berths 187-191 (Vopak) Liquid Bulk Terminal Wharf Improvements and Cement Terminal Project	Various wharf and improvements that are required to comply with MOTEMS, improvements to an adjacent wharf to facilitate resumption of cement terminal operations on the site, and a new 30-year entitlement	IS/NOP issued July 2022. EIR in preparation.
	Port of Long Beach		
27.	Middle Harbor Terminal Redevelopment	Consolidation of two existing container terminals into one 345-acre terminal. Construction includes landfill, dredging, and wharf construction; construction of an intermodal rail yard; and reconstruction of terminal buildings.	Approved project. Final EIR (FEIR) certified in 2009. Phases 1-3 are complete; terminal in operation as of 2016. Construction of final 3 acres (North Gate Expansion) to be completed by 2027.
28.	Piers G & J Terminal Redevelopment Project – POLB Piers G and J	Development of a marine terminal of up to 315 acres by consolidating two existing marine container terminals on Piers G and J and several surrounding parcels. Construction will be completed in four phases over an 11-year period and includes approx. 53 acres of landfills, dredging, concrete wharves, rock dikes, and road and railway improvements.	Project approved September 2000. Construction ongoing.
29.	Pier B On-Dock Rail Support Facility – POLB Pier B	Expansion of the existing Pier B Rail Yard in two phases, including realignment of the adjacent Pier B Street and utility relocation.	FEIR certified February 2018. Construction commenced August 2024; expected to be completed by 2032.

No.	Cumulative Project Title and Location	Project Description	Project Status
30.	Mitsubishi Cement Corporation Facility Modifications – POLB Pier F	Facility modification, including the addition of a catalytic control system, construction of four additional cement storage silos, and upgrading existing cement unloading equipment.	Project approval in April 2015. Construction commenced June 2021.
31.	Southern California Edison Transmission Tower Replacement Project – Spanning from POLB Pier A to Pier S	Replacement of a series of transmission towers between the Harborgen Substation (Pier A), across the Cerritos Channel, to the Long Beach Substation (Pier S).	FEIR certified in 2017. Construction of new towers completed in August 2021. Demolition of old transmission tower in-water footings not yet completed.
32.	Toyota Facility Improvements Project – POLB Pier B	Construction of a new consolidated Vehicle Processing and Distribution Center, Hydrogen Fuel Cell and Generator Facility, and Fueling Station. Demolition of some existing facilities.	MND adopted in 2018. Construction ongoing.
33.	TI Wye Track Realignment at Pier S and Pier T	Construction of new rail tracks and enhancement a triangular rail junction where long trains can be turned and staged.	Construction is ongoing and expected to end late 2024 or early 2025.
34.	Pier D Street Realignment	Realignment of Pier D Street between the Middle Harbor out-gate and Pico Avenue and Broadway between former POLB maintenance yard (western terminus of the roadway) and Pico Avenue.	Construction expected to begin July 2027 and end May 2029.
35.	World Oil Tank Installation Project – POLB Pier C	Installation and operation of two 25,000-barrel petroleum storage tanks at 1405 Pier C Street.	EIR Certified September 2024.
36.	Pier T Marine Terminal Redevelopment	Redevelopment of Pier T container/marine terminal.	Harbor Development Permit (HDP) application under review; schedule pending.
37.	POLB Deep Draft Navigation and Main Channel Deepening Project (POLB/USACE)	Dredge approximately 7.4 million cubic yards of sediment in the Port of Long Beach to deepen channels and basins to improve waterborne transportation efficiencies and navigational safety for vessel operations. A new dredge substation may be constructed to provide electricity to dredge equipment.	POLB NEPA EIS Record of Decision issued July 2022; CEQA EIR certified by POLB September 2022. Construction estimated to start in 2027.

No.	Cumulative Project Title and Location	Project Description	Project Status
		Intermodal Container Transfer Facility (ICTF) Joint Powers Authority	
38.	Union Pacific Railroad ICTF Modernization and Expansion Project	Union Pacific proposal to modernize existing intermodal yard 4 miles from the Port.	Draft EIR on hold.
		Community of San Pedro Projects	
39.	Pacific Corridors Redevelopment Project – Cross streets Gaffey and Pacific Avenue	Development of commercial/retail, manufacturing, and residential components. Construction underway of four housing developments and Welcome Park.	Project underway. Estimated to be completed in 2032 according to City of Los Angeles Planning Department.
		Community of Wilmington Projects	
40.	Wilmington Redevelopment Plan Amendment/ Expansion Project – 846 Watson Avenue	Expansion of the existing Wilmington Industrial Park by an additional 2,487 acres, for a total of approximately 2,719 acres. Under the probable maximum level of development, the overall project area could support up approximately 7,326 residential units (primarily multi-family; zone changes under the Plan would permit multi-use and higher density residential development). In addition to the residential development, the Project could accommodate up to approximately 207 acres (9 million square feet) of commercial development and up to 333 acres (14.5 million square feet) of industrial development.	NOP for Program EIR released August 2010. Currently on hold.

Cumulative Project Locations



John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 5-1

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5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the visual setting and aesthetic character of the Project site and evaluates the potential for the Proposed Project to result in impacts to the visual character and quality of the Project site. The analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from Proposed Project implementation would result in a conflict with applicable zoning and other regulations governing scenic quality. Descriptions of existing aesthetic/visual conditions are based, in part, on site visits by the consulting team, analysis of aerial photography (Google Earth Pro, 2020), and the Proposed Project application materials submitted to the Los Angeles Harbor Department (LAHD) described in Section 3.0, *Project Description*, of this EIR. This section is also based, in part, on the following documents and resources:

- *City of Los Angeles General Plan Safety Element,* Adopted 24 November 2021
- *City of Los Angeles Municipal Code*
- *Port of Los Angeles Master Plan Update Environmental Impact Report 2013*
- *Port Master Plan,* Adopted September 2018
- *California Department of Transportation (Caltrans) Scenic Highway Mapping System*

Aesthetics Terminology

- **Aesthetic resources** include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that provide an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.
- **Scenic resources** are visually significant hillsides, ridges, water bodies, and buildings that are critical in shaping the visual character and scenic identity of the area and surrounding region.
- **Scenic vistas** are defined as panoramic views of important visual features, as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.
- **Visual character** broadly describes the unique combination of aesthetic elements and scenic resources that characterize a particular area. The quality of an area's visual character can be qualitatively assessed considering the overall visual impression or attractiveness created by the particular landscape characteristics. In urban settings, these characteristics largely include land use type and density, urban landscaping and design, architecture, topography, and background setting.

5.1.2 REGULATORY SETTING

5.1.2.1 Federal Regulations

There are no federal regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.2 State Regulations

There are no State regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.3 Local Regulations

City of Los Angeles General Plan

The City of Los Angeles General Plan contains the following policies related to aesthetics that are applicable to the Proposed Project:

Conservation Element

Objective: To protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.

Policy: Continue to encourage and/or require property owners to develop their properties in a manner that would, to the greatest extent practical, retain significant existing landforms (ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.

Public Facilities and Services Element

Policy 9.40.3: Develop regulations to ensure quality lighting to minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare for facade lighting, security lighting, and advertising lighting including billboards.

Port of Los Angeles Master Plan

Objective 4: To assure priority for water and coastal dependent development within the Port while maintaining the coastal zone environment and public views of, and access to, coastal resources.

City of Los Angeles Planning and Zoning Code

The City of Los Angeles Planning and Zoning Code contains a lighting-related requirement that is applicable to the Project:

Section 12.21 A 5(k): All lights used to illuminate a parking area shall be designed, located, and arranged so as to reflect the light away from any streets and adjacent premises.

5.1.3 ENVIRONMENTAL SETTING

Visual Character of the Project Site

The Project site is currently disturbed and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. The Project site consists of a narrow plateau area along I-110 with steep downslopes to the western edge of John S. Gibson Boulevard (SCS, 2017). The Project site is covered with vegetation, including non-native grasses and disturbed coyote brush scrub, and multiple trees on the northwestern portion of the site.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site is dominated by the I-110 freeway to the north and west, John S. Gibson Boulevard to the south, and container and terminal storage to the east. Distant views of the Port of Los Angeles (POLA) are visible from the surrounding areas.

5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a State scenic highway.

AE-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study established that the Proposed Project would not result in impacts related to Threshold AE-1, AE-2, and AE-4; thus, no further assessment of these impacts is required in this EIR.

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Project site and surrounding areas and the changes that would occur from Proposed Project implementation. The evaluation of conflict with applicable zoning and other regulations governing scenic quality compares the Proposed Project to the City of Los Angeles applicable zoning and policies.

5.1.6 ENVIRONMENTAL IMPACTS

IMPACT AE-3: IN NON-URBANIZED AREAS, WOULD THE PROJECT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS? (PUBLIC VIEWS ARE THOSE THAT ARE EXPERIENCED FROM PUBLICLY ACCESSIBLE VANTAGE POINTS). IF THE PROJECT IS IN AN URBANIZED AREA, WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?

Less-than-Significant Impact. The Project site has a POLA Master Plan Land Use designation of Open Space. The Proposed Project would require a POLA Master Plan Amendment to change the Land Use designation from Open Space to Maritime Support for APNs 7440-016-002, 7440-016-003, and 7412-024-007. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities.

APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, while APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL) (City of Los Angeles, n.d.). The following regulatory standards are applicable to development of the Project site and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning.

City of Los Angeles Municipal Code

The following provisions of the City of Los Angeles Municipal Code are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the Proposed Project.

Table 5.1-1: Development Standard Consistency

Zone	Use	Maximum Height	Required Yards (Front, Side Rear)	Minimum Area Per Lot/Unit	Minimum Lot Width
M2	Light Industrial M1 and MR2 Uses, additional industrial uses, storage yards, animal keeping, enclosed composting, no R Zone Uses	Unlimited	Front: None. Side: Same as R5 zone for residential uses Rear: None for industrial or commercial uses	None for industrial or commercial uses	None for industrial or commercial uses
M3	Heavy Industrial M2 Uses, Any Industrial Uses, Nuisance Type Uses 500 ft. from any other Zone, no R Zone Uses		None	None	None
Project Applicability	Consistent	Consistent	N/A	N/A	N/A

Source: City of Los Angeles Municipal Code Section 12.19 and Section 12.20, (City of Los Angeles, 2023)

As shown in Table 5.1-1, the Proposed Project is consistent with the light and heavy industrial zoning designations for the site. However, the Proposed Project would change the scenic quality of the site from an undeveloped site to a facility for short-term parking of trucks and chassis and related site improvements. A new signal would be installed at the new intersection of John S. Gibson Boulevard and the Proposed Project driveway prior to the start of operations. The Proposed Project would also include installation of a prefabricated guard booth and restroom for use by truck drivers and Proposed Project employees. Additionally, the Proposed Project would include approximately 316,373 square feet of drought tolerant ornamental landscaping that would cover approximately 39 percent of the site. As shown in Figures 5.1-1a through 5.1-1d, public views from I-110 and John S. Gibson Boulevard would be altered with implementation of the Proposed Project. The Proposed Project would include landscaping that would enhance the existing views of the Proposed Project by including trees, shrubs, and wall-covering vines to enhance the scenic quality of the Project site from John S. Gibson Boulevard. The chassis temporarily parked at the Proposed Project would be visible to the public on the I-110. However, the trucks and chassis on site would be similar to the views of the shipping containers within the POLA. Additionally, the layering of landscaping between the Proposed Project and the surrounding roadways would provide visual depth and distance between the roadways and trucks and chassis parked on site, while functioning as a screen to parked trucks and chassis. Therefore, while the Proposed Project would change the visual character of the site, it would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and impacts would be less than significant.

5.1.7 CUMULATIVE IMPACTS

The Project would not conflict with applicable design regulations contained in the City of Los Angeles Municipal Code for the M2 and M3 designation. Therefore, the Project has no potential to contribute to cumulatively considerable scenic quality impacts. Moreover, any new development in the surrounding area would be subject to applicable development regulations and design standards imposed by the governing jurisdiction, which would ensure that development incorporates design standards and landscaping to avoid potential adverse effects to local scenic quality. Therefore, aesthetic impacts would not be cumulatively considerable.

5.1.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

The Project would result in a less-than-significant impact regarding Impact AE-3.

5.1.9 MITIGATION MEASURES

None required.

5.1.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Project would result in a less-than-significant impact regarding Impact AE-3. No mitigation is required.

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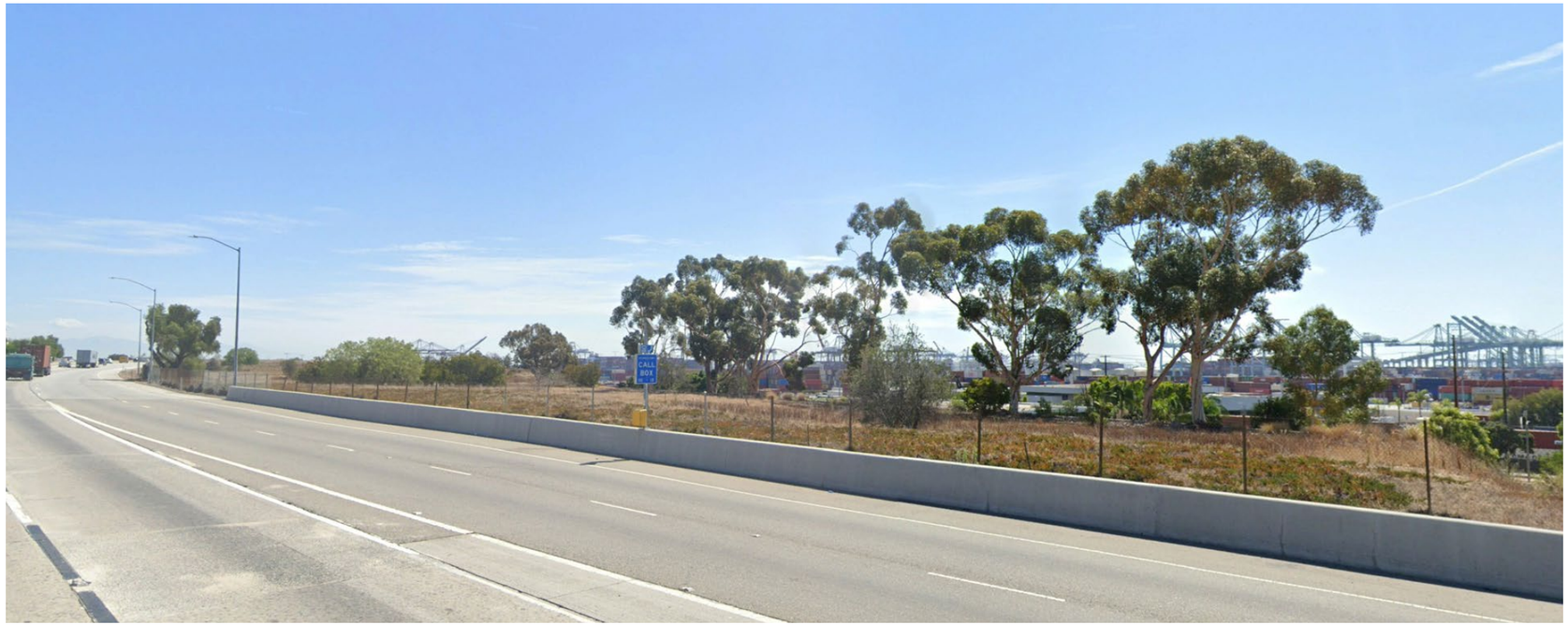
Project Renderings

Existing



Proposed

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Project Renderings

Existing

Proposed

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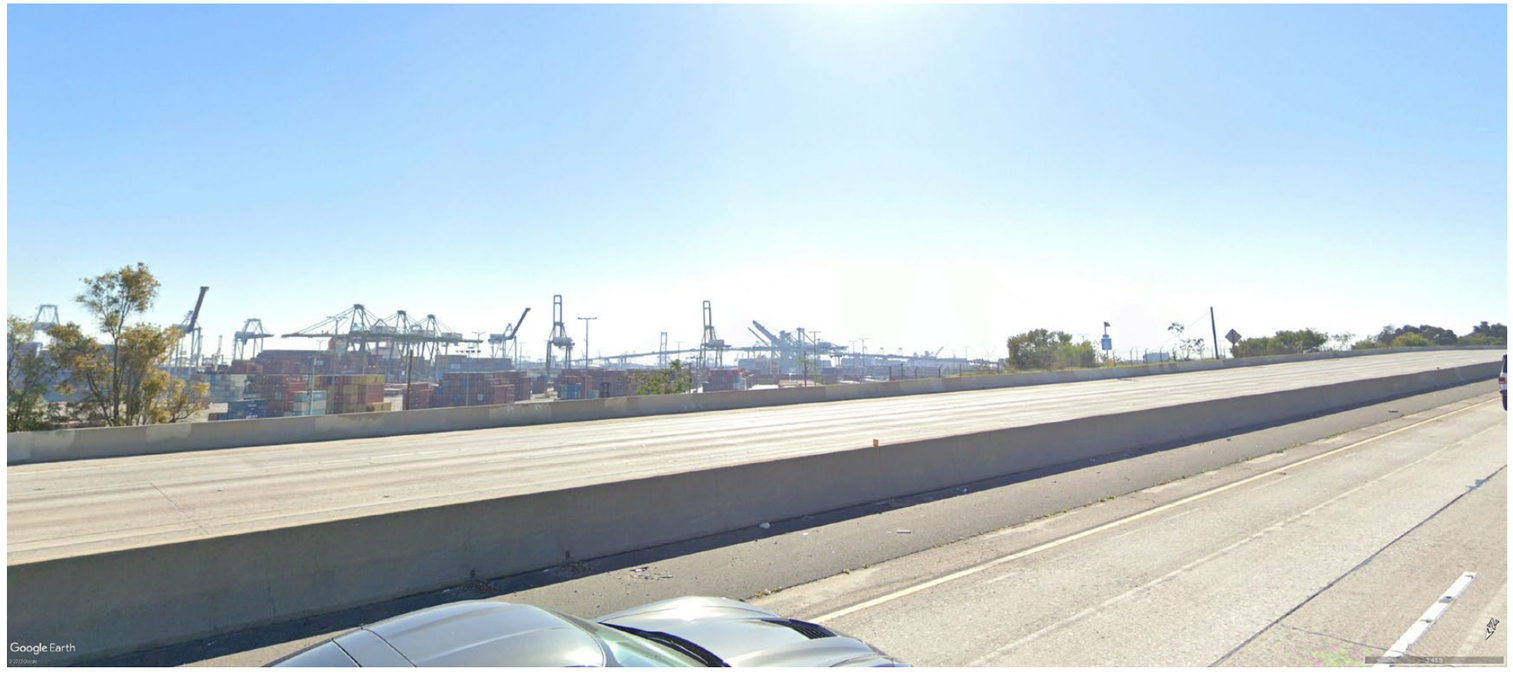
Project Renderings

Existing



Proposed

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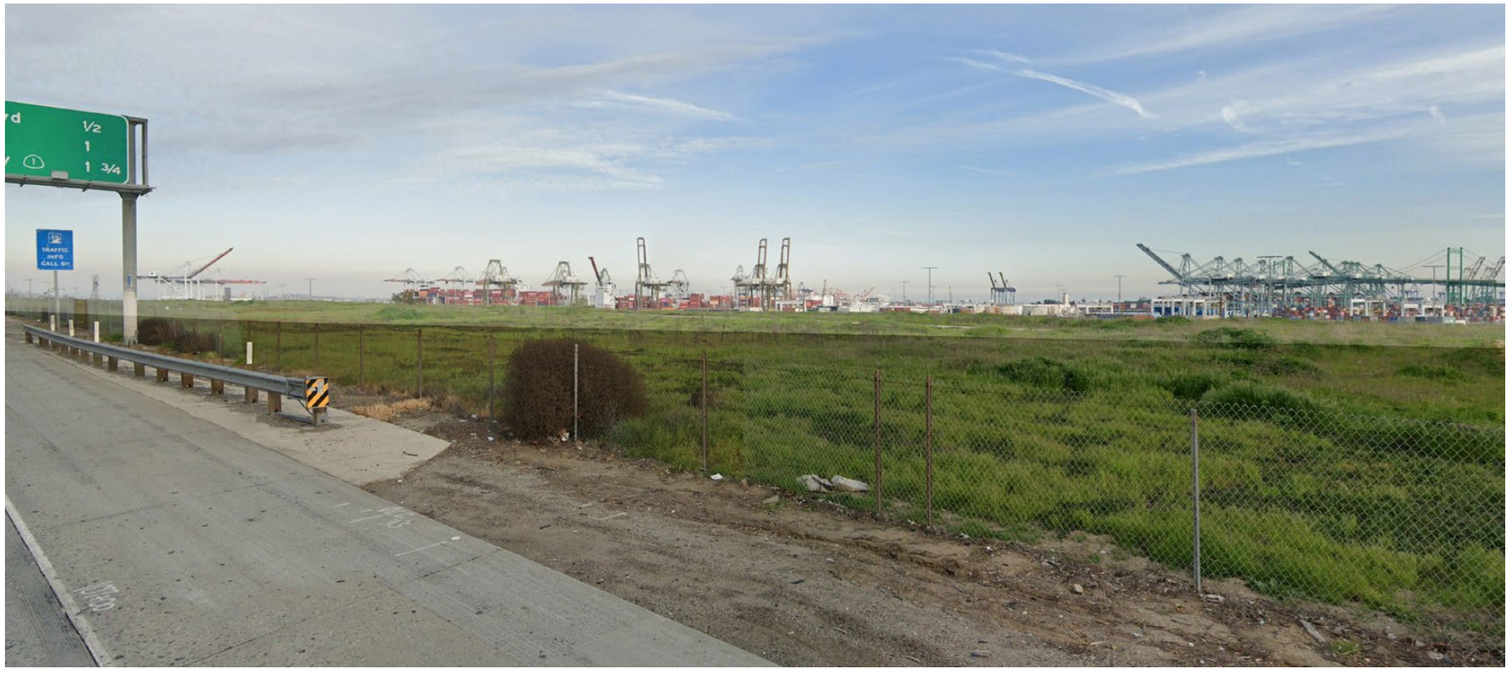
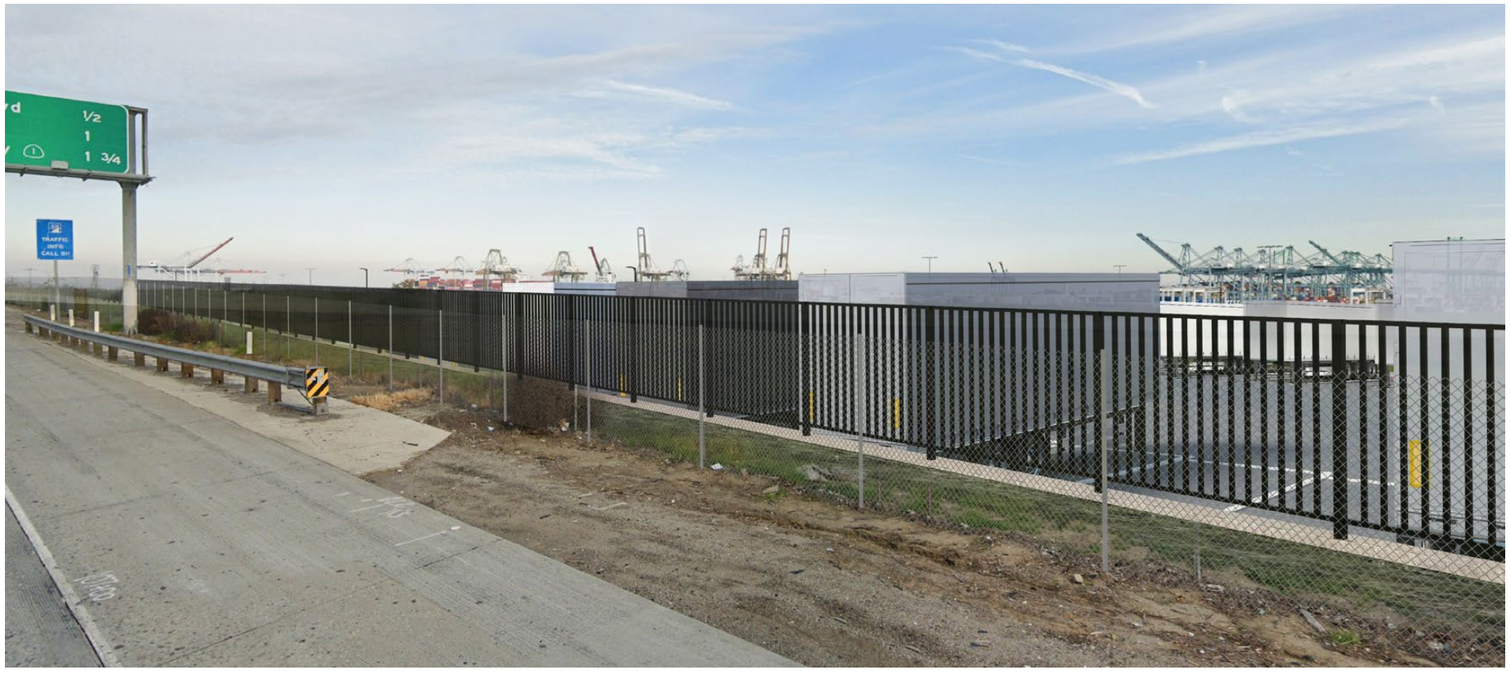
Project Renderings

Existing



Proposed



John S Gibson Trailer Lot Project
City of Los Angeles

Figure 5.1-1d

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5.1.11 REFERENCES

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5.2 Air Quality

5.2.1 INTRODUCTION

This section provides an overview of the existing air quality within the Project site and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the Proposed Project. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on the following Los Angeles Harbor Department (LAHD) documents and technical studies prepared by LSA (LSA, 2024a) and are included as appendices to this EIR:

- *Port Master Plan,* LAHD, Adopted September 2018.
- *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report John S. Gibson Trailer Lot Project,* (LSA, 2024a), provided as EIR Appendix B

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulations

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (USEPA) has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary national ambient air quality standards (NAAQS) for the following criteria air pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM_{10}), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead (Pb). Table 5.2-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The USEPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The USEPA's primary role at the state level is to oversee state air quality programs. The USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Table 5.2-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when volatile organic compounds (VOCs) and NO_X react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/ industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_x)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM_{10})	24 hours	50 µg/m^3	150 µg/m^3	May irritate eyes and respiratory tract, decreases in lung capacity, cancer, and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m^3	---		
Fine Particulate Matter ($PM_{2.5}$)	24 hours	---	35 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO_X, sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3		
Lead (Pb)	30 Day Average	1.5 µg/m^3	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	*Present source:* lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m^3		
	Rolling 3-Month Average	---	0.15 µg/m^3		
Hydrogen Sulfide	1 hour	0.03 ppm	…	Nuisance odor (rotten egg smell), headache and	Geothermal power plants, petroleum production and refining

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
				breathing difficulties (higher concentrations)	
Sulfates (SO_4)	24 hours	25 µg/m^3	…	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hours	Extinction of 0.23/km; visibility of 10 miles or more	…	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See $PM_{2.5}$.

Source: CARB, 2016.
Acronyms: ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter.

The CAAA also required the USEPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

Hazardous Air Pollutants

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the CAAA directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

5.2.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen

sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.2-1.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Diesel Regulations

The CARB has adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter (DPM). More specifically, the Advanced Clean Fleets Regulation and Drayage Truck Regulations and the statewide On-road Truck and Bus Regulation require accelerated implementation of "clean trucks" into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

The average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to these regulatory requirements. Diesel emissions identified in this analysis therefore overstate future DPM emissions because not all these regulatory requirements are reflected in the modeling conducted to evaluate the Proposed Project.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which ambient standards have been established. Instead, the USEPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the MACT or best available control technology (BACT) for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted the USEPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook), which provides guidance concerning land use compatibility with TAC sources. Although it is not a law or adopted

policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill 1493 – Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the "Low Emission Vehicle" Regulations.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than five consecutive minutes. The idling limit does not apply to:

- Idling when queuing;
- Idling to verify that the vehicle is in safe operating condition;
- Idling for testing, servicing, repairing or diagnostic purposes;
- Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane);
- Idling required to bring the machine system to operating temperature; and
- Idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards (CALGreen standards) became effective on January 1, 2023.

The 2022 CALGreen standards (California DGS, 2022) that reduce air quality emissions and are applicable to the Proposed Project include, but are not limited to, the following:

- **Outdoor light pollution reduction.** Outdoor lighting systems shall be designed to meet the backlight, uplight, and glare ratings per Table 5.106.8 (5.106.8).
- **Construction waste management.** Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- **Excavated soil and land clearing debris.** 100% of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).

- **Recycling by occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- **Water conserving plumbing fixtures and fittings.** Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
    - **Water closets.** The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
    - **Urinals.** The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
    - **Faucets and fountains.** Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- **Outdoor potable water uses in landscaped areas.** Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).

The CalGreen Building Standards Code has been adopted by the City of Los Angeles by reference in Municipal Code Article 9.

5.2.2.3 Regional Regulations

South Coast Air Quality Management District

Criteria Air Pollutants

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in the Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA. Air quality plans applicable to the Proposed Project are discussed below.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

SCAG is mandated by law to develop a long-term regional transportation and sustainability plan every four years. The most recently adopted AQMP is the 2022 AQMP that was adopted by the SCAQMD Governing Board on December 2, 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and

feasible, and low NOx technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 federal 8-hour ozone standard. SCAQMD proposes a total of 49 control measures for the 2022 AQMP, including control measures focused on widespread deployment of zero emission and low NOx technologies through a combination of regulatory approaches and incentives. The 2022 AQMP is based on data from SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The SCAG 2020–2045 RTP/SCS also provides a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and use resources more efficiently. Further, the RTP/SCS provides the socioeconomic growth forecast and transportation activity projections for the SCAQMD AQMP. GHG emissions resulting from development-related mobile sources are the most potent source of emissions.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations (SCAQMD, 2023a). Specific rules applicable to the Proposed Project include the following:

Rule 203 – Permit to Operate. A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM_{10} generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

5.2.2.4 Local Regulations

City of Los Angeles Sustainable City pLAn

The Port is committed to responsible growth through the implementation of the three tenets of sustainability: environment, economy, and equity. As such, the Port has adopted the City of Los Angeles Sustainable City pLAn (City of Los Angeles, 2019). The Plan contains goals for the City, especially in areas of local solar, energy efficient buildings, carbon and climate leadership, green jobs, preparedness and resiliency, air

quality, and environmental justice. In addition, the Plan advances the City's environment, economy, and social equity in 14 various categories with short term, near term (2025), and long-term (2035) targets. The following municipal targets from the Plan would be applicable to the proposed Project:

- Recycle 100 percent of all wastewater for beneficial reuse by 2035.
- Reduce potable water use per capita by 22.5 percent by 2025; and 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.
- Reduce port related GHG emissions by 80% by 2050.
- Reduce industrial emissions by 38% by 2035; and 82% by 2050.
- Increase tree canopy in areas of greatest need by at least 50% by 2028.

Community Emissions Reduction Plan Wilmington, Carson, West Long Beach

The Community Emissions Reduction Plan (CERP) outlines the actions and commitments by the Community Steering Committee (CSC), the SCAQMD, and CARB to reduce air pollution in the Wilmington, Carson, and West Long Beach community (SCAQMD, 2019). The CERP is a critical part of implementing AB 617, which is a California law that addresses the disproportionate impacts of air pollution in environmental justice communities. The CERP includes targeted actions using many strategies, including developing and enforcing regulations, providing incentives to accelerate the adoption of cleaner technologies, and conducting outreach to provide useful information to support the public in making informed choices. Additionally, air monitoring strategies are used in implementation of the CERP to help provide critical information to help guide investigations or provide public information.

City of Los Angeles General Plan

The City of Los Angeles General Plan Health, Wellness, and Equity (HWE) Element (City of Los Angeles, 2023) and Air Quality (AQ) Element (City of Los Angeles, 1992) contain the following policies related to air quality that are applicable to the Project:

Policy HWE 1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.

Policy HWE 5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy HWE 5.2 Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

Policy HWE 5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

Policy HWE 5.6 In collaboration with public, private, and nonprofit partners, increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change, and target resilience in the most vulnerable communities.

Goal AQ 1 Good air quality and mobility in an environment of continued population growth and healthy economic structure.

Objective AQ 1.1 It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan [AQMP], increase traffic mobility, and sustain economic growth citywide.

Policy AQ 1.1.1 Encourage demonstration projects which involve creative and innovative uses of market incentive mechanisms to achieve air quality objectives.

Objective AQ 1.3 It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.

Policy AQ 1.3.1 Minimize particulate emissions from construction sites.

Policy AQ 1.3.2 Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.

Objective AQ 2.1 It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.

Goal AQ 4 Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Objective AQ 4.1 It is the objective of the City of Los Angeles to include the regional attainment on air quality by addressing the relationship between land use, transportation, and air quality.

Objective AQ 4.2 It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.

Policy AQ 4.2.3 Ensure that new development is compatible with pedestrian, bicycles, transit, and alternative fuel vehicles.

Policy AQ 4.2.4 Require that air quality impacts be a consideration in the review and approval of all discretionary projects.

Policy AQ 4.2.5 Emphasize trip reduction, alternative transit, and congestion management measures for discretionary projects.

Policy AQ 4.3.2 Revise the City's General Plan/Community Plan to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.

Goal AQ 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective AQ 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

Policy AQ 5.1.1 Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.

Policy AQ 5.1.2 Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations

Policy AQ 5.1.4 Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.

5.2.3 ENVIRONMENTAL SETTING

Climate and Meteorology

The Project area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Criteria Air Pollutants

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been prepared over the years.[1] Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal CAA. California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving

[1] Additional sources of information on the health effects of criteria pollutants can be found at CARB and USEPA's websites at http://www.arb.ca.gov/research/health/health.htm and http://www.epa.gov/air/airpollutants.html, respectively.

other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NOx). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exemption list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide

NO_2 is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NOx, which are reported as equivalent NO_2. Aside from its contribution to ozone formation, NO_2 can increase the risk of acute and chronic respiratory disease and reduce visibility. NO_2 may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO_2 is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfur trioxide (SO_3). Collectively, these pollutants are referred to as sulfur oxides (SOx).

Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO_2 aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. Long-term SO_2 exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM_{10} and $PM_{2.5}$ consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM_{10} and $PM_{2.5}$ represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis, and respiratory illnesses in children.

Particulate matter can also damage materials and reduce visibility. One common source of $PM_{2.5}$ is diesel exhaust emissions.

PM_{10} consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO_2 and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM_{10} and $PM_{2.5}$ are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. $PM_{2.5}$ can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH_3), NOx, and SOx.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being diesel particulate matter (DPM) from diesel-fueled engines. DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

CO Hotspots

An adverse CO concentration, known as a "hot spot" is an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard

in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, and CO concentrations in the Project vicinity have steadily declined (LSA, 2024a).

Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

Existing Conditions

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. However, the LAHD also maintains their own monitoring stations. LAHD's air quality monitoring station closest to the Project site is the San Pedro Community station. Pollutant monitoring results for years 2020 to 2022 at the San Pedro Community air quality monitoring station, shown in Table 5.2-2, indicate that air quality in the area has generally been good. As indicated in the monitoring results, the federal PM_{10} standard had an unknown number of exceedances in 2020 and no exceedances in 2021 and 2022. The State PM_{10} standard had an unknown number of exceedances during the 3-year period. The $PM_{2.5}$ federal and State standard had an unknown number of exceedances in the 3-year period. The 1-hour ozone State standard also had an unknown number of exceedances in the 3-year period. The 8-hour ozone State and federal standards had no exceedances for 2020 and 2021 and had an unknown number of times in 2022. The State and federal SO_2 standards had an unknown number of exceedances in 2021 and no exceedances in 2020 and 2022. In addition, the CO and NO_2 standards were not exceeded in this area during the 3-year period.

Table 5.2-2: Air Quality Monitoring Summary 2020-2022

Pollutant	Standard	2020	2021	2022
Carbon Monoxide (CO)				
Maximum 1-hour concentration (ppm)		1.9	6.9	2.7
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal: > 35 ppm	0	0	0
Maximum 8-hour concentration (ppm)		2.0	1.2	2.2
Number of days exceeded:	State: > 9 ppm	0	0	0
	Federal: > 9 ppm	0	0	0
Ozone (O_3)				
Maximum 1-hour concentration (ppm)		0.101	0.154	0.9
Number of days exceeded:	State: > 0.09 ppm	ND	ND	ND
Maximum 8-hour concentration (ppm)		0.067	0.061	0.071
Number of days exceeded:	State: > 0.07 ppm	0	0	ND
	Federal: > 0.07 ppm	0	0	ND

Pollutant	Standard	2020	2021	2022
Coarse Particulates (PM_{10})				
Maximum 24-hour concentration (µg/m³)		208.8	82.6	72.6
Number of days exceeded:	State: > 50 µg/m³	ND	ND	ND
	Federal: > 150 µg/m³	ND	0	0
Annual arithmetic average concentration (µg/m³)		ND	ND	ND
Exceeded for the year:	State: > 20 µg/m³	ND	ND	ND
	Federal: > 50 µg/m³	ND	ND	ND
Fine Particulates ($PM_{2.5}$)				
Maximum 24-hour concentration (µg/m³)		62.2	39.8	35.4
Number of days exceeded:	Federal: > 35 µg/m³	ND	ND	ND
Annual arithmetic average concentration (µg/m³)		ND	ND	ND
Exceeded for the year:	State: > 12 µg/m³	ND	ND	No
	Federal: > 15 µg/m³	ND	ND	No
Nitrogen Dioxide (NO_2)				
Maximum 1-hour concentration (ppm)		0.0	0.073	0.061
Number of days exceeded:	State: > 0.250 ppm	0	0	0
Annual arithmetic average concentration (ppm)		ND	ND	ND
Exceeded for the year:	Federal: > 0.053 ppm	ND	ND	ND
Sulfur Dioxide (SO_2)				
Maximum 1-hour concentration (ppm)		ND	0.147	0.014
Number of days exceeded:	State: > 0.25 ppm	ND	ND	ND
Maximum 24-hour concentration (ppm)		ND	0.009	0.004
Number of days exceeded:	State: > 0.04 ppm	0	0	0
	Federal: > 0.14 ppm	0	0	0
Annual arithmetic average concentration (ppm)		ND	ND	ND
Exceeded for the year:	Federal: > 0.030 ppm	No	No	No

Source: Table from Appendix B, Table F
Notes: Data taken from the POLA San Pedro Community Monitoring Station
Acronyms: µg/m³ = micrograms per cubic meter, CARB = California Air Resources Board, ND = No data – There were insufficient (or no) data to determine the value, ppm = parts per million

Both CARB and the USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment. See Table 5.2-3, for attainment designations for the SCAB.

Table 5.2-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB)

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	Extreme Nonattainment
O_3 – 8-hour standard	Nonattainment	Extreme Nonattainment
PM_{10}	Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Serious Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Attainment/Maintenance
SO_2	Unclassifiable/Attainment	Attainment/Unclassified
Pb	Attainment	Nonattainment

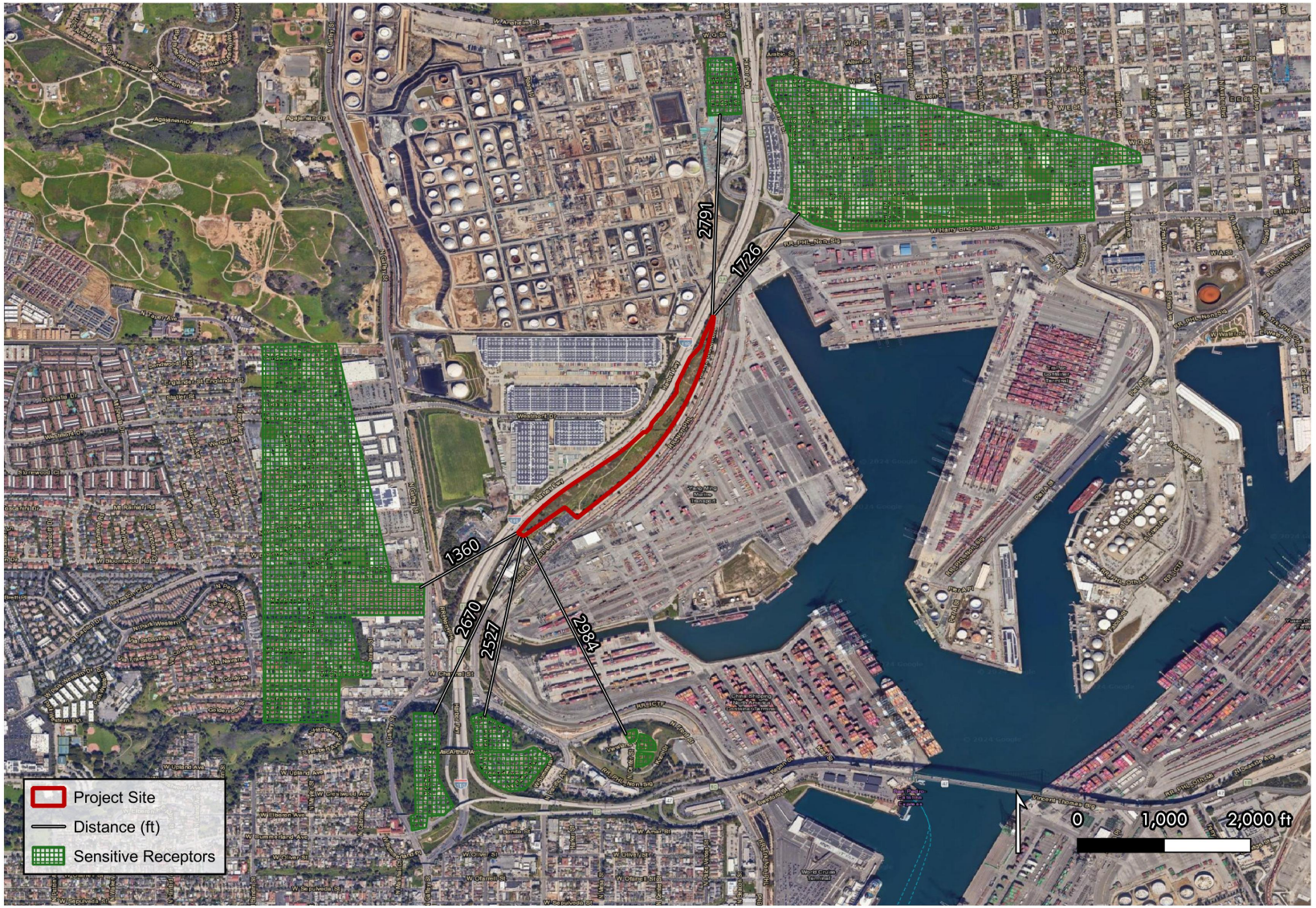
Source: LSA, 2024a (EIR Appendix B).
Notes: The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

The Project site is currently vacant but disturbed from previous development and contains multiple non-native, ornamental trees. Limited, temporary air quality emissions are currently generated by disking and weed control activities onsite. The closest worker receptor to the Project site is the Ports of America insurance company located immediately west at a distance of approximately 25 feet.

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Existing sensitive receptors in the vicinity of the Project area consist of residences, schools, parks, and workplaces. There are no nearby sensitive receptors within a 1,000-foot radius of the Project site. As shown in Figure 5.2-1, the closest sensitive receptors to the Project site are single-family homes located approximately 1,366 feet southwest of the Project site's western property line.

Sensitive Receptor Distances



John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 5.2-1

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5.2.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;

AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;

AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or

AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The Initial Study established that the Proposed Project would result in less-than-significant impacts related to Threshold AQ-4; and no further assessment of this impact is required in this EIR.

Regional Thresholds

The Los Angeles CEQA Thresholds Guide references the SCAQMD CEQA Air Quality Handbook for calculating and determining the significance of construction and operational emissions. The SCAQMD's most recent regional significance thresholds from March 2023 for regulated pollutants are listed in Table 5.2-4. The SCAQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.2-4 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.2-4: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: SCAQMD, 2023b.

Localized Significance Thresholds

SCAQMD has also developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the Basin. The localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by SCAQMD, were developed for use on projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NOx, CO, PM_{10}, and $PM_{2.5}$.

Construction of the Proposed Project would actively disturb a maximum of 3.5 acres per day during site preparation and grading activities. For the Proposed Project, the appropriate SRA for the LST is the nearby South Coastal LA County (SRA 4). The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Proposed Project's potential to cause an individual a cumulatively significant impact. SCAQMD provides LST screening tables for 25-, 50-, 100-, 200-, and 500-meter source-receptor distances. As previously stated, and consistent with LST Methodology, the nearest sensitive receptor is approximately 1,366 feet (416 meters) southwest of the Project site. The LST thresholds presented in Table 5.2-5 are derived by interpolation using the distance to the nearest sensitive receptors per the SCAQMD look up table. Table 5.2-5 lists the thresholds that are used to evaluate LST emissions.

Table 5.2-5: SCAQMD Construction & Operations Localized Significance Thresholds

Emissions Source	Pollutant Emissions Threshold (lbs/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Construction (3.5 acres, 416 meters)	153.0	7,630.0	152.0	89.0
Operations (5 acres, 416 meters)	168.0	8,154.0	39.0	24.0

Source: LSA, 2024a (EIR Appendix B).
Acronyms: CO = carbon monoxide, lbs/day = pounds per day, NO_x = nitrogen oxides, PM_{10} = particulate matter less than 10 microns in size, $PM_{2.5}$ = particulate matter less than 2.5 microns in size.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined. The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot and the volume of traffic with implemenation of the Proposed Project.

Diesel Mobile Source Health Risk Threshold

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD and LAHD have established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to DPM exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Thus, the project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

Cancer Burden Threshold

If incremental individual cancer risk from the proposed Project would exceed the SCAQMD regulatory threshold of an incremental increase of 1 in one million, then an estimated determination of population level risks is required. This is distinct from the cancer risk, which is the risk probability for an exposed individual. The burden calculations are conservative estimates of the number of cancer cases that could occur in the exposed populations. The impacts are considered significant if more than 0.5 cases are calculated for the Proposed Project.

5.2.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the Proposed Project, based on the maximum, horizon year development assumptions that are outlined in Section 3.0*, Project Description*.

Air pollutant emissions associated with the Proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future parking lot facilities. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

AQMP Consistency

SCAQMD's CEQA Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed POLA Port Master Plan Amendment) and proposed truck and chassis parking lot would be consistent or in conflict with the AQMP:

1. The Project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities and counties located within the SCAG region, and, in part, on SCAG's three Land Development Categories. Therefore, if the level of housing or employment related to the Proposed Project are consistent with the applicable assumptions used in the development of the AQMP, the Proposed Project would not jeopardize attainment of the air quality levels identified in the AQMP.

Consistency Criterion No. 2 refers to the CAAQS. An impact would occur if the long-term emissions associated with the Proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions.

Construction

Short-term construction-generated emissions of criteria air pollutants and ozone precursors from development of the Proposed Project were assessed in accordance with methods recommended by SCAQMD. The Proposed Project's regional emissions were modeled using the California Emissions Estimator Model (CalEEMod), as recommended by SCAQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the Proposed Project would exceed applicable regional thresholds and where mitigation would be required. Modeling was based on Project-specific data and predicted short-term construction-generated emissions associated with the Proposed Project were compared with applicable SCAQMD regional thresholds for determination of significance.

In addition, to determine whether or not construction activities associated with development of the Proposed Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the Proposed Project's worst-case daily emissions contribution was compared to SCAQMD's LSTs that are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts. The daily total on-site combustion, mobile, and fugitive dust emissions associated with construction were combined and evaluated against SCAQMD's LSTs for a 3.5-acre site.

Based on SCAQMD's LST Methodology, emissions for concern during construction activities are on-site NOx, CO, $PM_{2.5}$, and PM_{10}. The LST Methodology clearly states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs" (SCAQMD, 2008). As such, for purposes of the LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered.

In order to determine if potential health risk impacts would occur from Proposed Project construction, the distance to the nearest sensitive receptor from the site was assessed following SCAQMD guidance for preparation of health risk assessments.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Proposed Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the Proposed Project during the horizon year condition. Trip generation rates were available from the traffic impact analysis prepared for the Proposed Project (see Appendix J of this EIR). Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

Trip Length

Construction

To determine emissions from worker vehicles during construction, the CalEEMod default of 18.5 miles was utilized for trip length. For vendor trips, the CalEEMod default of 10.2 miles was utilized for trip length. For hauling trips, 117 miles was utilized for trip length during site preparation as on-site contaminated soils would potentially need to be disposed of offsite in a registered facility. For hauling trips during grading, the CalEEMod default of 20 miles was utilized for trip length.

Operation

To determine emissions from passenger car vehicles during operation, the CalEEMod default of 16.6 miles was utilized for trip length. To determine emissions from trucks for the proposed truck and chassis parking lot, the analysis incorporated the increased vehicle miles traveled for trucks over baseline POLA conditions associated with the Proposed Project. As determined in a separate VMT Analysis of truck trips, prepared by the Los Angeles Harbor Department Goods Movement, the Proposed Project would result in an increase of 3.8 miles traveled on average for trucks accessing the Project site over existing conditions (LAHD, 2024). For on-site emissions, the HRA assumed that trucks would travel up to 0.38-mile onsite and the LST analysis assumed that five percent of the Project-related new mobile source emissions would occur onsite.

5.2.6 ENVIRONMENTAL IMPACTS

IMPACT AQ-1: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN?

Less-than-Significant Impact.

SCAQMD AQMP Consistency

The SCAQMD's 2022 AQMP is the applicable air quality plan for the Proposed Project site. Pursuant to Consistency Criterion No. 1, the SCAQMD's 2022 AQMP is the applicable air quality plan for the Proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast

assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The majority of the Project site is within the POLA Master Plan land use designation of Open Space. The Proposed Project would require a Master Plan Amendment to change the land use designation from Open Space to Maritime Support (APNs 7440-016-002, 7440-016-003, and 7440-016-007). The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities. APNs 7440-016-001, 7440-016-002, 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, while APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL. The Proposed Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site and no General Plan amendment or zone change would be necessary. While the Proposed Project would require a POLA Master Plan Amendment, the Proposed Project would be consistent with the City of Los Angeles's General Plan land use designation, which is relied on for SCAG's regional forecast projections and 2022 AQMP growth projections. Therefore, the Proposed Project is consistent with the SCAQMD 2022 AQMP and would not result in an impact related to Criterion No.1.

Regarding Consistency Criterion No. 2, which evaluates the Proposed Project's potential to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the Proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below in Impact AQ-2, the Proposed Project would result in regional operational-source emissions that would not exceed the SCAQMD thresholds of significance. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the Proposed Project would not result in an impact related to Consistency Criterion No. 2.

Overall, the Proposed Project would not result in an inconsistency with SCAG's regional growth forecast or result in increased regional air quality emissions that would exceed thresholds. Therefore, the Proposed Project would not result in a conflict with, and would not obstruct, implementation of the AQMP, and impacts would be less than significant.

Community Emissions Reduction Plan Wilmington, Carson, West Long Beach

In addition to the regional AQMP, the SCAQMD has prepared the Wilmington, Carson, West Long Beach CERP in response to AB 617 (SCAQMD, 2019). The CERP addresses air quality issues and emissions associated with the POLA and Port of Long Beach and identifies three air quality priorities (zero- and near-zero-emissions technologies, oil tanker leaks, and enforcement of existing CARB regulations). The Proposed Project would be consistent with the priorities set forth by the CERP as it would provide zero-emission cargo-handling equipment onsite and trucks accessing the Project site would be required to be consistent with state regulations. Therefore, the Proposed Project would not conflict with the Wilmington, Carson, West Long Beach CERP.

Overall, the Proposed Project would not result in an inconsistency with the AQMP or result in emissions that would exceed SCAQMD thresholds. Therefore, the Proposed Project would not result in a conflict with, and

would not obstruct, implementation of an applicable air quality plan, and impacts would be less than significant.

IMPACT AQ-2: WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?

Construction

Less-than-Significant Impact. Construction activities associated with the Proposed Project would result in emissions of CO, VOCs, NOx, SOx, PM_{10}, and $PM_{2.5}$. Pollutant emissions associated with construction would be generated from the following construction activities: (1) site preparation, grading, and excavation; (2) construction workers traveling to and from the Project site; (3) delivery and hauling of construction supplies to, and debris from, the Project site; (4) fuel combustion by on-site construction equipment; (5) application of architectural coatings and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. In addition, emissions would result from the import of approximately 3,433 cubic yards of soil during the grading phase.

Construction emissions are short-term and temporary. The maximum daily construction emissions for the Proposed Project were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403 and 1113 (described above), which would reduce air contaminants during construction. Table 5.2-6 provides the maximum daily emissions of criteria air pollutants from construction of the Proposed Project, which shows that Proposed Project construction would not exceed the thresholds established by the SCAQMD and impacts would be less than significant.

Table 5.2-6: Maximum Peak Construction Emissions

Project Construction	Maximum Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	1.0	24.7	29.7	<0.1	9.0	4.9
Grading	1.3	31.0	36.9	0.1	5.2	2.6
Paving	2.0	8.7	11.6	<0.1	0.6	0.4
Architectural Coating	7.6	1.1	1.0	<0.1	0.1	0.1
Maximum (lbs/day)	**7.6**	**31.0**	**36.9**	**0.1**	**9.0**	**4.9**
SCAQMD Thresholds	**75.0**	**100.0**	**550.0**	**150.0**	**150.0**	**55.0**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA, 2024a (EIR Appendix B)
Notes: Some values may not appear to be added correctly due to rounding.
Acronyms: CO = carbon monoxide, lbs/day = pounds per day, NO_X = nitrogen oxides, $PM_{2.5}$ = particulate matter less than 2.5 microns in size, PM_{10} = particulate matter less than 10 microns in size, SCAQMD = South Coast Air Quality Management District, SO_X = sulfur oxides, VOCs = volatile organic compounds.

Operation

Less-than-Significant Impact. Implementation of the Proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as landscaping, applications of architectural coatings, and consumer products. Operation of the Proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lot. The Proposed Project would result in an increase of 3.8 miles traveled on average for trucks accessing the Project site over existing conditions, which would result in increased truck emissions. As shown in Table 5.2-7, the Proposed

Project's operational activities would not exceed the numerical thresholds of significance established by the SCAQMD for emissions of any criteria pollutants and impacts would be less than significant.

Table 5.2-7: Summary of Peak Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Mobile Sources	1.4	51.7	27.6	0.2	6.8	2.1
Area Sources	0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0
Off-Road Sources	0.0	0.0	0.0	0.0	0.0	0.0
Total Project Emissions	**1.5**	**51.7**	**27.6**	**0.2**	**6.8**	**2.1**
SCAQMD Thresholds	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA, 2024a (EIR Appendix B)
Notes: Some values may not appear to be added correctly due to rounding.
Acronyms: CO = carbon monoxide, lbs/day = pounds per day, NO_X = nitrogen oxides, $PM_{2.5}$ = particulate matter less than 2.5 microns in size, PM_{10} = particulate matter less than 10 microns in size, SCAQMD = South Coast Air Quality Management District, SO_X = sulfur oxides, VOCs = volatile organic compounds.

IMPACT AQ-3: WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS, WHICH ARE LOCATED WITHIN ONE (1) MILE OF THE PROJECT SITE, TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

CO Hotspots

Less-than-Significant Impact. An adverse CO concentration, known as a "hot spot," would occur if an exceedance of the State's 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a "hot spot". As shown on Table 5.2-8, the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day, and the 1-hour CO concentration was 4.6 ppm. This indicates that, even with a traffic volume of 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not exceed the most stringent 1-hour CO standard (20.0 ppm).[2]

Table 5.2-8: Traffic Volumes for Intersections Evaluated in 2003 AQMP

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: SCAQMD, 2003
Acronyms: vph = vehicles per hour

Operation of the Proposed Project in the horizon year would result in a total of 225 trips during the AM peak hour through area intersections and a total of 100 trips in the PM peak hour through area intersections.

[2] Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

These trips distributed throughout the vicinity of the Proposed Project would not result in increases in daily traffic volumes of 100,000 vehicles per day or more, even with converting truck trips to passenger car equivalent volumes. As such, Proposed Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO "hot spot". Therefore, impacts related to CO "hot spots" from operation of the Proposed Project would be less than significant.

Localized Construction Air Quality Impacts

Less-than-Significant Impact. As discussed previously, the daily construction emissions generated onsite by the Proposed Project are evaluated against SCAQMD's LSTs for a 3.5-acre site to determine whether the emissions would cause or contribute to adverse localized air quality impacts. Consistent with SCAQMD guidance, this analysis only analyzes on-site emissions and does not analyze offsite emissions sources in comparison to LSTs.

The appropriate SRA for the LST analysis is the South Coastal LA County SRA (SRA 4). The nearest sensitive receptor used for evaluation of localized impacts is the existing residences located approximately 1,366 feet (416 meters) southwest of the Proposed Project site. Table 5.2-9 identifies daily localized on-site emissions that are estimated to occur during construction of the Proposed Project. As shown, emissions during the peak construction activity would not exceed the SCAQMD's localized significance thresholds under this scenario, and impacts would be less than significant.

Table 5.2-9: Localized Significance Emissions Peak Construction

Source	NO_x	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions (lbs/day)	30.3	35.3	8.6	4.8
Localized Significance Threshold	153.0	7,630.0	152.0	89.0
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: LSA, 2024a (EIR Appendix B).
Notes: Source Receptor Area 4, based on a 3.5-acre construction disturbance daily area, at a distance of 416 meters from the Project boundary.
Acronyms: CO = carbon monoxide, lbs/day = pounds per day, NOx = nitrogen oxides, $PM_{2.5}$ = trip matter less than 2.5 microns in size, PM_{10} = particulate matter less than 10 microns in size.

Localized Operational Air Quality Impacts

Less-than-Significant Impact. As shown on Table 5.2-10, emissions from operation of the Proposed Project would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementation of the Proposed Project would result in a less-than-significant impact related to localized operational emissions.

Table 5.2-10: Localized Significance Emissions from Project Operation

Source	NOx	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions (lbs/day)	2.6	1.4	0.3	0.1
Localized Significance Threshold	168.0	8,514.0	39.0	24.0
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: LSA, 2024a (EIR Appendix B).
Notes: Source Receptor Area 4, based on a 5-acre LSTs from SCAQMD lookup table, at a distance of 416 meters from the Project boundary.
Acronyms: CO= carbon monoxide, lbs/day = pounds per day, NOx = nitrogen oxides, $PM_{2.5}$ = particulate matter less than 2.5 microns in size, PM_{10} = particulate matter less than 10 microns in size.

Friant Ranch Case

The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. The SJVAPD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018)6 Cal.5th 502, explained that "it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task." The SJVAPD described a project-specific health impact analysis as "not practicable and not likely to yield valid information" because "currently available modeling tools are not well suited for this task." The SJVAPD further noted that "…the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional" cumulative impacts.

Most local agencies, including the LAHD, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally specific thresholds of significance based on potential health impacts from an individual development project. The use of national or "generic" data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Proposed Project's air emissions without undue speculation. Instead, readers are directed to the Proposed Project's air quality impact analysis above and below, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Proposed Project's construction and long-term operation.

As noted in the *Brief* of Amicus Curiae by the SCAQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes. The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the Proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a $PM_{2.5}$ methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the Proposed Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs/day of NO_X and 89,180 lbs/day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone.

The Proposed Project does not generate anywhere near 6,620 lbs/day of NO_X or 89,180 lbs/day of VOC emissions. As shown previously on Tables 5.2-6 and 5.2-7:

> The Proposed Project would generate up to 31.0 lbs/day of NO_X during construction and 51.7 lbs/day of NO_X during operations (0.47% and 0.78% of 6,620 lbs/day, respectively). The VOC emissions would be a maximum of 7.6 lbs/day during construction and 1.5 lbs/day during operations (0.009% and 0.002% of 89,180 lbs/day, respectively).

Therefore, the emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate each of the Project's development scenarios localized impacts to air quality for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ by comparing the on-site emissions to the SCAQMD's applicable LST thresholds. In addition, a Mobile Source Health Risk Assessment was prepared, which is discussed below. As described previously, the Proposed Project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the Proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$.

Construction Diesel Mobile Source Health Risk

Less-than-Significant Impact. Construction of the Proposed Project may expose surrounding sensitive receptors to DPM; however, the closest sensitive receptors are over 1,500 feet from the Project site. As shown in Table 5.2-11, at the maximum individual cancer risk (MICR) attributable to Project construction-source DPM emissions is estimated at 0.13 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.001, which would not exceed the applicable threshold of 1.0. Because all other modeled receptors would experience lower concentrations of DPM during Project construction, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. Therefore, construction of the Proposed Project would result in less-than-significant health risk impacts.

Table 5.2-11: Health Risks from Project Construction

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	0.13	<0.001	0.000
Worker Receptor Risk	0.06	0.004	0.000
SCAQMD Significance Threshold	**10.0 in one million**	**1.0**	**1.0**
Significant?	**No**	**No**	**No**

Source: LSA, 2024a (EIR Appendix B)

Operational Diesel Mobile Source Health Risk

Less-than-Significant Impact. A Health Risk Assessment (HRA), included in EIR Appendix B, was prepared to evaluate the health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks

traveling to and from the site, maneuvering onsite, and entering and leaving the site during operation of the Proposed Project.

The location of onsite and offsite truck activity during operational activities is shown on Figure 5.2-2. On-site truck idling was estimated to occur as trucks enter and travel through the parking lot. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling, which takes into account on-site idling that occurs while the trucks are waiting to pull into parking spaces, idling at the spaces, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD recommends using a 10 in one million is used as the cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. Table 5.2-12 provides a summary of the HRA modeling of cancer risks and chronic non-cancer hazards resulting from the Proposed Project's operational DPM emissions along with the SCAQMD health risk significance thresholds. As shown, the estimated maximum cancer risk for a sensitive receptor is 7.84 in one million at the residential sensitive receptor approximately 1,589 feet south of the Project site. The chronic hazard index would be 0.003 for the residential receptor maximally exposed individual receptor (MEIR), which is below the threshold of 1.0. In addition, the acute hazard index would be less than 0.001, which would also not exceed the threshold of 1.0. Although this location is not the nearest receptor to the Project site, it is the location that would experience the highest concentrations of DPM during Proposed Project operation due to meteorological conditions at the site. The closest worker receptor is the Ports of America insurance company located immediately west of the Project site at a distance of approximately 25 feet. At the maximally exposed individual worker receptor, the estimated cancer risk is 5.08 in one million, which is below the 10 in one million threshold. In addition, the chronic hazard index would be 0.002, which is below the threshold of 1.0, and the acute hazard index would be less than 0.001, which would also not exceed the threshold of 1.0. All other receptors would experience lower concentrations of DPM and thus less risk during operation of the Proposed Project than the MEIR identified herein. Therefore, operation of the Proposed Project would result in less-than-significant impacts.

Table 5.2-12: Health Risks from Project Operations

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	7.84	0.003	<0.001
Worker Receptor Risk	5.08	0.002	<0.001
SCAQMD Significance Threshold	**10.0 in one million**	**1.0**	**1.0**
Significant?	**No**	**No**	**No**

Source: LSA, 2024a (EIR Appendix B)

Population-Wide Risks (Cancer Burden)

As incremental individual cancer risk from the Project would exceed the SCAQMD regulatory threshold of an incremental increase of 1 in one million, an estimated determination of population level risks is required. Cancer risk was evaluated for a 30-year residential scenario and estimated at the geographical center of census tracts within the study area of the HRA and multiplied by the corresponding population number. As shown in Table 5.2-13, the cancer burden is estimated to be 0.025 individuals that were estimated to have a cancer risk of 1 in one million or more. Therefore, the proposed Project would not exceed SCAQMD's cancer burden significance threshold of 0.5.

Table 5.2-13: Project Cancer Burden

Scenario	Cancer Burden
Total Excess Cancer Burden	0.025
SCAQMD Significance Threshold	**0.5**
Significant?	**No**

Source: LSA, 2024a (EIR Appendix B)

5.2.7 CUMULATIVE IMPACTS

As described previously, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impacts AQ-2 and AQ-3 above, emissions from construction and operation of the Proposed Project would not exceed SCAQMD's thresholds for any criteria pollutant at the regional or local level after implementation of existing regulations. Therefore, construction and operational-source emissions would not be cumulatively considerable.

5.2.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Compliance with existing regulations ensures Impacts AQ-1, AQ-2, and AQ-3 would be less than significant.

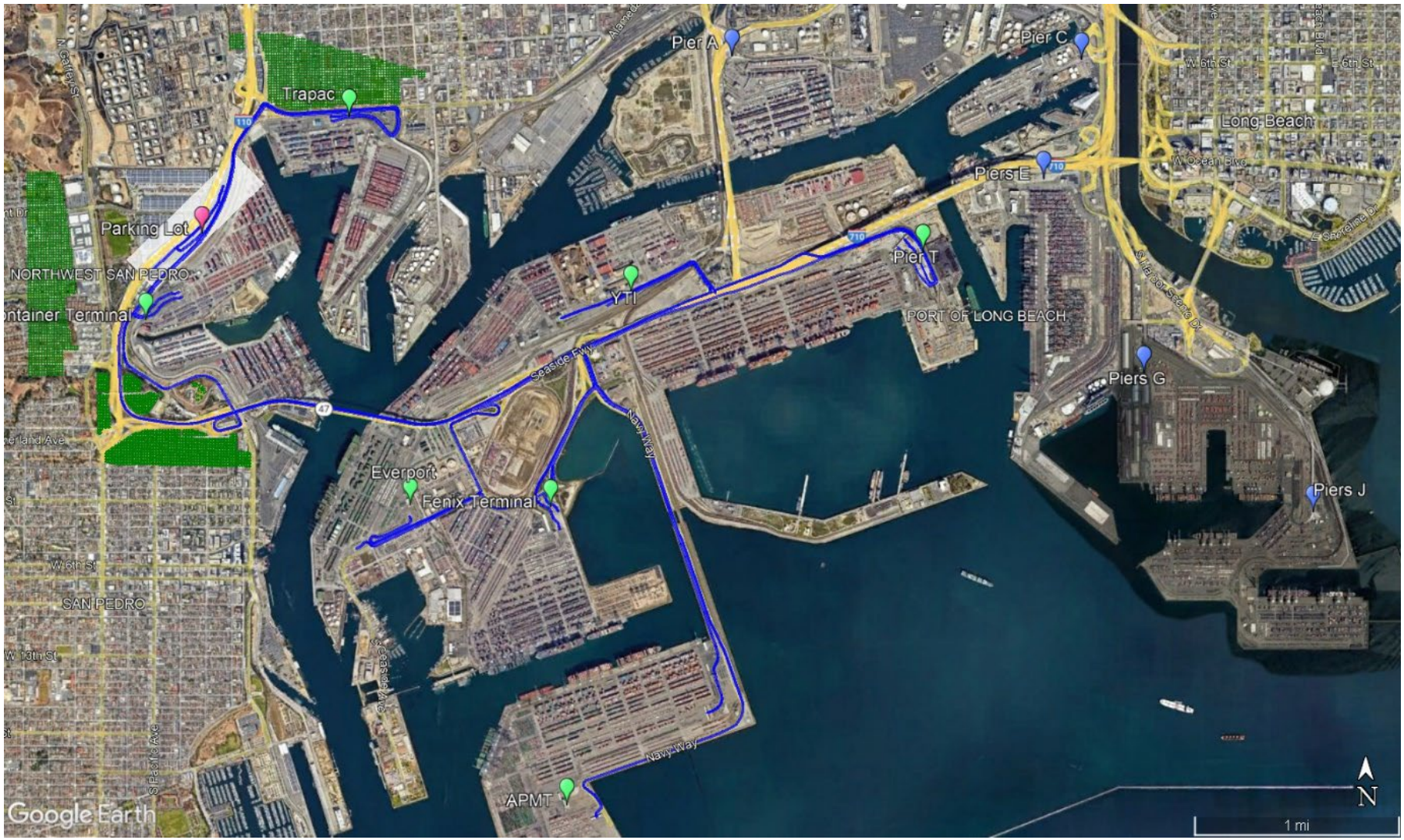
5.2.9 MITIGATION MEASURES

None required.

5.2.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory requirements ensures impacts related to air quality would be less than significant. No significant and unavoidable air quality impacts would occur.

Operational Truck Emission Sources



Truck Travel Route
Sensitive Receptors
Project Site

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5.3 Biological Resources

5.3.1 INTRODUCTION

This section addresses potential environmental effects of the Proposed Project related to biological resources. The information and analysis herein rely on the following technical reports and documents regarding the biological resources and conditions of the Project site:

- *General Biological Assessment for Assessor's Identification Number 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007*, Hernandez Environmental Services (HES), September 2023, provided as EIR Appendix C.
- *City of Los Angeles Municipal Code*
- *Port of Los Angeles Master Plan Update Environmental Impact Report 2013*
- *Port Master Plan*, Adopted September 2018

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulatory Setting

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 defines an endangered species as "any species which is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range." Under provisions of Section 9(a)(1)(B) of the FESA, unless properly permitted, it is unlawful to "take" any endangered or threatened listed species. "Take" is defined in Section 3(18) of FESA as: "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Further, the United States Fish and Wildlife Service (USFWS), through regulation, has interpreted the terms "harm" and "harass" to include certain types of habitat modification as forms of "take." These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action which could affect a federally listed plant or animal species, the property owner and agency are required to consult with USFWS pursuant to Section 7 of the FESA if there is a federal nexus or consult with USFWS and potentially obtain a permit pursuant to Section 10 of the FESA in the absence of a federal nexus. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects individuals as well as any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a monitoring biologist. A list of migratory bird species protected under the MBTA is published by USFWS.

5.3.2.2 State Regulatory Setting

California Endangered Species Act

Under the California's Endangered Species Act (CESA) (Fish and Game Code § 2050 et seq.), California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Informally listed species are not protected per se but warrant consideration in the preparation of biological resource assessments. For some species, the California Natural Diversity Database (CNDDB) is only concerned with specific portions of the life history, such as roosts, rookeries, or nest areas. The California Department of Fish and Wildlife (CDFW) administers CESA and enforces relevant statutes from the California Fish and Game Code and Title 14 of the California Code of Regulations (CCR).

California Rare Plant Ranks (CRPR)

The California Native Plant Society (CNPS) maintains a list of special-status plant species based on collected scientific information. Three designations meet the criteria of Section 15380 of the State CEQA Guidelines – CRPR 1A, plants presumed extinct; CRPR 1B, plants rare, threatened, or endangered in California and elsewhere; and CRPR 2, plants rare, threatened, or endangered in California, but more numerous elsewhere. Therefore, impacts to plants under these ranks must be analyzed in the preparation of CEQA documents (CNPS, n.d.).

California Fish and Game Code, Sections 3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that is it unlawful to take any non-game migratory bird protected under the MBTA.

Native Plant Protection Act of 1977

This act (Fish and Game Code § 1900 et seq.) directed CDFW to "preserve, protect and enhance rare and endangered plants in this State." It gave the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take. CESA, which came later, entered all "rare" animals as "threatened" species, but not rare plants. Thus, there are three listings for plants in California: rare, threatened, and endangered. Because rare plants are not included in CESA, mitigation measures for impacts to rare plants are specified in a formal agreement between CDFW and the project proponent.

5.3.2.3 Local and Regional Regulatory Setting

Significant Ecological Areas (SEAs)

The County of Los Angeles has designated SEAs that are ecologically important land and water systems that support valuable habitat for plants and animals, often including rare, threatened, or endangered species and/or special status communities. The City's General Plan Conservation Element recognizes SEAs identified by Los Angeles County as important for the preservation and maintenance of biodiversity as well as of special status species and communities (City of Los Angeles, 2001).

City of Los Angeles General Plan

The City of Los Angeles General Plan (City of Los Angeles, 2001) contains the following policies and programs related to biological resources that are applicable to the Proposed Project:

Endangered Species Objectives, Policies and Programs

Objective Protect and promote the restoration, to the greatest extent practical, of sensitive plant and animal species and their habitats.

Policy 1 Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.

Program Permit processing, monitoring, enforcement and periodic revision of regulations and procedures.

Habitats/Ecological Areas Objectives, Policies, and Programs

Objective Preserve, protect, restore and enhance natural plant and wildlife diversity, habitats, corridors and linkages so as to enable the healthy propagation and survival of native species, especially those species that are endangered, sensitive, threatened or species of special concern.

Policy 1 Continue to identify significant habitat areas, corridors, and buffers and to take measures to protect, enhance and/or restore them.

Program 1 Development permit environmental review and other applicable processes that identify and/or require evaluation, avoidance, minimization, and mitigation of potential significant impacts on natural habitats, corridors and linkages.

Program 2 Community plan land use classification of significant habitats in categories that will encourage their retention.

Port of Los Angeles Master Plan

The Port of Los Angeles Master Plan (POLA, 2018) contains the following policies and objectives related to biological resources that are applicable to the Proposed Project:

Endangered Species Objectives, Policies and Programs

Objective: Protect and promote the restoration, to the greatest extent practical, of sensitive plant and animal species and their habitats.

Policy 1: Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.

City of Los Angeles Municipal Code

Section 46.00 Protected Tree and Shrub Regulations. No protected tree or shrub may be relocated or removed except as provided in Article 7 of Chapter I or this article. The term "removed", or "removal" shall include any act that will cause a protected tree or shrub to die, including, but not limited to, acts that inflict damage upon the root system or other part of the tree or shrub by fire, application of toxic substances, operation of equipment or machinery, or by changing the natural grade of land by excavation or filling the drip line area around the trunk (City of Los Angeles, 2023).

5.3.3 ENVIRONMENTAL SETTING

The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. Three concrete culverts cross under the Interstate 110 (I-110) and outlet to the Project site (LGC, 2019). The site vegetation consists of sour fig (ice plant) and sparse dry scrub with a mix of native and non-native species. The majority of the vegetation is composed of non-native species such as brome grasses, Russian thistle, tree tobacco, and acacia. There is one oak tree located in the southern portion of the site. Site topography consists of a nearly level terrace area adjacent to I-110 with an approximately 2:1 slope along the southeastern side of the site descending to John S. Gibson Boulevard (LGC, 2019). The main soil type mapped within the Project site is urban land (0 to 2 percent slops) dredged fill substratum, and urban land industrial soils.

The Project site is located within a developed and urban area that supports Port operations and is bound to the north and west by I-110 and to the east by John S. Gibson Boulevard. The parcels adjacent to the Project site to the north contain industrial uses. The parcels adjacent to the Project site to the west are either vacant or developed for industrial uses. The parcels adjacent to the Project site directly south and east are container storage and terminal storage uses and the parcels adjacent to the Project site directly west are developed with a vehicle storage facility. No SEAs occur within or adjacent to the Project site. The closest designated SEA is the Madrona Marsh Preserve SEA, located approximately 1.5 miles southwest of the Project site (County of Los Angeles, 2019a).

Vegetation Communities and Land Covers

The Project site, inclusive of off-site infrastructure areas, is comprised of two types of vegetation communities and land covers: non-native grasslands and disturbed coyote brush scrub, described below.

- **Non-Native Grasslands:** The Project site contains approximately 16.0 acres of non-native grassland habitat dominated by crown daisy (*Chrysanthemum coronarium*) and compact brome (*Bromus madritensis*). Other species in this habitat include slender wild oat (*Avena barbata*), redstem filaree (*Erodium cicutarium*), hottentot-fig (*Carpobrotus edulis*) and white sweet clover (*Melilotus albus*). This habitat occupies most of the site, with a homeless encampment and a walking path extending to the north of the Project site.
- **Disturbed Coyote Brush Scrub:** The Project site contains approximately 2.8 acres of disturbed coyote brush scrub habitat dominated by coyote brush (*Baccharis pilularis*) and cheeseweed (*Malva neglecta*). Other species in this habitat include tree tobacco (*Nicotiana glauca*) and broadleaf filaree (*Erodium botrys*). This habitat is located within the southeast portion of the Project site.

Special-Status Plant Species

According to the CNDDB and CNPS, 49 special-status plant species have been recorded in the *Torrance, Venice, Inglewood, Southgate, Long Beach, San Pedro, and Redondo Beach* quadrangles. Table 5.3-1 shows special-status plant species known to exist in the region. No special-status plant species were observed on site during the field survey. Additionally, based on habitat requirements for these species and the availability, the quality of on-site habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur on site and are all presumed not present (EIR Appendix C).

Table 5.3-1: Special-Status Plant Species Recorded in Torrance, Venice, Inglewood, Southgate, Long Beach, San Pedro, and Redondo Beach Quadrangles

Species Name	Common Name	Status	Habitat	Potential to Occur
Aphanisma blitoides	Aphanisma	1B.2	On bluffs and slopes near the ocean in sandy or clay soils. 3-305 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Astragalus hornii var. hornii	Horn's milk- vetch	1B.1	Lake margins, alkaline sites. 75-350 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Astragalus pcyncostachyus var. lanosissimus	Ventura Marsh milkvetch	1B.1	Within reach of high tide or protected by barrier beaches, more rarely near seeps on sandy bluffs. 1-60 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Astragalus tener var. tit	Coastal dunes milkvetch	1B.1	Moist, sandy depressions of bluffs or dunes along and near the Pacific Ocean; one site on a clay terrace. 1-45 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Atriplex coulteri	Coulter's saltbush	1B.2	Ocean bluffs, ridgetops, as well as alkaline low places. Alkaline or clay soils. 2-460 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Atriplex pacifica	South coast saltscale	1B.2	Akali soils. 1-400 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Atriplex parishii	Parish's brittlescale	1B.1	Usually on drying alkali flats with fine soils. 4-1420 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Atriplex serenana var. davidsonii	Davidson's saltscale	1B.2	Alkaline soi. 0-480 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Camissoniopsis lewisii	Lewis' evening primrose	3	Clay (sometimes), Sandy (sometimes)	Although marginally suitable habitat for this species is present within the sandy substrate and sparse vegetation on the project site, the site is highly disturbed and dominated by nonnative vegetation; therefore, it is highly unlikely that this species occurs on the Project site. **This species is not present.**

Species Name	Common Name	Status	Habitat	Potential to Occur
Centromadia parryi ssp. australis	Southern tarplant	1B.1	Often in disturbed sites near the coast at marsh edge; also in alkaline soils sometimes with saltgrass. Sometimes on vernal pool margins. 0-975 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Centromadia pungens ssp. laevis	Smooth tarplant	1B.1	Akali meadow, akali scrub; also in disturbed places. 5-1170 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Chaenactic glabriuscala var. orcuttiana	Orcutt's pincushion	1B.1	Sandy sites. 3-80 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Chenopodium littoreum	Coastal goosefoot	1B.2	Generally sandy soils, and on dunes. 5-40 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Chloropyron maritimum ssp maritimum	Salt marsh bird's-beak	1B.2	Limited to higher zones of salt marsh habitat. 0-10 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Chorizanthe parryi var. fernandina	San Fernando Valley spineflower	1B.1	Sandy Soils. 15-1015 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Crossosoma califonicum	Catalina crossosoma	1B.2	On rocky sea bluffs, wooded canyons, and dry, open sunny spots on rocky clay. 5-535 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Dithyrea maritima	Beach spectaclepod	1B.1	Sea shores, on sand dunes, and sandy places near the shore. 3-60 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Dudleya virens ssp. insularis	Island green dudleya	1B.2	Rocky soils. 0-275 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Eryngium aristulatum var. parishii	San Diego button-celery	1B.1	San Diego mesa hardpan and claypan vernal pools and southern interior basalt flow vernal pools; usually surrounded by scrub. 15-880 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Horkelia cuneata var. puberula	Mesa horkelia	1B.1	Sandy or gravelly sites. 15-1645 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Isocoma menziesii var. decumbens	Decumbent goldenbush	1B.2	Sandy soils; often in disturbed sites. 1-915 m.	No suitable habitat occurs on the Project site. **This species is not present.**

Species Name	Common Name	Status	Habitat	Potential to Occur
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	1B.1	Usually found on alkaline soils in playas, sinks, and grasslands. 1-1375 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Lycium bervipes var. hassei	Santa Catalina Island desert-thorn	3.1	Coastal bluffs and slopes. 30-95 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Nama stenocarpa	Mud nama	2B.2	Lake shores, river banks, intermittently wet areas. 15-815 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Navarretia fossalis	Spreading navarretia	1B.1	San Diego hardpan and San Diego claypan vernal pools; In swales and vernal pools, often surrounded by other habitat types. 15-850 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Navarretia prostrata	Prostrate vernal pool navarrieta	1B.2	Alkaline soils in grassland. Or in vernal pools. Mesic, alkaline sites. 3-1235 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Nemacaulis denudate var. denudata	Coastal woolly-heads	1B.2	Coastal dines. 0-5 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Orcuttia californica	California Orcutt grass	1B.1	Vernal pools. 10-660 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Pantachaeta lyonii	Lyon's pentachaeta	1B.1	Edges of clearings in chaparral, usually at the ecotone between grassland and chaparral or edges of firebreak. 30-670 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Phacelia stellaris	Brand's star phacelia	1B.1	Open areas. 3-370 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Potentilla multijuga	Ballona cinquefoill	1A	Brackish meadows. 0-2 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Sidelcea neomexicana	Salt spring checkerbloom	2B.2	Alkali springs and marshes. 3-2380 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Southern Coastal Bluff Scrub	Southern Coastal Bluff Scrub	none	Coastal bluff scrub	**This species is not present.**
Southern Coastal Salt Marsh	Southern Coastal Salt Marsh	none	Marsh and swamp; Wetland	**This species is not present.**

Species Name	Common Name	Status	Habitat	Potential to Occur
Southern Dune Scrub	Southern Dune Scrub	none	Coastal dunes	**This species is not present.**
Suaeda esteroa	Estuary seablite	1B.2	Coastal salt marshes in clay, silt, and sand substrates. 0-80 m.	No suitable habitat occurs on the Project site. **This species is not present.**
Symphyotrich um defoliatum	San Bernardo aster	1B.2	Vernally mesic grassland or near ditched, streams and springs; disturbed areas. 3-2045 m.	No suitable habitat occurs on the Project site. **This species is not present.**

Source: HES, 2023 (EIR Appendix C).
Acronyms: U.S. Fish and Wildlife Service (Fed)- Federal: END- Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END- California Endangered, THR- California Threatened, Candidate- Candidate for listing under the California Endangered Species Act, FP- California Fully Protected, SSC- Species of Special Concern, WL- Watch List; California Native Plant Society (CNPS); *California Rare Plant Rank:* 1B- Plants Rare, Threatened, or Endangered in California or Elsewhere, 2B- Plants Rare, Threatened, or Endangered in California, but more common elsewhere, 3- Plants about which more information is needed- a review list, 4- Plants of Limited Distribution- a watch list; *CNPS Threat Rank:* 0.1- seriously threatened in California, 0.2- moderately threatened in California, 0.3- not very threatened in California

Special-Status Wildlife Species

Sensitive animal species include federally and State listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or are species of special concern (SSC) pursuant to CDFW. Forty-seven (47) special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review, but none of the species were observed during biological surveys. Table 5.3-2 shows special-status animal species which were previously recorded and their potential to occur on site. Additionally, based on habitat requirements for these species and the availability, the quality of on-site habitat, and the routine on-site disturbances, it was determined that no special-status wildlife species have potential to occur on site and are all presumed not present (HES, 2023 – EIR Appendix C).

Table 5.3-2: Special-Status Animal Species Recorded in Torrance, Venice, Inglewood, Southgate, Long Beach, San Pedro, and Redondo Beach Quadrangles

Species Name	Common Name	Status	Habitat	Potential to Occur
Agelaius tricolor	Tricolored blackbird	CA THR, SSC	Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	No suitable habitat occurs on the Project site. **This species is not present.**
Anniella stebbinsi	Southern California legless lizard	None	Occurs in sparsely vegetated habitat types including coastal sand dunes, chaparral, pine-oak woodland, desert scrub, open grassland, and riparian areas. Requires sandy or loose loamy substrates conducive to burrowing.	There is potentially suitable habitat within the sandy substrate and sparse vegetation onsite. **This species has low potential to be present.**

Species Name	Common Name	Status	Habitat	Potential to Occur
Athene cunicularia	Burrowing owl	None	Occurs in open, annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Dependent upon fossorial mammals for burrows, most notable ground squirrels.	No suitable habitat occurs on the Project site. **This species is not present.**
Bombus crotchii	Crotch bumblebee	CA CE	Coastal California east to the Sierra-Cascade crest and south into Mexico.	No suitable habitat occurs on the Project site. **This species is not present.**
Bombus pensylvanicus	American bumble bee	None	Coastal prairie | Great Basin grassland | Valley & foothill grassland	No suitable habitat occurs on the Project site. **This species is not present.**
Brennania belkini	Belkin's dune tabanid fly	None	San obligate species known from coastal dunes near Playa del Ray and El Segundo south to Ensenada, Mexico. One of few tabanids not requiring a blood meal for successful egg production.	No suitable habitat occurs on the Project site. **This species is not present.**
Charadrius nivosus nicosus	Western snowy plover	Fed THR	Sandy, gravelly or friable soils for nesting.	No suitable habitat occurs on the Project site. **This species is not present.**
Cicindela hirticollis gravida	Sandy beach tiger beetle	None	Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.	No suitable habitat occurs on the Project site. **This species is not present.**
Cicindela latesignata	Western beach tiger beetle	None	Typically inhabit wet or dry sandy beaches and mud, sand, or salt flats.	No suitable habitat occurs on the Project site. **This species is not present.**
Cicindela senilis frosti	Senile tiger beetle	None	Inhabits dark-colored mud in the lower zone and dried salt pans in the upper zone.	No suitable habitat occurs on the Project site. **This species is not present.**
Coccyzus americanus occidentalis	Western yellow-billed cuckoo	CA END Fed THR	Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	No suitable habitat occurs on the Project site. **This species is not present.**

Species Name	Common Name	Status	Habitat	Potential to Occur
Coelus globosus	Globose dune beetle	None	Foredunes and sand hummocks; burrows beneath the sand surface and is most common beneath dune vegetation.	No suitable habitat occurs on the Project site. **This species is not present.**
Coturnicops noveboracensis	Yellow rail	None	Freshwater marshlands.	No suitable habitat occurs on the Project site. **This species is not present.**
Danaus plexippus plexippus pop. 1	Monarch- California overwintering population	None	Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	Suitable habitat occurs onsite. There is potential roosting habitat in eucalyptus trees onsite. **This species has low potential to be present.**
Empidonax traillii extimus	Southwestern willow flycatcher	FED END; CA END	Occurs in riparian woodlands in southern California. Typically requires large areas of willow thickets in broad valleys, canyon bottoms, or around ponds and lakes. These areas typically have standing or running water or are at least moist.	No suitable habitat occurs on the Project site. **This species is not present.**
Emys marmorata	Western pond turtle	None	Needs baking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg laying.	No suitable habitat occurs on the Project site. **This species is not present.**
Eugnosta busckana	Busck's gallmoth	None	Coastal dunes, costal scrub.	No suitable habitat occurs on the Project site. **This species is not present.**
Eumops perotis Californicus	Western mastiff bat	None	Roots in crevices in cliff faces, high buildings, trees, and tunnels.	No suitable habitat occurs on the Project site. **This species is not present.**
Euphilotes allyni	El Segundo blue butterfly	FED END	Coastal dunes.	No suitable habitat occurs on the Project site. **This species is not present.**
Glaucopsyche lygdamus palosverdesnsi	Palos Verdes blue butterfly	FED END	Coastal scrub. Host plant is Astragalus trichopodus var lonchus (locoweed).	No suitable habitat occurs on the Project site. **This species is not present.**

Species Name	Common Name	Status	Habitat	Potential to Occur
Glyptostoma gabrelense	San Gabriel chestnut	None	Terrestrial.	No suitable habitat occurs on the Project site. **This species is not present.**
Gonidea angulata	Western ridged mussel	None	Primarily creeks and rivers and less often lakes. Originally in most of state, now extirpated from Central and Southern California.	No suitable habitat occurs on the Project site. **This species is not present.**
Habroscelimorp ha gabbii	Western tidal flat tiger beetle	None	Generally found in dark colored mud in lower zone; occasionally found on dry saline flats or estuaries.	No suitable habitat occurs on the Project site. **This species is not present.**
Laionycteris noctivagans	Silver-haired bat	None	Roosts in hallow trees, beneath exfoliating bark, abandoned woodpecker holes and rarely under rocks.	No suitable habitat occurs on the Project site. **This species is not present.**
Laterallus jamaicensis coturniculus	California black rail	CA THR	Inhabits freshwater marshes, wet meadows, and shallow margins of saltwater marches bordering larger.	No suitable habitat occurs on the Project site. **This species is not present.**
Microtus californicus stephensi	South coast marsh vole	None	Tidal marshes in Los Angeles, Orange, and southern Ventura Counites.	No suitable habitat occurs on the Project site. **This species is not present.**
Neotoma lepida Intermedia	San Diego desert woodrat	None	Occurs in coastal scrub communities between San Luis Obispo and San Diego Counties. Prefers moderate to dense canopies, and especially rocky outcrops.	No suitable habitat occurs on the Project site. **This species is not present.**
Nyctinomops femorosaccus	Pocketed free-tailed bat	None	Often found in pinyon-juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oasis.	No suitable habitat occurs on the Project site. **This species is not present.**
Nyctinomops macrotiss	Big free-tailed bat	None	Need high cliffs or rocky outcrops for roosting sites. Feeds principally on large moths.	No suitable habitat occurs on the Project site. **This species is not present.**
Onychobaris langei	Lange's El Segundo Dune weevil	None	Known from El Segundo Dunes.	No suitable habitat occurs on the Project site. **This species is not present.**

Species Name	Common Name	Status	Habitat	Potential to Occur
Panoquina errans	Wandering (saltmarsh) skipper	None	Southern California coastal salt marshes.	No suitable habitat occurs on the Project site. **This species is not present.**
Passerculus sandwichensis beldingi	Belding's savannah sparrow	CA END	Coastal salt marshes, from Santa Barbara south through San Diego County.	No suitable habitat occurs on the Project site. **This species is not present.**
Pelecanus occidentalis Californicus	California brown pelican4	FED DL; CA DL, FP	Coastal areas, with nesting occurring on islands. Species found occasionally along Arizona's lakes and rivers. This species inhabits shallow inshore waters, estuaries and bays, avoiding the open sea. Its diet is comprised mostly of fish, causing great congregations in areas with abundant prey. Prey species include sardines and anchovies, but has been seen to take shrimps and carrion, and even nestling egrets. It regularly feeds by plunge diving and is often the victim of kleptoparasites.	No suitable habitat occurs on the Project site. **This species is not present.**
Pelochrista hennei	Henne's eucosman moth	None	Coastal sand dunes with host Phacelia ramosissima. Originally believed to be endemic to the El Segundo sand dunes of Los Angeles County where the type specimen was collected. Also collected from coastal San Luis Obispo.	No suitable habitat occurs on the Project site. **This species is not present.**
Perognathus langimembris pacificus	Pacific pocket mouse	Fed END	Seems to prefer soils of fine alluvial sands near the ocean, but much remains to be learned.	No suitable habitat occurs on the Project site. **This species is not present.**

Species Name	Common Name	Status	Habitat	Potential to Occur
Phrynosoma blainvillii	Coast horned lizard	None	Occurs in a wide variety of vegetation types including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland and coniferous forest. In inland areas, this species is restricted to areas with pockets of open microhabitat, created by disturbance (i.e., fire, floods, roads, grazing, fire breaks). The key elements of such habitats are loose, fine soils with a high sand fraction; an abundance of native ants or other insects; and open areas with limited overstory for basking and low, but relatively dense shrubs for refuge.	No suitable habitat occurs on the Project site. **This species is not present.**
Polioptila californica californica	Coastal California gnatcatcher	FED THR;	Obligate resident of sage scrub habitats that are dominated by California sagebrush (Artemisia californica). This species generally occurs below 750 feet elevation in coastal regions and below 1,500 feet inland. Ranges from the Ventura County, south to San Diego County and northern Baja California and it is less common in sage scrub with a high percentage of tall shrubs. Prefers habitat with more low-growing vegetation.	No suitable habitat occurs on the Project site. **This species is not present.**
Rhaphiomidas terminatus terminatus	El Segundo flower-loving fly	None	Perched dunes.	No suitable habitat occurs on the Project site. **This species is not present.**
Riparia riparia	Bank swallow	CA THR	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert.	No suitable habitat occurs on the Project site. **This species is not present.**
Siphateles bicolor mohavensis	Mohave tui chub	CA END Fed END	Endemic to the Mojave River basin, adapted to alkaline, mineralized waters.	No suitable habitat occurs on the Project site. **This species is not present.**

Species Name	Common Name	Status	Habitat	Potential to Occur
Sorex ornatus salicornicus	Southern California saltmarsh shrew	None	Coastal Marshes in Los Angels, Orange and Ventura counties.	No suitable habitat occurs on the Project site. **This species is not present.**
Spea hammondii	Western spadefoot	None	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwoods woodlands.	No suitable habitat occurs on the Project site. **This species is not present.**
Sterna antillarum browni	California least tern	CA END Fed END	Nests along the coast from San Francisco Bay south to northern Baja California.	No suitable habitat occurs on the Project site. **This species is not present.**
Streptocephalus woottoni	Riverside fairy shrimp	FED END	Freshwater crustacean that is found in vernal pools in the coastal California area.	No suitable habitat occurs on the Project site. **This species is not present.**
Taxidea taxus	American badger	CA SSC	Primarily occupy grasslands, parklands, farms, tallgrass and shortgrass prairies, meadows, shrub-steppe communities and other treeless areas with sandy loam soils where it can dig more easily for its prey. Occasionally found in open chaparral (with less than 50% plant cover) and riparian zones.	No suitable habitat occurs on the Project site. **This species is not present.**
Trigonoscuta Dorothea dorothea	Dorothy's El Segundo Dune Weevil	None	Coastal sand dunes in Los Angeles County.	No suitable habitat occurs on the Project site. **This species is not present.**
Tryonia imitator	Mimis tyronia (California brackishwater snail)	None	Inhabits coastal lagoons, estuaries and salt marshes, from Sonoma County south to San Diego County.	No suitable habitat occurs on the Project site. **This species is not present.**

Species Name	Common Name	Status	Habitat	Potential to Occur
Vireo bellii pusillus	Least Bell's vireo	FED END; CA END	Primarily occupy Riverine riparian habitat that typically feature dense cover within 1 -2 meters of the ground and a dense, stratified canopy. Typically, it is associated with southern willow scrub, cottonwood-willow forest, mule fat scrub, sycamore alluvial woodlands, coast live oak riparian forest, arroyo willow riparian forest, or mesquite in desert localities. It uses habitat which is limited to the immediate vicinity of water courses, 2,000 feet elevation in the interior.	No suitable habitat occurs on the Project site. **This species is not present.**

Source: HES, 2023 (EIR Appendix C).
Acronyms: U.S. Fish and Wildlife Service (Fed)- Federal: END- Federal Endangered, THR- Federal threatened. California Department of Fish and Wildlife (CA)- California: END- California Endangered, THR- California Threatened, Candidate- Candidate for listing under the California Endangered Species Act, FP- California Fully Protected, SSC- Species of Special Concern, WL- Watch List.

Jurisdictional Waters and Wetlands

No jurisdictional drainage or wetland features exist on the Project site and none were observed on the Project site during the biological resource field investigation. There are two cement lined culverts onsite; however, only nuisance flows from the site and neighboring areas feed into these manmade structures (EIR Appendix C).

Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

The Project site has not been identified as occurring within a wildlife corridor or linkage. The Project site is within an urban and developed area and is surrounded by developed areas that include roadways and port related uses. The Project site has been heavily disturbed and is isolated from regional wildlife corridors and linkages. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (HES, 2023 – EIR Appendix C).

Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within or adjacent to a federally designated Critical Habitat. The

nearest designated Critical Habitat is located approximately 1.7 miles west of the Project site for Coastal California gnatcatcher throughout the Palos Verdes Hills (HES, 2023 – EIR Appendix C).

5.3.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

BIO-1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

BIO-3 Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

The Initial Study established that the Proposed Project would not result in impacts related to Threshold BIO-6; and no further assessment of the impact is required in this EIR.

5.3.5 METHODOLOGY

The analysis within this EIR section is based on the General Biological Assessment completed for the Project site. The assessment is based on literature review of biological resources occurring within the Project site and surrounding vicinity. The literature review was based on the review of the following: CNDDB, USFWS County Endangered Species Lists, and CNPS's rare plant lists. These lists were reviewed to obtain species information for the Project area. Field surveys were conducted to document existing conditions within the Project site and surrounding lands, including a general biological field survey, in-field habitat assessments, vegetation mapping, and investigation of jurisdictional waters and wetlands.

5.3.6 ENVIRONMENTAL IMPACTS

IMPACT BIO-1: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?

Less-than-Significant with Mitigation Incorporated.

Special Status Plant Species

As shown in Table 5.3-1, a total of 17 rare plant species are listed as State and/or federally Threatened, Endangered, or Candidate species, or 1B.1 listed plants, and have potential to exist on the Project site. None of these plant species were observed during the general biological surveys conducted on March 9, 2023, and there is no potential for their occurrence in the Project area, as described in Table 5.3-3.

Table 5.3-3: Special Status Plant Species On-site Potential

Species Name (Common Name)	Potential to Occur
Astragalus hornii var. hornii (Horn's milk- vetch)	No habitat for this species is present on the project site. **This species is not present.**
Astragalus pycnostachyus var. lanosissimus (Ventura Marsh milk-vetch)	No habitat for this species is present on the project site. **This species is not present.**
Astragalus tener var. titi (Coastal dunes milk-vetch)	No habitat for this species is present on the project site. **This species is not present.**
Atriplex parishii (Parish's brittlescale)	No habitat for this species is present on the project site. **This species is not present.**
Centromadia parryi ssp. australis (Southern tarplant)	No habitat for this species is present on the project site. **This species is not present.**
Centromadia pungens ssp. laevis (Smooth tarplant)	No habitat for this species is present on the project site. **This species is not present.**
Chaenactis glabriuscula var. orcuttiana (Orcutt's pincushion)	No habitat for this species is present on the project site. **This species is not present.**
Chloropyron maritimum ssp. maritimum (Salt marsh bird's-beak)	No habitat for this species is present on the project site. **This species is not present.**
Chorizanthe parryi var. fernandina (San Fernando Valley spineflower)	No habitat for this species is present on the project site. **This species is not present.**
Dithyrea maritima (Beach spectaclepod)	No habitat for this species is present on the project site. **This species is not present.**
Eryngium aristulatum var. parishii (San Diego button-celery)	No habitat for this species is present on the project site. **This species is not present.**
Horkelia cuneata var. puberula (mesa horkelia)	No habitat for this species is present on the project site. **This species is not present.**
Lasthenia glabrata ssp. Coulteri (Coulter's goldfields)	No habitat for this species is present on the project site. **This species is not present.**
Navarretia fossalis (Spreading navarretia)	No habitat for this species is present on the project site. **This species is not present.**
Orcuttia californica (California Orcutt grass)	No habitat for this species is present on the project site. **This species is not present.**

Species Name (Common Name)	Potential to Occur
Pantachaeta lyonia (Lyon's pentachaeta)	No habitat for this species is present on the project site. **This species is not present.**
Phacelia stellaris (Brand's star phacelia)	No habitat for this species is present on the project site. **This species is not present.**

Source: HES, 2023 (EIR Appendix C).

As described in Table 5.3-3, no special-status plants were detected on the Project site during the field survey and no special-status plant species are expected to occur on the Project site due to the absence of suitable habitat. As a result, Proposed Project development and operation would not result in a substantial adverse effect either directly or indirectly, or through habitat modification, on any plant species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulation or by the CDFW or USFWS. Therefore, impacts would be less than significant.

Special Status Animal Species

A total of 15 sensitive animal species, as shown on Table 5.3-2, are listed as Threatened, Endangered, or Candidate Species under State and federal endangered species laws, or for special exemption under CEQA and have the potential to exist in the vicinity of the Project site. None of these animal species were observed during the general biological surveys, and as detailed in Table 5.3-4, no suitable habitat exists for all species with the exception of Southern California legless lizard and monarch, which have a low potential to be present.

Table 5.3-4: Special Status Animal Species On-site Potential

Species Name (Common Name)	Potential to Occur
Agelaius tricolor (tricolored blackbird)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Southern California legless lizard (Anniella stebbinsi)	There is potential habitat for this species to be present within the sandy substrate and sparse vegetation onsite. **This species has a low potential to be present.**
Bombus crotchii (Crotch bumble bee)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Charadrius nivosus nicosus (western snowy plover)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Coccyzus americanus occidentalis (western yellow-billed cuckoo)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Monarch – California overwintering population (Danaus plexippus pop. 1)	There is potential roosting habitat in eucalyptus trees onsite. **This species has low potential to be present.**
Empidonax traillii extimus (Southwestern willow flycatcher)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Glaucopsyche lygdamus palosverdesnsi (Palos Verdes blue butterfly)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Laterallus jamaicensis coturniculus (California black rail)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Passerculus sandwichensis beldingi (Belding's savannah sparrow)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Perognathus langimembris pacificus (Pacific pocket mouse)	No suitable habitat for this species is present on the Project site. **This species is not present.**

Species Name (Common Name)	Potential to Occur
Polioptila californica californica (coastal California gnatcatcher)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Riparia riparia (bank swallow)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Siphateles bicolor mohavensis (Mohave tui chub)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Sterna antillarum browni (California least tern)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Streptocephalus woottoni (Riverside fairy shrimp)	No suitable habitat for this species is present on the Project site. **This species is not present.**
Vireo bellii pusillus (Least Bell's vireo)	No suitable habitat for this species is present on the Project site. **This species is not present.**

Source: HES, 2023 (EIR Appendix C).

No animal species listed as State and/or federal Threatened, Endangered, or Candidate were detected on the Project site during the reconnaissance surveys. Southern California legless lizard and California overwintering populations of monarch have a low potential to occur onsite. Therefore, construction of the Proposed Project has the potential to impact these species. However, Mitigation Measures BIO-1 would require a pre-construction survey and biological monitoring during initial site preparation and grading. Therefore, with implementation of Mitigation Measure BIO-1, construction and operation of the Proposed Project would not result in a substantial adverse effect, either directly or through habitat modification, on any animal species identified as a threatened, endangered, or candidate species in local or regional plans, policies, regulation or by the CDFW or USFWS. Hence, potential impacts to sensitive animal species or their habitat would be less than significant with mitigation.

IMPACT BIO-2: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR US FISH AND WILDLIFE SERVICE?

No Impact. The General Biological Assessment describes that the Project site does not contain any drainage, riparian, or riverine features (EIR Appendix C). The Project site is not located within federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 1.7 miles west of the Project site for Coastal California gnatcatcher throughout the Palos Verdes Hills. Therefore, the Project would not result in impacts related to a riparian environment or other sensitive natural community.

IMPACT BIO-3: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON STATE OR FEDERALLY PROTECTED WETLANDS (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?

No Impact. As described within the General Biological Assessment, included as EIR Appendix C, the Project site does not include any wetlands or vernal pools. As stated above, there are no CDFW, United States Army Corps of Engineers, or Regional Water Quality Control Board jurisdictional waters within the Project site boundaries. Therefore, the Proposed Project would not impact federally protected wetlands.

IMPACT BIO-4: WOULD THE PROJECT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?

Less-than-Significant with Mitigation Incorporated. The Project site is within an urban and developed area and is surrounded by developed areas that include roadways and port related uses. No wildlife corridors are located on or adjacent to the Project site. Therefore, impacts related to wildlife corridors would not occur. However, the Project site contains shrubs and trees that can support nesting birds and raptors protected under the Federal MBTA and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. The Biological Assessment prepared for the Project site indicates that grading activities or vegetation removal during the nesting bird season of February 1 through September 15 might result in potential impacts to nesting birds. Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-2 has been included to require a nesting bird survey to be conducted three days prior to initiating vegetation clearing. If an active nest is observed, Mitigation Measure BIO-2 requires buffering and other adaptive mitigation techniques deemed necessary by a qualified biologist to ensure that impacts to nesting birds are avoided until the nest is no longer active. With the implementation of Mitigation Measure BIO-2, impacts related to nesting birds and any other migratory wildlife would be reduced to a less-than-significant level.

IMPACT BIO-5: WOULD THE PROJECT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

Less-than-Significant Impact. Any Proposed Project activities that have the potential to impact the protected trees located on site would require a permit for removal. The permit is issued in compliance with Municipal Code Section 46.00 (Protected Tree and Shrub Regulations). Protected trees include: 1) Oak tree including coast live oak (*Quercus agrifolia*), valley oak (*Quercus lobata*), or any other tree in the oak genus native to California, 2) western sycamore (Platanus racemose), and 3) California bay laurel (*Unbrellularia californica*). The Project site contains one oak tree on the southern portion of the site which would be removed during construction. The oak is less than four inches in cumulative diameter, four and one-half feet above the ground level at the base of the tree, and therefore does not meet the requirements for a permit according to City of Los Angeles Protected Tree and Shrub Regulations (EIR Appendix C). Compliance with permitting regulations for the Project that implement the existing Municipal Code, impacts related to conflicts with any local policies or ordinances protecting biological resources would be less than significant.

5.3.7 CUMULATIVE IMPACTS

This cumulative impact analysis for biological resources considers development of the Proposed Project in conjunction with other development projects in the vicinity of the Project site as well as the projects identified in Table 5-1, *Cumulative Project List*, in Section 5.0, *Environmental Impact Analysis*. None of the projects identified in Table 5-1 are proposed adjacent to or near the Project site. Because of the distance between the Proposed Project and these cumulative projects, none of the biological impacts from these projects would comingle individually or collectively with the Proposed Project's biological impacts.

As described previously, the General Biological Assessment, included as EIR Appendix C, determined that the Project site does not have the potential to host special status plant or animal species and the site does not include wetlands, waters of the U.S. or any other jurisdictional features. Further, existing regulations would be implemented to ensure that impacts would not occur. As a result, biological impacts of the Proposed Project would not be cumulatively considerable.

5.3.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

- Impact BIO-1 Impacts to threatened or endangered species
- Impact BIO-4 Impacts to wildlife movement or native wildlife nursery sites.

The following would result in **less-than-significant impacts:**

- Impact BIO-5 Impacts to ordinances protecting biological resources.

The following would result in **no impacts:**

- Impact BIO-2 Impacts to riparian habitat or sensitive communities.
- Impact BIO-3 Impacts to State or federally protected wetlands.

5.3.9 MITIGATION MEASURES

Mitigation Measure BIO-1: Pre-Construction Survey and Biological Monitoring. To avoid impacts to special-status animal species, the Applicant must conduct pre-construction biological surveys prior to initiating vegetation removal/clearing. Surveys shall be conducted by a qualified biologist within three days of vegetation removal. Should the qualified biologist find any special-status species, they shall be relocated to nearby open space (i.e., Palos Verdes peninsula) or shall be allowed to leave the site on their own. In addition, the qualified biologist shall be present for initial site preparation and grading to ensure that special-status animal species do not repopulate the site.

Mitigation Measure BIO-2: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and September 15). If vegetation removal is required during the nesting bird season, the Applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist verifies that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.

5.3.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulations and implementation of Mitigation Measure BIO-1 and Mitigation Measure BIO-2 would ensure potential impacts associated with biological resources for Impacts BIO-1 and BIO-4 would be at a level that is less than significant. Therefore, no significant, unavoidable, adverse impacts related to biological resources would occur.

5.3.11 REFERENCES

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5.4 Cultural Resources

5.4.1 INTRODUCTION

This section addresses potential environmental effects of the Proposed Project related to cultural resources, which include built and subsurface historic and archaeological resources. The analysis in this section is based, in part, on the following documents and resources:

- *Phase I and II Cultural Resources Assessment for the Port of Los Angeles Project,* Brian F. Smith and Associates, 31 July 2023, provided as EIR Appendix D.
- *City of Los Angeles Municipal Code*
- *Port Master Plan*, Adopted September 2018

In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

Cultural Resources Terminology

- **Archaeological resources** include any material remains of human life or activities that are at least 100 years of age, and that are of scientific interest. A unique or significant archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it (1) contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; (2) has a special and particular quality, such as being the oldest of its type or the best available example of its type; and (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.
- **Cultural resources** are defined as buildings, sites, structures, or objects, each of which may have historic, architectural, archaeological, cultural, or scientific importance, according to the California Environmental Quality Act (CEQA).
- **Historic building** or **site** is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.
- **Historic context** refers to the broad patterns of historic development in a community or its region that is represented by cultural resources. A historic context statement is organized by themes such as economic, residential, and commercial development.
- **Historical resources** are defined as "a resource listed or eligible for listing on the California Register of Historical Resources" (CRHR) (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under State CEQA Guidelines Section 15064.5(a), the term "historical resources" includes the following:
  (1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1).
  (2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
  (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by

substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
(B) Is associated with the lives of persons important in California's past;
(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

5.4.2 REGULATORY SETTING

5.4.2.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
b) Properties that are associated with the lives of persons significant in our past;
c) Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic "integrity," which is "the ability of a property to convey its significance." The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historic resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

Properties listed in or eligible for listing in the National Register are also eligible for listing in the California Register, and as such, are considered historical resources for CEQA purposes.

5.4.2.2 State Regulations

California Register of Historical Resources

Eligibility for inclusion in the California Register is determined by applying the following criteria:

1) It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2) It is associated with the lives of persons important in California's past;
3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
4) It has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code Section 7050.5

Health and Safety Code Section 7050.5(b) and (c) provides that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County Coroner is contacted and has reviewed the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

State CEQA Guidelines Section 15064.5

State CEQA Guidelines Section 15064.5 provides parameters for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to resources that are designated or eligible for designation as a historical resource. Section 15064.5 additionally provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

5.4.2.3 Local Regulations

City of Los Angeles General Plan Conservation Element

The City of Los Angeles General Plan Conservation Element requires the identification and protection of archaeological sites and artifacts as a part of local development permit processing (City of Los Angeles, 2001).

City of Los Angeles Municipal Code

Section 91.106.4.5. Permits for Historical and Cultural Buildings. The City of Los Angeles Building and Safety Department shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of historic cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the City of Los Angeles Building and Safety Department determines that such loss or damage may occur, the Applicant shall file an application and pay all fees for the California Environmental Quality Act Initial Study and Check List, as specified in Section 19.05 of the Los Angeles Municipal Code. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure (City of Los Angeles, 2023).

Los Angeles Harbor Department Built Environment Historic, Architectural, and Cultural Resource Policy

The purpose of the Los Angeles Harbor Department (LAHD) Built Environment Historic, Architectural, and Cultural Resource Policy is to establish policies for preservation and reuse of historic, architectural, and cultural heritage represented by the built environment in the Port of Los Angeles (POLA). The Policy also requires the LAHD to maintain an inventory of historic, architectural, and cultural resources and requires evaluation of structures over 50-years of age (LAHD, 2013a).

Port of Los Angeles Master Plan

Goal 5: Protect Historic Resources. The POLA shall identify and pursue the preservation of the historic resources within its jurisdiction. The history of the Port, including significant periods such as the era of shipbuilding, commercial fishing, and the Japanese American Fishing Village, should continue to be memorialized, as appropriate, through monuments and preservation of associated existing buildings and sites. Nothing stated herein shall be interpreted to impede the POLA's ability to meet its mandates identified in the Coastal Act to operate as a commercial port and accommodate transportation, commercial, industrial and cargo handling activities. The Built Environment Historic, Architectural, and Cultural Resource Policy, adopted by the Board of Harbor Commissioners, established the formal procedures for potential adaptive reuse and preservation of historic resources (LAHD, 2013a).

5.4.3 ENVIRONMENTAL SETTING

Prehistoric Background

The prehistoric setting discussion begins at the Terminal Pleistocene and Early Holocene: Paleo-Coastal Period (circa 9500 to 7000/6500 B.C). Archaeological evidence from the northern Channel Islands suggests initial settlement in the region at least 12,000 years ago. Researchers have proposed that archaeological remains recovered from the lowermost cultural stratum at the site, including shell, animal bone, and chipped stone tools, may date to as early as 8000 cal B.C. (BFSA, 2023a – EIR Appendix D).

The Milling Stone Period or Horizon is the earliest well established coastal cultural occupation in the region. The onset of this period which began sometime between 7000 and 6500 cal B.C and is marked by the expansion of populations throughout southern California. Regional variations in technology, settlement patterns, and mortuary practices among Milling Stone sites have led researchers to define several local manifestations or "patterns" of the tradition. Groups that occupied modern-day Los Angeles County are thought to have been relatively small and highly mobile during this time, with a general subsistence economy focused upon the gathering of shellfish and plant foods, particularly hard seeds, with hunting being of less importance (Appendix D). During this time, two temporal subdivisions were defined as Topanga I (circa 6500 to 3000 B.C) and Topanga II (circa 3000 to 1000 B.C.). A significant technological change in ground stone occurs during this period, with the appearance of mortars and pestles at Topanga II sites, which suggests the adoption of balanophagy by coastal populations (BFSA, 2023a – EIR Appendix D).

The Intermediate Period (1500/1000 B.C. to A.D. 750) includes significant changes throughout the coastal areas of Southern California in material culture, settlement systems, subsistence strategies, and mortuary practices. Notable technological changes at this time included the introduction of the plank canoe and the bow and arrow.

The Late Holocene Period (A.D. 750 to Spanish Contact) includes the continued growth of regional populations and the development of large, sedentary villages. New types of material culture appeared during the Late Holocene Period including Cottonwood series points, birdstone, and effigies, cupped beads, and shell disc beads (BFSA, 2023a – EIR Appendix D).

The Late Holocene/Protohistoric Period/Gabrielino Period (1769 to Present) included dramatic density increases and population size resulting in a more diversified economy. Ethnographic data, the first of which came from Spanish explorers and missionaries, indicates that the Gabrielino (Tongva) were the major tribe established in the San Gabriel Valley. The Spanish attributed this name to the Native Americans in the area served by the Mission San Gabriel Arcángel. Gabrielino territory included the watersheds of the San Gabriel, Santa Ana, and Los Angeles rivers, portions of the Santa Monica and Santa Ana mountains, the Los Angeles Basin, the coast from Aliso Creek to Topanga Creek, and San Clemente, San Nicolas, and Santa Catalina islands (BFSA, 2023a – EIR Appendix D). The Gabrielino spoke a Cupan language that was part of the Shoshonean or Takic family of Uto-Aztecan linguistic stock; these linguistic ties united a dispersed ethnic group occupying 1,500 square miles in the Los Angeles Basin region (BFSA, 2023a – EIR Appendix D). As with other Native American populations in southern California, the arrival of the Spanish drastically changed life for the Gabrielino. Incorporation into the mission system disrupted their culture and changed their subsistence. Ranchos were established throughout the area, often in major drainages where Native American villages tended to be located (BFSA, 2023a – EIR Appendix D). Due to the Euro-American diseases, the Gabrielino population and other southern California groups experienced more drastic population declines and the smallpox epidemic nearly wiped out the remaining Gabrielino population.

Historic Background

The historic background of the Project area began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region. As a result, by the late eighteenth century, a large portion of southern California was overseen by Mission San Luis Rey (San Diego County), Mission San Juan Capistrano (Orange County), and Mission San Gabriel Arcángel (Los Angeles County), who began colonizing the region and surrounding areas. The pueblo that eventually became the City of Los Angeles was established in 1781. Los Angeles County saw an increase in European settlement during the Mexican period largely due to the land grants made to Mexican citizens. The increase in population of southern California during the 1880s increased the significance of the Port at San Pedro in conjunction with improvements to rail transportation. As a result of the population expansion of Los Angeles, the demand for more construction materials and general supplies grew exponentially, which resulted in the expansion of the Port at San Pedro. By 1917, a railroad network had been constructed around the harbor allowing for the greater ease of movement of goods out of the port and across the country.

With the involvement of the U.S. in World War II, San Pedro Harbor became of central importance as one of the closest ports to the Pacific Theatre of Operations. Between 1941 and1945, ship and aircraft production facilities in the harbor area produced more than 15 million tons of war equipment. After World War II the Navy left the harbor and the Harbor Department removed many temporary wartime buildings, including the Western Terrace housing units, a housing project for war workers during World War II that overlapped a portion of the Project site (BFSA, 2023a – EIR Appendix D).

Project Site

Prior to the modern development of the Harbor, Los Angeles Harbor was historically a low-lying coastal marsh referred to as Wilmington Lagoon. Prehistorically, the lagoon would have supported a complex network of estuaries, stream channels, tidal channels, sand spits, beaches, and marshy inlands providing a wide range of resources for the prehistoric inhabitants of the region (BFSA, 2023a – EIR Appendix D). As a result of the Altithermal (circa 11,000 years ago) sea level began to rise modifying drainage patterns and resource availability in the region.

At the time of the Cultural Assessment survey conducted on March 2, 2023 (BFSA, 2023a – EIR Appendix D), the Project area was covered in ruderal and ornamental vegetation. However, the site has a history of agricultural use and various developments. The history of the Project site has been identified through review of U.S. Geological Survey (USGS) topographic maps and historic aerial photographs that are included in the Phase I Environmental Site Assessment (EIR Appendix G). As listed in Table 5.4-1, the Project site was undeveloped or agricultural land in 1896. By 1923, most of the site was agricultural fields with a few rural farmhouse-type structures in the northeastern portion. In 1928, dirt roads, a few small structures, and bermed areas associated with the southeastern edge of the Union Oil Co. of California Refinery were located on the northern third of the site.

In the late 1940s and early 1950s, the southern part of the site was developed with portable residential military barracks and associated residential roads. Additional roadways, a small structure, and a small rail spur were developed on the northern side of the site. By 1963, the barracks and roads were removed; and the southern side of the site was again undeveloped, and the small structure on the north side that was visible in 1952 was removed. The I-110 freeway was installed to the northwest of the site in 1964, leaving a few dirt roads and a tunnel connection beneath the freeway. By 1981, the tunnel connection beneath the freeway no longer crossed the site, and cell towers were installed on site in the 2000s. Based on the records search

conducted as part of the Cultural Assessment, no documented historic resources exist on the Project site (BFSA, 2023a – EIR Appendix D).

Table 5.4-1: Summary of Project Site History

Year	Description of Site Conditions
1896	The site and adjacent areas were undeveloped land located to the northwest of Wilmington Lagoon. One roadway adjoined the northern end of the site to the east.
1923	Most of the site and surrounding area were developed with agricultural fields. A few rural farmhouse-type structures were located on, and just outside, the northeastern portion of the site. The Harbor Boulevard and a railroad right-of-way adjoined the northern end of the site to the east. The Union Oil Co. of California Refinery was located to the northwest of the site.
1925	One dirt pathway crossed the northern third of the site from east to west. A few additional small structures and expansion of the Union Oil Refinery were located in the surrounding area.
1928	The southern two-thirds of the site remained undeveloped/agricultural land. Oil refinery activities, including dirt roads, a few small structures were located on the northern third of the Property. The refinery activities to the northwest expanded toward the northern side of the site, including additional small structures. Land uses on other surrounding areas remained undeveloped or agricultural.
1948	Most of the site was still undeveloped land. Two dirt roadways associated with the adjacent Union Oil Refinery were located on the northern end of the site. One small rail spur was located near the eastern boundary between the two dirt roads on the northern end of the site. A few structures were located near the southern end of the site.
1951	The southern half of the site was developed with roads and San Pedro's Western Terrace Defense Housing Project, portable barrack structures installed during World War II. Dirt roads crossed the northern side of the site, connecting Wilmington and San Pedro Road to the refinery. The barracks housing project also extended to areas surrounding the southern half of the Property. A few structures and railroad tracks were depicted on adjoining sites to the east and west of the northern side of the site. Los Angeles Port buildings were located across the road and railroad tracks to the east of the northern end of the site.
1963	The roads and barracks structures were removed from the southern half of the site, which appeared once again to be undeveloped land partially covered with vegetation, with remnants of roadways. Trees and bermed areas remained on the northern side of the site, but the small structure was removed. The I-110 was developed immediately to the northwest of the site.
1972	The southern half of the site was graded and largely cleared of vegetation. Some grading activities were also visible on the northern side of the site, on which there were bermed areas and dirt roads, but no structures.
1981	The southern side of the site remained undeveloped land largely covered with vegetation. Aboveground oil pipelines are visible on the northern half of the site. The dirt roadway crossing the northern end of the site no longer connects to the oil refinery to John S. Gibson Boulevard.
1989-2012	Other than cell phone tower installations on the site, no significant changes were noted between 1989 and 2012.

Source: SCS Engineers, 2017 (EIR Appendix G).

Records Search Results

The Phase I and II Cultural Resources Assessment, included as Appendix D, completed an archaeological records search from South Central Coastal Information Center (SCCIC) at CSU Fullerton on March 2, 2023 for 0.5-mile around the Project site, which identified 16 cultural resources. The methodology for conduct of the records search is included in Section 5.4.5, below. Pursuant to CCR Section 15120(d), copies of records searches are exempt from disclosure to the public to maintain the confidentiality of archeological sites or sacred lands. Two of the previously recorded resources (Prehistoric shell midden and a previous historic structure) abut the property to the east and northwest, respectively. Of the resources identified within 0.5 mile of the site seven are prehistoric and nine are historic. The prehistoric sites include two shell middens, two

habitation sites, two lithic scatters, and one unknown. The historic resources include a historic refuse deposit, five historic structures related to the development of the port, and three elements of historic rail lines.

Table 5.4-2: Records Search Results

Site Numbers	Description	Location
CA-LAN-2873; CA-LAN-2874	Prehistoric lithic scatter	Within 0.5-mile
CA-LAN-285; CA-LAN-2875	Prehistoric habitation site	Within 0.5-mile
CA-LAN-149; CA-LAN-150	Prehistoric shell midden	Adjacent to site
CA-LAN-116	Prehistoric unknown	Within 0.5-mile
P-19-004167	Historic refuse deposit	Within 0.5-mile
CA-LAN-2135H; P-19-188199; P-19-188200; P-19-190956; P-19-190957	Historic structures	Adjacent to site
P-19-188896; P-19-188897; P-19-190512	Historic rail line	Within 0.5-mile

Source: BFSA, 2023a (EIR Appendix D)

The Phase I and II Cultural Resources Assessment also identified shell fragments and one Monterey Chert flake tool on the Project site during the field survey, which indicates a potential for subsurface deposits to also be present. The methodology for the Phase I and Phase II Cultural Resources Assessment is included in Section 5.4.5, below. Therefore, 13 shovel test pits were conducted across the previously identified shell scatter area, and 12 of which were positive for archaeological fragment material that included seven debitage, one core fragment, one flake tool, 18.7 grams of faunal bone and 1,722.5 grams of marine shell. The Phase I and II Cultural Resources Assessment described that all the materials are likely related to the general prehistoric occupation of what was once Wilmington Lagoon. However, no archaeological soil/midden was observed and noted disturbances included rodent activity as well as intermixed construction debris. The Phase I and II Cultural Resources Assessment determined that although artifacts were identified, the subsurface excavations indicate that there is no intact subsurface components and the limited frequency of artifacts and shells, with no associated artifacts, does not provide for significance (BFSA, 2023a – EIR Appendix D). The Phase I and II Cultural Resources Assessment describes that the previous disturbance (excavation and recompaction of soils) appears to be the cause for the presence of trace marine shell. The Phase I and II Cultural Resources Assessment did not identify any significant artifact concentrations, cultural deposits, or other features related to the prehistoric or historic use within the Project site. No historical resources or unique archaeological resources were identified as a result of the cultural survey and testing (BFSA, 2023a – EIR Appendix D).

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;

CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;

CUL-3 Disturb any human remains, including those interred outside of formal cemeteries.

Historical Resources Thresholds

Historical resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (State CEQA Guidelines Section 15064.5[a][3]). Additionally, State CEQA Guidelines Section 15064.5(b), states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant effect on the environment. A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

5.4.5 METHODOLOGY

The cultural resources analysis is based on the conclusions of the Phase I and Phase II Cultural Resources Assessment and contains information that was compiled through field pedestrian survey, record searches, and reference materials. This study is included as Appendix D.

Archaeological and Historic Records Search. An archaeological and historical records search was completed by the SCCIC at California State University, Fullerton on March 2, 2023. This search included the Project site with an additional 0.5-mile buffer.

Archaeological and Historic Field Surveys. A Phase I archaeological survey was completed that included surveying the entire 18.3-acre property with 10-meter spaced transects. A survey form, field notes, and photographs documented the survey work undertaken.

Significance Testing. Based on the presence of cultural materials during the survey and the potential for subsurface deposits, a testing and significance evaluation program including a surface and subsurface investigation was conducted on July 6, 2023. The test program included a general surface collection and hand excavation of 13 shovel test pits were excavated to a depth of 30-80 centimeters, across the previously identified shell scatter area. Non-lithic materials, such as ecofacts (shell, bone, or wood) was subjected to specialized laboratory analyses to sort, identify, and catalog the materials.

Based on the archaeological and historic records search, field surveys, and significance testing, the Project site was assessed for archaeological sensitivity and the potential for the Proposed Project to impact historical or archaeological resources and human remains.

5.4.6 ENVIRONMENTAL IMPACTS

IMPACT CUL-1: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE PURSUANT TO SECTION 15064.5?

Less-than-Significant Impact. Historical resources are defined as "a resource listed or eligible for listing on the California Register of Historical Resources" (CRHR) (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under State CEQA Guidelines Section 15064.5(a), the term "historical resources" includes the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (Public Resources Code, Section 5024.1).
(2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:
    (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
    (B) Is associated with the lives of persons important in California's past;
    (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
    (D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

As described by the Phase I and II Cultural Resources Assessment and Section 5.4.3, the Project site is undeveloped, vacant land with no historic aged structures. Although the site has a history of various uses, including agriculture, development of residential structures, roadways, and facilities for surrounding refinery, freeway, and rail uses, the previous development has been removed and no historic development or structures exist onsite. Thus, no direct impacts to known historic age structures would result from the Proposed Project.

Surrounding land uses are urban and involve modern structures that include the I-110 to the north, John S. Gibson Boulevard to the southeast and the I-110 followed by vehicle storage to the west. Although, the record search prepared for the Proposed Project identified a previous historic structure (CA-LAN-2135H) that abuts the site to the northwest, the previous structure (associated with the 1917 Los Angeles Union Oil Refinery) no longer exists. Thus, the site is not adjacent to any existing historical structures that have the potential to be indirectly impacted by the Proposed Project.

The Project site has been previously disturbed from agriculture, residential, roadways, refinery support area uses and related development. The Phase I and II Cultural Resources Assessment identified shell fragments, one Monterey Chert flake tool, and remnant scatter in a heavily modified deposition from repeated development of the site since the early 1940s, which has removed any *in-situ* provenience information (Appendix D). The Phase I and II Cultural Resources Assessment determined that the Project site does not contain any potentially significant historic deposits. Due to the lack of integrity of the subsurface deposits, the Phase I and II Cultural Resources Assessment determined that the site does not include a historical resource pursuant to State CEQA Guidelines Section 15064.5(a) and the finds are not eligible for designation on the CRHR. The finds were determined to not meet any of the criteria for listing in the CRHR as they were determined to a) not be associated with any events that have made a significant contribution to the broad patterns of California's history and cultural heritage; b) not be associated with the lives of persons important in California's past; c) not embody distinctive construction or high artistic value, and d) not likely to yield, information important in prehistory or history. The Phase I and II Cultural Resources Assessment describes that the Phase II testing program demonstrated that the site has been heavily impacted and disturbed over the years that intact deposits are unlikely to remain onsite.

Overall, the Phase I and II Cultural Resources Assessment determined that the Proposed Project would not result in potentially adverse change in the significance of any historical resources as defined in the California Code of Regulations, Section 15064.5. Therefore, impacts to historical resources from development of the Proposed Project would be less than significant.

IMPACT CUL-2: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE, PURSUANT TO CALIFORNIA CODE OF REGULATIONS, SECTION 15064.5?

Less-than-Significant Impact with Mitigation Incorporated. The Project site is an undeveloped, vacant site that has been previously disturbed by development and land modifications over time. The Phase I and Phase II Cultural Resources Assessment prepared for the Proposed Project included an archaeological records search that was completed at the SCCIC at CSUF which included a standard review of the National Register of Historic Places and the OHP Built Environment Resources Directory. All pertinent data was researched, including previous studies for a 0.5-mile radius surrounding the project area and the identification of recorded resources within one-half mile. In addition, the research included a review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. The records search indicated that 16 cultural resources have been recorded within 0.5-mile of the Project site. Seven of the resources are prehistoric and include two shell middens, two habitation sites, two lithic scatters, and one unknown. One of the prehistoric shell middens was found adjacent to the east of the site.

The Phase I and II Cultural Resources Assessment also identified marine shell fragments during the pedestrian survey which included, one Monterey Chert flake tool, seven debitage, and fragments of faunal bone that are likely related to the general prehistoric occupation of what was once Wilmington Lagoon. However, no archaeological soil/midden was observed during the Phase II testing and noted disturbances included rodent activity as well as intermixed construction debris. The Phase I and II Cultural Resources Assessment determined that although artifacts were identified, there are no intact subsurface components.

As described in Section 3.0, *Project Description*, the Proposed Project includes excavation and grading of the Project site to depths of approximately 15 feet below the ground surface (Appendix F). Although the Phase I and II Cultural Resources Assessment determined that no significant subsurface intact resources exist, there is a potential for previously unknown archaeological resources to be below the soil surface. The potential exists that grading of the site could encounter archaeologic deposits not encountered during testing. Therefore, monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist is included as Mitigation Measure CUL-1 to ensure that if buried archaeologic deposits are unearthed, they will be handled in a timely and proper manner. With implementation of Mitigation Measure

CUL-1, potential impacts to archaeological resources from development of the Proposed Project would be less than significant.

IMPACT CUL-3: WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

Less-than-Significant Impact. The Project site has not been previously used as a cemetery and has been highly disturbed through the various past uses that are described previously. However, similar to other areas of coastal Los Angeles County, there is potential for previously unknown buried archaeological resources, which may include human remains, to occur onsite. Nevertheless, human remains are not anticipated to be uncovered during Proposed Project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that significant impacts to human remains would not occur. Therefore, impacts from development of the Proposed Project on human remains would be less than significant.

5.4.7 CUMULATIVE IMPACTS

Historical Resources: The Proposed Project's contribution to cumulative impacts to historical resources was analyzed in context with past, present, and probable future projects in the Port of Los Angeles and City of Los Angeles, as included in Table 5-1 in Section 5, *Environmental Impact Analysis*, of this Draft EIR, that were once similarly influenced by the marine and port activities within the area. As detailed previously, the Project site does not contain any historical resources, and the Proposed Project would not result in potentially adverse change in the significance of any historical resources. As no resources exist and none would be impacted, the Proposed Project would also not have the potential to cumulatively contribute to a potential adverse impact. Therefore, cumulative impacts related to historical resources would not occur.

Archaeological Resources: The Proposed Project's impact to prehistoric and historic archaeological resources was analyzed in the context of the Port of Los Angeles, based on past and future development as planned by the PMP, which is identified as sensitive for archaeological resources due to the past uses of the Port region. Construction activities including excavation within the Project site – as with other development projects in the region – may uncover subsurface prehistoric archaeological resource that meet the CCR § 15064.5 definition. However, mitigation has been included to reduce the potential of the Proposed Project to contribute to a significant cumulative impact to archaeological resources. With compliance with project-specific mitigation, impacts would not be cumulatively considerable.

Disturbance of Human Remains: Mandatory compliance with the provisions of California Health and Safety Code § 7050.5, Public Resources Code § 5097 et seq., and State CEQA Guidelines Section 15064.5 would assure that the Proposed Project, in addition to all development projects, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful, and appropriate practices. As such, impacts to human remains would not be cumulative considerable.

5.4.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

The following impacts would be **less than significant**:

- Impact CUL-1: Implementation of development of the Project may impact a historical resource.
- Impact CUL-3: Implementation of the Project may disturb human remains.

Without mitigation, the following impacts would be **potentially significant**:

- Impact CUL-2: Earth-moving construction activities could impact archaeological resources.

5.4.9 MITIGATION MEASURES

Mitigation Measure CUL-1: Cultural Resources Monitoring Plan. Prior to the issuance of a grading permit, a Cultural Resources Monitoring Plan shall be prepared by a qualified archaeologist and reviewed and approved by the City of Los Angeles Planning Department. This plan shall include, but not be limited to, the following actions:

- Prior to issuance of a grading permit, the Applicant shall provide written verification to the City of Los Angeles Planning Department in the form of a letter from the qualified archaeologist to the lead agency stating that a qualified archaeologist has been retained to implement the monitoring program.
- The certified archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.
- During ground disturbing activity of previously undisturbed deposits, the archaeological monitor(s) shall be on-site, to perform full-time inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The qualified archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated.
- Isolates and clearly non-significant deposits will be minimally documented in the field and collected, as determined by the qualified archaeologist, so the monitored grading can proceed.
- In the event that previously unidentified intact cultural resources are discovered, the qualified archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of the discovery to allow for the evaluation of potentially significant cultural resources. The qualified archaeologist shall contact the lead agency at the time of discovery. The qualified archaeologist, in consultation with the lead agency, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the qualified archaeologist and approved by the lead agency before being carried out using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the most likely descendant, as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains.
- In the event of an unanticipated discovery, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods. The qualified archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis.
- All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.

- A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include Department of Parks and Recreation Primary and Archaeological Site Forms.
- A monitoring report shall be prepared by the qualified archaeologist upon completion of grading and submitted prior to the issuance of any building permit(s).

5.4.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of Mitigation Measures CUL-1 and compliance with regulatory requirements, Proposed Project impacts to cultural resources would be less than significant.

5.4.11 REFERENCES

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5.5 Energy

5.5.1 INTRODUCTION

This section assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the Proposed Project. It discusses existing energy use patterns and examines whether the Proposed Project (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section *5.7, Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and the Initial Study included as EIR Appendix A, for a discussion of water consumption. This section includes data from the following Port of Los Angeles documents and reports prepared by LSA and are included in EIR Appendix B:

- *Port Master Plan,* Port of Los Angeles, Adopted September 2018
- *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report John S. Gibson Trailer Lot Project,* (LSA, 2024a), EIR Appendix B

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulation

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

5.5.2.2 State Regulations

California Code of Regulations (CCR) Title 13, Motor Vehicles

CCR Title 23, Motor Vehicles, Section 2449(d)(3) states that no vehicle or engines subject to this regulation may idle for more than five consecutive minutes. The idling limit does not apply to:

- Idling when queuing;
- Idling to verify that the vehicle is in safe operating condition;
- Idling for testing, servicing, repairing or diagnostic purposes;

- Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane);
- Idling required to bring the machine system to operating temperature; and
- Idling necessary to ensure safe operation of the vehicle.

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

California Code of Regulations Title 24 Energy Efficiency Standards and California Green Building Standards

CCR Title 24 Part 6: The California Energy Code (CALGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards that became effective on January 1, 2023.

The 2022 CALGreen standards that reduce GHG emissions and are applicable to the Proposed Project include, but are not limited to, the following:

- **Outdoor light pollution reduction.** Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- **Construction waste management.** Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- **Excavated soil and land clearing debris.** 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- **Recycling by occupants.** Provide readily accessible areas that are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- **Water conserving plumbing fixtures and fittings.** Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
    - **Water closets.** The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
    - **Urinals.** The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
    - **Faucets and fountains.** Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- **Outdoor potable water uses in landscaped areas.** Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).

The CALGreen Building Standards Code has been adopted by the City of Los Angeles by reference in Municipal Code Article 9.

5.5.2.3 Local Regulations

City of Los Angeles Sustainable City pLAn

The Port is committed to responsible growth through the implementation of the three tenets of sustainability: environment, economy, and equity. As such, the Port has adopted the City of Los Angeles Sustainable City pLAn (City of Los Angeles, 2019). The Plan contains goals for the City, especially in areas of local solar, energy efficient buildings, carbon and climate leadership, green jobs, preparedness and resiliency, air quality, and environmental justice. In addition, the Plan advances the City's environment, economy, and social equity in 14 various categories with short term, near term (2025), and long-term (2035) targets. The following municipal targets from the Plan would be applicable to the Proposed Project:

- Recycle 100 percent of all wastewater for beneficial reuse by 2035.
- Reduce potable water use per capita by 22.5 percent by 2025; and 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.
- Reduce port related GHG emissions by 80% by 2050.
- Reduce industrial emissions by 38% by 2035; and 82% by 2050.
- Increase tree canopy in areas of greatest need by at least 50% by 2028.

Community Emissions Reduction Plan Wilmington, Carson, West Long Beach

The Community Emissions Reduction Plan (CERP) outlines the actions and commitments by the Community Steering Committee (CSC), the SCAQMD, and CARB to reduce air pollution in the Wilmington, Carson, and West Long Beach community (SCAQMD, 2019). The CERP is a critical part of implementing AB 617, which is a California law that addresses the disproportionate impacts of air pollution in environmental justice communities. The CERP includes targeted actions using many strategies, including developing and enforcing regulations, providing incentives to accelerate the adoption of cleaner technologies, and conducting outreach to provide useful information to support the public in making informed choices. Additionally, air monitoring strategies are used in implementation of the CERP to help provide critical information to help guide investigations or provide public information.

City of Los Angeles General Plan

The City of Los Angeles General Plan Air Quality (AQ) Element (City of Los Angeles, 1992)(City of Los Angeles, contains the following policies, goal, and objective related to air quality that are applicable to the Proposed Project:

Policy AQ 4.2.5 Emphasize trip reduction, alternative transit, and congestion management measures for discretionary projects.

Goal AQ 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective AQ 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

Policy AQ 5.1.2 Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.

Policy AQ 5.1.4 Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.

5.5.3 ENVIRONMENTAL SETTING

Electricity

The Los Angeles Department of Water and Power (LADWP) is the electricity provider for the City of Los Angeles. LADWP serves an area that totals 465 square miles with over 1.54 million residents receiving electricity in Los Angeles. In 2021, 35 percent of the electricity provided by LADWP came from renewable energy resources, 26 percent came from natural gas resources, 14 percent came from nuclear resources, 6 percent came from hydroelectric resources, and 19 percent came from coal resources (LADWP, 2022). According to the California Energy Commission (CEC), total electricity consumption in the LADWP service area in 2021 was 22,852 gigawatt hours (GWh) (7,954 GWh for the residential sector and 14,898 GWh for the non-residential sector) (CEC, 2023). Total electricity consumption in Los Angeles County in 2021 was 65,374.7 GWh (65,374,721,369 kilowatt-hours [kWh] (CEC, 2023)).

The Project site is currently served by the electricity distribution systems that exist along the roadways adjacent to the property.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Los Angeles and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of one percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (SoCalGas, 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), southwestern U.S. supply sources, the Rocky Mountains, and Canada (SoCalGas, 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 in its 2020 report (SoCalGas, 2020).

The Project site is adjacent to the natural gas distribution system that exists within the roadways that are adjacent to the property.

5.5.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project could have a significant adverse effect on energy resources if it were to:

E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the State CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing "the wasteful, inefficient, and unnecessary consumption of energy."

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered "wasteful, inefficient, and unnecessary" if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.5.6 ENVIRONMENTAL IMPACTS

IMPACT E-1: WOULD THE PROJECT RESULT IN A POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION?

Construction

Less-than-Significant Impact. During construction of the Proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the Proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The energy analysis modeling for construction of the Proposed Project (included as EIR Appendix B), details that the construction of the Proposed Project is estimated to result in the need for 37,841.6 gallons of diesel fuel and 3,561.6 gallons of gasoline (LSA, 2024a). Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Based on fuel consumption obtained from EMFAC2021, approximately 3,921.8 million gallons of gasoline and approximately 608.6 million gallons of diesel will be consumed from vehicle trips in Los Angeles County in 2023. Construction of the Proposed Project would increase the annual construction generated fuel use in Los Angeles County by approximately 0.01 percent for diesel fuel usage and by approximately less than 0.01 percent for gasoline fuel usage. As such, Proposed Project construction would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Los Angeles County's overall use of the state's available energy resources. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the Proposed Project.

Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Less-than-Significant Impact. Once operational, the Proposed Project would generate demand for electricity and gasoline or diesel for motor vehicle trips. The Proposed Project would not use natural gas during operations. Operational use of energy includes the parking lot and outdoor lighting, and the transport of electricity and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The Proposed Project would provide additional short-term truck and chassis parking space to alleviate truck traffic congestion and reduce the distance required for trucks to access shipping containers. The Proposed Project would allow trucks to avoid driving further into or from the Port to pick up or drop off chassis with containers. As detailed in Table 5.5-1, operation of the Proposed Project is estimated to annually use 721.6 gallons of gasoline and approximately 309,905.5 gallons of diesel fuel. CCR Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks. In addition, as shown in Table 5.5-1, operation of the Proposed Project is estimated to use approximately 711,085 kilowatt-hours (kWh) of electricity per year for on-site electrical charging infrastructure and lighting.

Table 5.5-1: Estimated Annual Operational Energy Consumption

Energy Type	Annual Energy Consumption
Electricity Consumption (kWh/year)	711,085.0
Gasoline (gallons/year)	721.6
Diesel Fuel (gallons/year)	407,596.2

Source: LSA, 2024a (EIR Appendix B).
Acronyms: kWh = kilowatt-hours

Total electricity consumption in Los Angeles County in 2021 was 65,374.7 GWh (65,374,721,369 kWh). Therefore, operation of the Proposed Project would increase the annual electricity consumption in Los Angeles County by less than 0.01 percent. Based on fuel consumption obtained from EMFAC2021, approximately 3,921.8 million gallons of gasoline and approximately 608.6 million gallons of diesel will be consumed from vehicle trips in Los Angeles County in 2023. Conservatively assuming all trips resulting from the Proposed Project would be new to Los Angeles County, vehicle and truck trips associated with the Proposed Project

would increase the annual fuel use in Los Angeles County by approximately less than 0.01 percent for gasoline fuel usage and approximately 0.07 percent for diesel fuel usage. However, as described further in Section 5.11, *Transportation*, the truck trips associated with the Proposed Project would not necessarily be new trips within the POLA complex, but would likely be diverted trips by trucks that are already accessing terminals within the POLA to pick up or drop off containers. Therefore, the Proposed Project would only result in an increase of 3.8 miles traveled on average for trucks accessing the Project site over existing conditions. Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in wasteful or inefficient energy consumption. Further, through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, Section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

IMPACT E-2: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

Less-than-Significant Impact. As described previously, the Proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of Proposed Project. The City of Los Angeles's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In line with standard City of Los Angeles Building & Safety conditions of approval, Proposed Project plans and specifications shall require signs onsite that identify the anti-idling regulations. Thus, the Proposed Project would not conflict with the idling limits imposed by CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling. In addition, the Proposed Project would be consistent with the priorities set forth by the CERP as it would provide zero-emission cargo-handling equipment onsite. Furthermore, the Proposed Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The Proposed Project would not require the removal of any existing renewable energy infrastructure, such as solar panels or wind turbines. Thus, the Proposed Project would not obstruct use of renewable energy or energy efficiency. Overall, the Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the Proposed Project would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. Further, the Proposed Project would provide additional short-term truck and chassis parking space to alleviate truck traffic congestion and reduce the distance required for trucks to access shipping containers. The Proposed Project would allow trucks to avoid driving further into or from the Port to pick up or drop off chassis with containers. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would not be cumulatively considerable.

5.5.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Compliance with regulatory requirements ensures Impacts E-1and E-2 would be less than significant.

5.5.9 MITIGATION MEASURES

Impacts related to energy would be less than significant and no mitigation measures are required.

5.5.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to energy would be less than significant and no mitigation measures are required.

5.5.11 REFERENCES

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5.6 Geology and Soils

5.6.1 INTRODUCTION

This section addresses potential environmental effects of the Proposed Project related to paleontological resources. Impacts related to geology and soils were analyzed in the Initial Study, included as EIR Appendix A, and were determined to be less than significant. The impacts examined within this EIR include impacts related to paleontological resources. The analysis in this section is based, in part, on the following documents and resources:

- *Paleontological Assessment for the Port of Los Angeles Truck Lot Project*, Brian F. Smith and Associates, Inc., 2023, provided as EIR Appendix E.
- *City of Los Angeles General Plan Conservation Element*, Adopted September 2001

Paleontological Resources Terminology

Paleontological resources are the remains of prehistoric life that have been preserved in the geologic strata. These remains are called fossils and include bones, shells, teeth, and plant remains (including their impressions, casts, and molds) in the sedimentary matrix, as well as trace fossils such as footprints and burrows. Fossils are considered older than 5,000 years of age (middle Holocene) (SVP, 2010) but may include younger remains (subfossils) when viewed in the context of local extinction of the organism or habitat, for example.

Paleontological resources provide information about the history of life on earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally. The following standards from the Society of Vertebrate Paleontology determine the paleontological sensitivity of a geologic unit:

- **High potential:** Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered.
- **Undetermined Potential:** Rock units for which little information is available concerning their paleontological context, geologic age, and depositional environment, and that further study is needed to determine the potential of the rock unit.
- **Low Potential:** Rock units that are poorly represented by fossil specimens in institutional collections or based on a general scientific consensus that only preserve fossils in rare circumstances.
- **No Potential:** Rock units that have no potential to contain significant paleontological resources, such as high-grade metamorphic rocks and plutonic igneous rocks.

5.6.2 REGULATORY SETTING

5.6.2.1 State Regulations

Public Resources Code (PRC)

Requirements for paleontological resource management are included in the PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds,

archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the expressed permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

5.6.2.2 Local Regulations

City of Los Angeles General Plan

The City of Los Angeles General Plan Conservation Element contains the following policies related to paleontological resources that are applicable to the Proposed Project (City of Los Angeles, 2001).

Archaeological and Paleontological Objective, Policy and Program

Objective Protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.

Policy Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities.

Program Permit processing, monitoring, enforcement and periodic revision of regulations and procedures.

5.6.3 ENVIRONMENTAL SETTING

Regional Setting

The Project site is within the Peninsular Ranges Geomorphic province of California. The Peninsular Ranges consist of several northwesterly-trending ranges in southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic period, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous period, extensive mountain building occurred during the emplacement of the southern California batholith.

Within the Peninsular Ranges, the Project site is situated in the Los Angeles Basin, an approximately 800-square-mile sedimentary basin that extends from Cahuenga Peak south to the Pacific coast, and from Topanga Canyon southeast to the Aliso Creek region (BFSA, 2023b – EIR Appendix E).

Site Setting

The Paleontological Assessment details that the geology mapped within the Project site and along John S. Gibson Boulevard consists of late to middle Pleistocene-aged old shallow marine deposits on wave-cut surface. The old shallow marine deposits in this area have been further defined as consisting of a cover of non-marine terrace deposits that overlie the Palos Verdes Sand. The non-marine terrace deposits consist of

poorly sorted sand and gravel representing cliff talus, stream fan and channel, slope wash deposits. The Palos Verdes Sand are predominately coarse sands and fossiliferous basal sandy gravels and silty sands that overly the coarser materials. The Paleontological Assessment describes that the Palos Verdes Sand are thought to be late to middle Pleistocene in age and consist of two fossiliferous deposits: the older 125,000-year-old deposits in "northern" San Pedro and younger, approximately 80,000-year-old deposits in "southern" San Pedro. These deposits occupy the same marine terrace in the Project area (BFSA, 2023b – EIR Appendix E).

The Paleontological Assessment also describes that San Pedro Sand which unconformably underlies the Palos Verdes Sand with outcrops mapped along the edges of the Palos Verdes Sand. The San Pedro Sand includes fossiliferous, cross-bedded sands that was deposited during the middle Pleistocene, dating to approximately 450,000 to 300,000 years ago.

The Paleontological Assessment (BFSA, 2023b - EIR Appendix E) notes that both the Palos Verdes Sand and the San Pedro Sand – and presumably the upper non-marine deposits – are exposed on the Project site at the existing cut above John S. Gibson Boulevard.

Unique Geologic Feature

Unique geologic features refer to unique physical features or structures on the earth's crust. The Project site does not contain any unique geologic features. The site is an undeveloped area that has been previously utilized for agricultural and urban development uses and has been previously graded various times. Aerial photographs from 1952 through 1963 show that between those years, the entire Project site had been developed, then cleared and then eventually graded again for the development of I-110 freeway. Currently, the Project site slopes upwards to the east abutting the I-110 freeway along its eastern edge and has a maximum elevation of approximately 65 feet above mean sea level. The Paleontological Assessment describes that the original landform and soil have been impacted by previous uses.

As described previously, the site is underlain with late Pleistocene to Holocene in age marine deposits on wave-cut surface. The geologic processes that occurred on the Project site and in the vicinity are consistent with those throughout the Port and the coastal areas of Los Angeles.

Paleontological Resources

The paleontological records search conducted for the Project site identified several fossil localities that were found within the Project site, including invertebrate fossils (shells) and fossil bones of a whale found within both the Palos Verdes Sand and the San Pedro Sand. In addition, fossil localities were recorded within the vicinity of the Project site, which included fish, mammals, and mollusks. The paleontological survey that was conducted for the Project identified remnant evidence of an unconsolidated prehistoric (cultural) shell scatter at the flattened, top surface of soils on the site. Shells were also observed on the site's slope mixed into a thin cover of modern, slope wash sediments. Some shells appeared bleached and without color, suggesting a pre-modern (Pleistocene) age (BFSA, 2023b – EIR Appendix E).

The overlaying non-marine terrace deposits, consisting of Holocene alluvium, are generally considered to be too geologically young to contain significant paleontological resources and are, therefore, assigned a low paleontological sensitivity. The Pleistocene-aged non-marine deposits that overlie the Palos Verdes Sand were assigned an undetermined potential, due to lack of information available on their paleontological content, geologic age, and depositional environment (BFSA, 2023b – EIR Appendix E). However, fossils have been collected from similar Pleistocene aged deposits known as the Palos Verdes Sand and the San Pedro Sand for over a century within Los Angeles County. Therefore, the Palos Verdes Sand and San Pedro deposits found within the Project site are classified as having a high potential for paleontological sensitivity due to the presence of significant fossil localities in the general Project vicinity within the same/similar geologic units

as these deposits on-site. As noted in the *Port of Los Angeles Master Plan Update Final Program EIR*, invertebrate fossils found in marine sediments are not usually considered significant resources by paleontologists, due to their abundance and predictability along coastal areas (LAHD, 2013). Geologic formations containing vertebrate fossils are considered more significant, and such fossils typically originate from non-marine, upland deposits (LAHD, 2013).

5.6.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

PAL-1 Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.

5.6.5 METHODOLOGY

A Paleontological Assessment (BFSA, 2023b – EIR Appendix E) was prepared to determine the Proposed Project's potential impacts to paleontological resources. The analysis included a site survey and record searches of past identified resources, consideration of the types of soils that exist, and the paleontological sensitivity of those soils. The analysis combines these factors to identify the potential of the proposed construction to impact unknown paleontological resources on the site. As described in the Paleontological Assessment, a resource records search was conducted at the Los Angeles County Museum of Natural History to identify any previously discovered fossil localities in or near the Project site.

5.6.6 ENVIRONMENTAL IMPACTS

IMPACT PAL-1: WOULD THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE, SITE, OR UNIQUE GEOLOGIC FEATURE?

Less-than-Significant Impact with Mitigation Incorporated. The Proposed Project would construct a truck and chassis parking lot on a currently vacant site that has been previously disturbed by urban agricultural and development activities. The Project related earthmoving activities, including grading and trenching activities, are anticipated to extend to approximately 15 feet below the existing ground surface (LGC, 2019) and would have the potential to disturb previously unknown paleontological resources. As detailed previously, the majority of the Project site is overlain by non-marine terrace deposits which have a low to unknown paleontological sensitivity. However, the Paleontological Assessment states that paleontological resources (Invertebrate fossils and whale bones) have been previously found on site and within the Project vicinity and that the Project site is underlain by late to middle Pleistocene-aged shallow marine deposits (Palos Verdes Sand), which have been recorded to be fossiliferous. Therefore, the Palos Verdes Sands onsite have a high potential to yield paleontological resources (Appendix E).

Although unique paleontological resources are not anticipated to be found within any fossils found on site, Mitigation Measure PAL-1 is included to require preparation of a Paleontological Resources Impact Mitigation Plan (PRIMP) and that ground disturbing activities be monitored by a qualified paleontologist to identify, salvage, and recover any potential paleontological resources, such as significant fossil remains. With implementation of Mitigation Measure PAL-1, potential impacts to paleontological resources from implementation of the Proposed Project would be less than significant.

5.6.7 CUMULATIVE IMPACTS

Paleontological Resources: The geographic area of potential cumulative impacts related to paleontological resources includes areas that are underlain by similar geologic units from the same time period. A cumulative impact could occur if development projects incrementally result in the loss of the same types of unique paleontological resources. As detailed previously, the coastal area of Los Angeles County, including the Project site and the cumulative projects listed in Table 5-1, *Cumulative Project List*, in Section 5.0, *Environmental Impact Analysis*, is underlain by marine deposited sediments that are sensitive to paleontological resources. Therefore, all projects within the Los Angeles coastal area that involve grading or disturbance to native, undisturbed geologic units have the potential to result in significant impacts to paleontological resources.

Incorporation of Mitigation Measure PAL-1, which includes paleontological monitoring and implementation of a PRIMP to preserve the quality and integrity of any identified resources, reduces the Proposed Project's impacts to a less-than-significant level. Impacts from the Proposed Project would not be cumulative considerable.

5.6.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

- Impact PAL-1: Project implementation could uncover subsurface paleontological resources.

5.6.9 MITIGATION MEASURES

MM PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Applicant shall provide a letter to the City of Los Angeles Planning Department, or designee, from a professional paleontologist, stating that a qualified paleontologist (who meets the Society of Vertebrate Paleontology's (SVP, 2010) definition for qualified profession paleontologist) has been retained to provide services for the Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP), consistent with the provisions of CEQA and Society of Vertebrate Paleontology's Guidelines, to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite. The PRIMP shall be provided to the City for review and approval. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance and provide worker training regarding paleontological monitoring. The PRIMP shall also require full-time paleontological monitoring by a qualified paleontological monitor starting at the ground surface (below any disturbed/artificial fill deposits) during grading, excavation, or utility trenching activities.

In the event paleontological resources are encountered, ground disturbing activity within 50 feet of the area shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered pursuant to the guidelines of the Society of Vertebrate Paleontology (SVP, 2010).

Criteria for discarding specific fossil specimens shall be made explicit in the PRIMP. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by Project construction, then recovery techniques may be applied as identified within the PRIMP. Actions include recovering a sample of the fossiliferous material prior to construction, monitoring construction activities and halting construction if a significant fossil needs to be recovered, and/or cleaning, identifying, and cataloging fossil specimens for curation and research purposes. Recovery, salvage, and treatment shall

be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource. If no institution accepts the fossil(s), they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school. A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, will be prepared and submitted to the City of Los Angeles Planning Department, or designee.

Prior to commencement of grading activities, the City of Los Angeles Planning Department, or designee, shall verify that all Project grading and construction plans specify the requirements herein related to the PRIMP and the unanticipated discovery of paleontological resources.

5.6.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory requirements and with implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant. Therefore, no significant unavoidable adverse impacts related to paleontological resources would occur.

5.6.11 REFERENCES

Brian F. Smith and Associates (BFSA). (2023b). *Paleontological Assessment for the Water and Harvill Project.* **(EIR Appendix E)**

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Los Angeles Harbor Department (LAHD). (2013). *Port of Los Angeles Master Plan Update Final Program Environmental Impact Report* (State Clearinghouse Number 2012071081). Retrieved August 2023 from https://www.portoflosangeles.org/environment/environmental-documents

Society of Vertebrate Paleontology (SVP). (2010). *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.* Retrieved August 2023 from https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf

5.7 Greenhouse Gases

5.7.1 INTRODUCTION

This section evaluates greenhouse gas (GHG) emissions associated with the Proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the Proposed Project contribute to elevated levels of GHGs in the Earth's atmosphere and consequently contributes to climate change. This section also addresses the Proposed Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. The analysis within this section is based on the following Los Angeles Harbor Department documents and technical reports:

- *Port Master Plan,* Port of Los Angeles, Adopted September 2018
- *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report John S. Gibson Trailer Lot Project,* (LSA, 2024a), provided as EIR Appendix B

5.7.2 REGULATORY SETTING

5.7.2.1 State Regulations

California Assembly Bill 1493 – Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the GHG reduction goals. On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds on the previous Scoping Plans as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world.

Senate Bill 375 (Chapter 728, Statutes of 2008)

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed SB 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all state agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the state's 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor's Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016, by Governor Jerry Brown. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that CARB is not only responsive to the Governor, but also the Legislature.

AB 398 – Extension of Cap and Trade Program to 2030 (Chapter 617, Statutes of 2017)

AB 398 was signed by Governor Brown on July 25, 2017, and became effective immediately as urgency legislation. AB 398, among other things, extended the cap and trade program through 2030.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the State CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, State CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The CEQA Section gives discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

Also amended were State CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers, and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards (CALGreen standards) which became effective on January 1, 2023. The 2022 CALGreen standards that reduce GHG emissions and are applicable to the Proposed Project include, but are not limited to, the following:

- **Outdoor light pollution reduction.** Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- **Construction waste management.** Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- **Excavated soil and land clearing debris.** 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- **Recycling by occupants.** Provide readily accessible areas identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- **Water conserving plumbing fixtures and fittings.** Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
    - **Water closets.** The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
    - **Urinals.** The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).

- **Faucets and fountains.** Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).

- **Outdoor potable water uses in landscaped areas.** Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).

The CALGreen Building Standards Code has been adopted by the City of Los Angeles by reference in Municipal Code Article 9.

5.7.2.2 Local Regulations

City of Los Angeles Green New Deal Sustainable City pLAn

The Port is committed to responsible growth through the implementation of the three tenets of sustainability: environment, economy, and equity. As such, the Port has adopted the Sustainable City pLAn of the City of Los Angeles (City of Los Angeles, 2019). The Plan contains goals for the City, especially in areas of local solar, energy efficient buildings, carbon and climate leadership, green jobs, preparedness and resiliency, air quality, and environmental justice. In addition, the Plan advances the City's environment, economy, and social equity in 14 various categories with short term, near term (2025), and long-term (2035) targets. The following municipal targets from the Plan would be applicable to the Proposed Project:

- Recycle 100 percent of all wastewater for beneficial reuse by 2035.
- Reduce potable water use per capita by 22.5 percent by 2025; and 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.
- Reduce port related GHG emissions by 80% by 2050.
- Reduce industrial emissions by 38% by 2035; and 82% by 2050.
- Increase tree canopy in areas of greatest need by at least 50% by 2028.

City of Los Angeles General Plan

The City of Los General Plan Health, Wellness, and Equity (HWE) Element (HWE) Element (City of Los Angeles, 2021) and Air Quality (AQ) Element (City of Los Angeles, 1992) contain the following policies related to GHG emissions that are applicable to the Proposed Project:

Policy HWE 5.6 In collaboration with public, private, and nonprofit partners, increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change, and target resilience in the most vulnerable communities.

Goal AQ 1 Good air quality and mobility in an environment of continued population growth and healthy economic structure.

Objective AQ 1.1 It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan [AQMP], increase traffic mobility, and sustain economic growth citywide.

Policy AQ 1.1.1 Encourage demonstration projects which involve creative and innovative uses of market incentive mechanisms to achieve air quality objectives.

Objective AQ 2.1 It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.

Objective AQ 4.2 It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.

Policy AQ 4.2.3 Ensure that new development is compatible with pedestrian, bicycles, transit, and alternative fuel vehicles.

Policy AQ 4.2.5 Emphasize trip reduction, alternative transit, and congestion management measures for discretionary projects.

Goal AQ 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective AQ 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

Policy AQ 5.1.1 Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.

Policy AQ 5.1.2 Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.

Policy AQ 5.1.4 Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.

5.7.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as an emission of 22,800 MT of CO_2e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO_2) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH_4) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N_2O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

There are also many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Conditions

The Project site is currently vacant but disturbed from previous development. The Project site is bounded by Interstate 110 (I-110) to the north and west, John S. Gibson Boulevard to the east, and existing container terminals to the south. Facilities near the Project area include Berths 121 – 131, which consists of container

terminals. The Project site is adjacent to and north of a commercial office building (2001 John S. Gibson Boulevard #1) and the Harbor Community Police Station (2175 John S. Gibson Boulevard). The Project site has a Port of Los Angeles Master Plan Land Use designation of Open Space. APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, while APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL).

In 2021, GHG emissions from the Port of Los Angeles totaled 1,253,229 metric tons of carbon dioxide equivalent ($MTCO_2e$) (Starcrest Consulting Group, LLC, 2022). The primary GHG emissions in the Port of Los Angeles are from trucks, which account for 40 percent of total port-wide GHG emissions.

5.7.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

State CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

State CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, State CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lesson the cumulative problem.

The South Coast Air Quality Management District (SCAQMD) formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (SCAQMD, 2008), that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 $MTCO_2e$ per year
  - Based on land use type:
    - Residential: 3,500 $MTCO_2e$ per year
    - Commercial: 1,400 $MTCO_2e$ per year
    - Mixed use: 3,000 $MTCO_2e$ per year
    - Industrial: 10,000 $MTCO_2e$ per year
- Tier 4 has the following options:
  - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
  - Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 $MTCO_2e$/SP/year for projects and 6.6 $MTCO_2e$/SP/year for plans.
  - Option 3, 2035 Target: 3.0 $MTCO_2e$/SP/year for projects and 4.1 $MTCO_2e$/SP/year for plans.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If the CARB adopts statewide significance thresholds, SCAQMD staff plan to report back to the SCAQMD Governing Board regarding any recommended changes or additions to the SCAQMD's interim threshold.

In the absence of other thresholds of significance promulgated by the SCAQMD, the LAHD has been using the SCAQMD's 10,000 $MTCO_2e$ threshold for industrial projects for the purpose of evaluating the GHG impacts associated with proposed projects. Other lead agencies through the Basin have also been using these adopted and draft thresholds. The LAHD's evaluation of impacts under the 10,000 $MTCO_2e$/year threshold is also considered to be conservative since it is being applied to all of the GHG emissions generated by the Proposed Project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the SCAQMD's 10,000 $MTCO_2e$/year threshold applies only to the new stationary sources generated at industrial facilities.

Thus, for purposes of this analysis, if Project-related GHG emissions do not exceed the 10,000 $MTCO_2e$/year threshold, then Project-related GHG emissions would clearly have a less-than-significant impact pursuant to Threshold GHG-1. On the other hand, if Project-related GHG emissions exceed 10,000 $MTCO_2e$/year, the Proposed Project would be considered a substantial source of GHG emissions.

5.7.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2022.1 has been used to determine construction and operational GHG emissions for buildout of the Proposed Project, based on the maximum development assumptions outlined in Section 3.0*, Project Description*.

The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30-years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency consider the extent to which the Proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no Statewide program or regional program or plan that has been adopted with which all new development must comply; thus, this analysis has identified the strategies most relevant to the POLA and the Proposed Project.

5.7.6 ENVIRONMENTAL IMPACTS

IMPACT GHG-1: WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, IN A WAY THAT WOULD HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

Less-than-Significant Impact. Implementation of the Proposed Project would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as onsite equipment). For construction emissions, the SCAQMD recommends amortizing emissions over 30 years by calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis. Long-term operations of uses proposed by the Proposed Project would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.
- **Mobile Source Emissions.** The Project-related GHG emissions are derived primarily from vehicle trips generated by the Proposed Project, including employee trips to and from the site and truck trips associated with the proposed uses. In order to provide a conservative analysis, horizon year trips for the Proposed Project were modeled. As discussed in Chapter 3.0, *Project Description*, the Proposed Project would provide additional short-term truck and chassis parking space to alleviate truck traffic congestion and reduce the distance required for trucks to access shipping containers. The Proposed Project would allow trucks to avoid driving further into or from the Port to pick up or drop off chassis with containers. Trip generation rates used in CalEEMod for the Proposed Project were based on the Project's VMT Screening Memo (EIR Appendix K), which identifies that the Proposed Project would generate approximately 1,808 average daily trips, including 1,794 (PCE) one-way truck trips, 4 one-way delivery/vendor trips, and 10 passenger vehicle trips during the horizon year condition. Based on a separate VMT Analysis prepared for trucks, the total increase in VMT per day would be 6,809 over baseline POLA VMT, which is an average VMT per truck of 3.8 miles (LAHD, 2024). Therefore, this analysis would assume that each truck trip would travel 3.8 miles. However, as described further in Section 5.11, *Transportation*, truck trips associated with the Proposed Project would not necessarily be

new trips within the POLA complex, but diverted trips by trucks that are already accessing terminals within the POLA to pick up or drop off containers. Mobile emissions would also be caused by trucks maneuvering within the Project site, which is assumed to account for five percent of mobile source emissions from CalEEMod. CalEEMod assumes that all trucks would be diesel-fueled.

- **Onsite Cargo Handling Equipment Emissions.** The Proposed Project would need onsite operational equipment which would involve the use of a utility tractor rig and two forklifts. Onsite operational equipment would be zero-emission and all-electric. Electric charging infrastructure would be provided onsite, which would contribute to GHG emissions from energy sources.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, water usage is based on the estimated water demand.
- **Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

The amortized construction and annual operational GHG emissions associated with the Proposed Project are summarized in Table 5.7-1. As shown, construction and operation of the Proposed Project would generate a net total of approximately 4,914.3 $MTCO_2e$/yr which would not exceed the screening threshold of 10,000 $MTCO_2e$/yr.

Table 5.7-1: Project-Generated GHG Emissions

Emissions Source	Operational Emissions (MT/yr)				
	CO2	CH4	N2O	CO2e	Percentage of Total
Mobile Sources	4,363.1	0.4	0.7	4,584.6	92
Area Sources	<0.1	<0.1	<0.1	<0.1	<1
Energy Sources	308.0	<0.1	<0.1	309.5	8
Water Sources	7.4	<0.1	<0.1	7.4	<1
Waste Sources	0.0	0.0	0.0	0.0	0
Off -Road Sources	0.0	0.0	0.0	0.0	0
Total Project Operational Emissions				**4,901.5**	**100**
Amortized Construction Emissions				12.8	-
Total Annual Emissions				**4,914.3**	**-**
Threshold				10,000	-
Exceed?				**No**	**-**

Source: LSA, 2024a (EIR Appendix B)
Acronyms: CH_4 = methane, CO_2 = carbon dioxide, CO_2e = carbon dioxide equivalent, MT/yr = metric tons per year, N_2O = nitrous oxide, SCAQMD = South Coast Air Quality Management District.

As shown in Table 5.7-1, the Proposed Project would result in approximately 4,914.3 MTCO2e/yr, which would be below the SCAQMD Threshold of 10,000 MT CO2e/yr. Therefore, operation of the Proposed Project would not generate significant GHG emissions that would have a significant effect on the environment. Table 5.7-1 shows that 92 percent of the GHG emissions from the Proposed Project would be generated by mobile emissions. As detailed, in Chapter 3.0, *Project Description*, the Proposed Project would provide additional short-term truck and chassis parking space to alleviate truck traffic congestion and reduce the

distance required for trucks to access shipping containers. The Proposed Project would allow trucks to avoid driving further into or from the POLA to pick up or drop off chassis with containers. As such, impacts would be less than significant.

IMPACT GHG-2: WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

Less-than-Significant Impact. The discussion of consistency of the Proposed Project with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions is provided for informational purposes only. The State of California, through its Governors and Legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. Several state and local targets for reducing GHG emissions below 1990 levels have been established. Key examples include, but are not limited to:

- California Climate Strategy
- 2006 Assembly Bill (AB) 32
    - 1990 GHG emission levels by 2020
    - 40 percent below 1990 GHG emission levels by 2030
    - 80 percent below 1990 GHG emission levels by 2050
- Senate Bill (SB) 32 and 2017 CARB Scoping Plan
    - 40 percent below 1990 GHG emission levels by 2030
- Executive Order B-55-18 and 2022 CARB Scoping Plan
    - Carbon neutrality by 2045
- California Renewables Portfolio Standard
- SB 375
- Port and City of Los Angeles Plans and Strategies
- San Pedro Bay Ports CAAP
    - 40 percent below 1990 GHG emissions levels by 2030
    - 80 percent below 1990 GHG emissions levels by 2050
- City of Los Angeles C&D Waste Recycling Ordinance
- City of Los Angeles' Green New Deal Sustainable City pLAn (4-Year Update to the Sustainable City pLAn)
    - Reduce Port-related GHG emissions by 80 percent by 2050
- City of Los Angeles General Plan, Mobility Element
- City of Los Angeles Green Building Code, Title 24

While several state, regional, and local plans have been adopted which set guidelines and goals for the reduction of GHG emissions, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects pursuant to State CEQA Guidelines Section 15064.4(b)(3)[1].

[1] Center for Biological Diversity v. Cal. Dept. of Fish and Wildlife [Newhall Ranch] [2015] 62 Cal.4th 204, 223.

However, there are GHG emissions reduction measures and policies contained in state and local plans, strategies, policies, and regulations, such as the 2022 Scoping Plan and 2024 SCAG RTP/SCS, that directly or indirectly affect the Proposed Project's construction and operational emissions. As described previously, the Proposed Project would provide goods movement efficiencies that reduce generation of GHG emissions and is consistent with applicable GHG emissions reduction strategies. A summary of Proposed Project compliance with specific applicable GHG emissions reduction measures is included in Table 5.7-2.

Table 5.7-2: Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
State AB 32 Plan Strategies	
Vehicle Climate Change Standards	**Consistent.** These standards are enforced by CARB and vehicles that access the Project site would be required to comply with these standards.
Limit Idling Time for Commercial Vehicles (13 CCR §2485) and Off-Road Equipment (13 CCR § 2449)	**Consistent.** Construction contractors and truck operators would be required to comply with applicable idling regulations for on-road vehicles during Project construction and operation. Additionally, construction contractors would be required to comply with applicable off-road equipment idling regulations during Project construction and operation.
Use of Low Carbon or Alternative Fuels (Low Carbon Fuel Standard)	**Consistent.** The Proposed Project's primary source of GHG emissions is from transportation fuel use. Trucks and passenger vehicles accessing the Project would use California fuels that are subject to the Low Carbon Fuel Standard regulations. While these regulations are relatively new and have not yet caused a large penetration of low carbon/renewable fuels, over the Project lifespan, the Proposed Project's GHG emissions from transportation would be reduced as low carbon fuel availability use increases statewide.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	**Consistent.** Solid waste generated during construction of the Proposed Project would be disposed of in accordance with the City of Los Angeles requirements discussed below under the Construction and Demolition (C and D) Waste Recycling Ordinance.
Increase Water Use Efficiency	**Consistent.** The Proposed Project would implement efficient faucets in the bathroom and would utilize capture and reuse cisterns to provide reusable stormwater for irrigation during site operations.
Electricity Use/Renewables Performance Standard	**Consistent.** The Proposed Project's electricity would come from Los Angeles DWP, a California publicly owned utility that is subject to the Renewables Performance Standard that requires increasing renewable energy procurement targets over time and so reduces GHG emissions from electricity generation. Therefore, the electricity used at the site would comply with state electricity sector GHG reduction strategies.
CARB 2022 Scoping Plan	**Consistent.** The development resulting from the Project would include sustainable design features related to reduction of GHG emissions that would meet existing regulatory requirements and be consistent with the 2022 CARB's Scoping Plan that provides measures to reduce GHG emissions.
SCAG 2024 RTP/SCS	
Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	**Consistent.** The Proposed Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards. In addition, Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover approximately 39 percent of

	the site. Irrigation for the landscape area would use captured and reclaimed rainwater.
Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	**Consistent.** The Proposed Project would not prevent SCAG from implementing actions that would improve air quality within the region. As discussed in Section 5.2 *Air Quality*, and Section 5.7, *Greenhouse Gas Emissions*, air quality and GHG impacts are expected to be less-than-significant, and the Proposed Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.
Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.	
Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable.	**Consistent.** The Proposed Project would operate as a parking lot for the parking of trucks and loaded and unloaded chassis. Charging for electric on-site equipment would be installed to support zero-emission and clean technologies.
Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.	**Consistent.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Proposed Project would not prevent SCAG from implementing actions that would improve climate resilience within the region, as further described below.
Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure.	**Consistent.** The Proposed Project would operate as a parking lot for the parking of trucks and loaded and unloaded chassis. Charging for electric on-site equipment would be installed to support zero-emission and clean technologies.
Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable.	
City of Los Angeles Plans and Strategies	
LA's Green New Deal Sustainable City pLAn (City of Los Angeles, 2019)	**Consistent.** The City of Los Angeles's Sustainable City pLAn is intended to guide operational, policy, and financial decisions to create a more sustainable city. Although the pLAn is more focused on City property, buildings, and public transportation, the pLAn includes a GHG reduction goal of 80 percent below baseline conditions by 2050 at the POLA. The pLAn notes three primary GHG reduction initiatives, two of which are applicable to the Proposed Project: • 100% zero emissions cargo handling equipment by 2030 • 100% zero emissions on-road drayage trucks by 2035 As discussed in Section 3.0, *Project Description*, the Proposed Project would utilize zero emissions cargo handling equipment. Further, drayage trucks accessing the Project site would be required to adhere to the POLA's Clean Trucks Program, which would require the phase in of zero emission and near zero emission drayage trucks. Therefore, the Proposed Project would be consistent with the City of Los Angeles pLAn.

City of Los Angeles Construction and Demolition (C and D) Waste Recycling Ordinance	**Consistent.** The City of Los Angeles approved a Citywide construction and demolition (C&D) waste recycling ordinance in 2010. This ordinance requires that all mixed C&D waste generated within city limits be taken to City-certified C&D waste processors. LA Sanitation (LASAN) is responsible for the C&D waste recycling policy. All haulers and contractors responsible for handling C&D waste must obtain a Private Waste Hauler Permit from LASAN prior to collecting, hauling and transporting C&D waste, and C&D waste can only be taken to City certified C&D processing facilities. Project construction contractors would obtain a Private Waste Hauler Permit prior to construction.
City of Los Angeles General Plan – Mobility Element (City of Los Angeles, 2016)	**Consistent.** The Proposed Project would be consistent with the policies set forth in the City of Los Angeles General Plan Mobility Element, as further discussed in Table 5.8-2 in Section 5.8, *Land Use and Planning*, of this EIR.

Overall, the Proposed Project would conform to state and local GHG emissions reduction and climate change regulations, policies, and strategies. Therefore, the Proposed Project would have less than significant GHG impacts.

5.7.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a Proposed Project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city, or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions and recognizes the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this EIR effectively constitutes an analysis of the Proposed Project's contribution to the cumulative impact of GHG emissions. As described previously, the estimated GHG emissions from development and operation of the Proposed Project would not exceed SCAQMD thresholds. Therefore, the contribution of the Proposed Project to significant cumulative GHG impacts would not be cumulatively considerable.

5.7.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts GHG-1 and GHG-2 would be less-than-significant.

5.7.9 MITIGATION MEASURES

None required.

5.7.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory requirements ensures impacts related to GHG emissions would be less than significant. No significant and unavoidable GHG impacts would occur.

5.7.11 REFERENCES

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5.8 Hazards and Hazardous Materials

5.8.1 INTRODUCTION

This section presents hazards and hazardous materials conditions within the Project site and evaluates the potential for the construction or operation of the Proposed Project to result in significant impacts related to exposing people or the environment to adverse hazards and hazardous materials conditions, and potential location on a hazardous materials site.

The term "hazardous material" is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment (State of California, Health and Safety Code, Chapter 6.95, Section 25501(o)). The analysis in this section is based on the following documents and resources:

- *City of Los Angeles General Plan Safety Element*, Adopted 24 November 2021
- City of Los Angeles Municipal Code (2023)
- *Port Master Plan*, Adopted September 2018
- *Phase I Environmental Site Assessment* (Phase I ESA), Prepared by SCS Engineers (Appendix G).
- *Phase II Environmental Site Assessment* (Phase II ESA), Prepared by SCS Engineers (Appendix H).

5.8.2 REGULATORY SETTING

5.8.2.1 Federal Regulations

Hazardous Materials Management

The primary federal agencies responsible for hazardous materials management include the U.S. Environmental Protection Agency (USEPA) and the U.S. Department of Labor Occupational Safety and Health Administration (OSHA).

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to RCRA, the U.S. Environmental Protection Agency (USEPA) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a "cradle to grave" manner. RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources. The USEPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

RCRA allows the USEPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the USEPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Project area, water quality standards are administered by the Regional Water Quality Control Board (RWQCB).

RCRA also allows the USEPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by the U.S. Department of Labor Occupational Safety and Health Administration (OSHA). Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of safety data sheets (SDS), which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates the administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a "hazardous atmosphere" within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act, which is administered by the Research and Special Programs Administration of the US Department of Transportation (USDOT). The Hazardous Materials Transportation Act provides USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. USDOT has regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or are involved in any way with the manufacture or testing of hazardous materials packaging or containers. USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, USDOT is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. The Hazardous Materials Transportation Act was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (HMTA), which is administered by the Research and Special Programs Administration (RSPA) of the U.S. Department of Transportation (USDOT). The Hazardous Materials Transportation Act provides USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately

protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. The HMTA governs the safe transportation of hazardous materials by all modes, excluding bulk transportation by water. The RSPA carries out these responsibilities by prescribing regulations and managing a user-funded grant program for planning and training grants for states and Indian tribes. USDOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or are involved in any way with the manufacture or testing of hazardous materials packaging or containers. USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, USDOT is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders.

USEPA Regional Screening Levels

The USEPA provides Regional Screen Levels (RSLs) provide values for residential and commercial or industrial exposures to soil, air, and drinking water, applicable to all EPA regions. These screening levels have been implemented to standardize the assessment of Superfund sites. In addition, the RSLs may be used to determine if a site contains significant levels of contamination, warranting the need for further investigation. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding RSL can be assumed to not pose a significant health risk to people who may live or work at the site. If a site is determined to contain significant levels of hazardous materials, RSLs may be modified for site-specific risk assessment to determine remediation cleanup standards.

Title 49, Code of Federal Regulations, Chapter I

Under Code of Federal Regulations (CFR) Title 49, Chapter I, USDOT's Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Title 49, Chapter I sets forth regulations for response to hazardous materials spills or incidents during transport and requirements for shipping and packaging of hazardous materials.

Code of Federal Regulations Title 29, Section 1926.62

CFR Title 29, Section 1926.62 provides federal regulations for construction work where an employee may be occupationally exposed to lead. It includes standards for exposure assessment, worker protection, methods of compliance, biological monitoring, and medical surveillance.

5.8.2.2 State Regulations

Hazardous Materials Management and Waste Handling

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary state agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency (CalEMA) administers the California Accidental Release Prevention (CalARP) program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws. The California Department of Pesticide Regulation, which is a branch of CalEPA, regulates the sale, use, and cleanup of pesticides (CCR, Title 3).

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of state and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

The primary local agency, known as the Certified Unified Program Agency (CUPA), with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the City of Los Angeles Fire Department (LAFD). The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by CalEPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures (SPCC) requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California's hazardous waste regulatory effort became the model for the federal RCRA. California's program, however, was broader and more comprehensive than the federal system, regulating wastes and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program.

California Government Code Section 65962.5, Cortese List

The Hazardous Waste and Substance Sites List (Cortese List) is a planning document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

California Code of Regulations (CCR), Title 22 - Hazardous Waste Control Law, Chapter 6.5

The Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws impose "cradle-to-grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

CCR, Title 27 - Solid Waste

Title 27 of the CCR contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to waters of the State and which therefore must be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

DTSC Note 3 Screening Levels

The DTSC Note 3 Screening Levels (DTSC-SLs) were developed based on the USEPA RSLs to use in the human health risk assessment at hazardous waste sites and permitted facilities in California. Since July 2014, the DTSC-SLs are regularly reviewed and updated, with the last update in May 2022. Similar to the USEPA RSLs, the DTSC-SLs may be used to identify if a site may be contaminated and the specific contaminates that may warrant remediation.

CCR, Title 8 – Occupational Safety

CalOSHA administers federal occupational safety requirements and additional state requirements in accordance with CCR, Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with CalOSHA regulations and associated programs would be required for the Proposed Project due to the potential hazards posed by on-site construction activities and contamination from former uses.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, local government, and private agencies. The plan is administered by the California Emergency Management Agency and includes response to hazardous materials incidents. The California Emergency Management Agency coordinates the response of other agencies, including CalEPA, California Highway Patrol, California Department of Fish and Wildlife, Regional Water Quality Control Board, South Coast Air Quality Management District, County Fire Department, and the County Department of Environmental Health.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 et seq.) was adopted to establish the State's roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the State. This act is intended to protect health and safety by preserving the lives and property of the people of the State.

California Coastal Act Section 30232 and 30261

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and

cleanup facilities and procedures shall be provided for accidental spills that do occur. (California Coastal Act, Sections 30232 & 30261)

5.8.2.3 Regional Regulations

SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination from Soil

This SCAQMD rule sets requirements to control the emission of volatile organic compounds (VOCs) from excavating, grading, handling, and treating VOC contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. Pursuant to SCAQMD Rule 1166, excavating or grading soil containing VOC materials shall:

> "Apply for, obtain, and operate pursuant to a mitigation plan pursuant to the requirements of SCAQMD Rule 1166. Monitor for VOC contamination at least once every 15 minutes commencing at the beginning of excavation or grading and record all VOC concentration readings. Handling VOC-contaminated soil at or from an excavation or grading site shall segregate VOC-contaminated stockpiles from non-VOC contaminated stockpiles such that mixing of the stockpiles does not take place. VOC-contaminated soil stockpiles shall be sprayed with water and/or approved vapor suppressant and cover them with plastic sheeting for all periods of inactivity lasting more than one hour. A daily visual inspection shall be conducted of all covered VOC contaminated soil stockpiles to ensure the integrity of the plastic covered surfaces. Contaminated soil shall be treated or removed from an excavation or grading site within 30 days from the time of excavation."

Los Angeles Regional Water Quality Control Board Dewatering Permit

On September 13, 2018, the Los Angeles RWQCB adopted the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994044) (Groundwater Discharge Permit). This Permit regulates construction dewatering and discharges of groundwater to surface waters during excavation. This permit specifies the discharge prohibitions, receiving water limitations, monitoring and reporting program requirements, and general compliance determination criteria for groundwater dewatering during construction activities. Dischargers are required to collect and analyze representative groundwater samples for all constituents listed in the Groundwater Discharge Permit. Based on the results, dischargers would be required to provide treatment for any toxic compounds detected above the applicable screening levels. To obtain coverage under the Groundwater Discharge Permit, each permittee must submit a Notice of Intent to begin the application process.

5.8.2.4 Local Regulations

City of Los Angeles Local Hazard Mitigation Plan

The City of Los Angeles has developed and adopted a Local Hazard Mitigation Plan, which allows for federal grant funding eligibility to mitigate many of the natural hazards identified in the City. The plan sets strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

City of Los Angeles Emergency Operations Plan

The Los Angeles Emergency Operations Master Plan provides a basis for emergency procedures. The Emergency Operations Master Plan describes the authority figure, responsibilities, and operations for different levels of emergencies. The Plan also outlines objectives that may be used to develop specific response and recovery plans.

City of Los Angeles General Plan

The City of Los Angeles General Plan Safety Element contains the following policies related to hazards and hazardous materials that are applicable to the Proposed Project (City of Los Angeles, 2021):

Policy 1.1.4 **Health/Environmental Protection.** Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation.

Policy 1.1.5 **Risk Reduction.** Reduce potential risk hazards due to disaster with a focus on protecting the most vulnerable people, places and systems.

Policy 1.1.6 **State and Federal Regulations.** Assure compliance with applicable State and federal planning and development regulations. Regularly adopt new provisions of the California Building Standards Code, Title 24, and California Fire Code into the LAMC to ensure that new development meets or exceeds Statewide minimums. Ensure new development in VHFHSZs adheres to the California Building Code, the California Fire Code, Los Angeles Fire Code and California Public Resources Code. Facilitate compliance with new standards for existing non-conforming structures and evacuation routes.

Policy 3.1.2 **Health/Safety/Environment.** Develop and establish procedures for identification and abatement of physical and health hazards which may result from a disaster. Provisions shall include measures for protecting workers, the public and the environment from contamination or other health and safety hazards associated with the hazard in addition to abatement, repair, and reconstruction programs.

City of Los Angeles Municipal Code

Section 91.71, Methane Mitigation Requirements. The City of Los Angeles Municipal Code identifies methane mitigation requirements for all projects that fall within the "methane zone" or methane buffer zone". In accordance with Section 91.7103 – General Methane Mitigation Requirements, all new buildings and paved areas located in a Methane Zone or Methane Buffer Zone shall comply with the Methane Mitigation Standards. Under the Municipal Code requirements, on-site methane testing and/or methane mitigation measures are mandated to protect new buildings, or paved areas, from potential methane hazards. The measurements of the concentration and pressure of the methane gas shall be used to determine the design requirements.

The Municipal Code defines 5 design levels corresponding to mitigation measures for all sites within methane zones and methane buffer zones. The Los Angeles Municipal Code Table 71 prescribes the minimum methane mitigation systems, such as, the passive, active and miscellaneous systems, depending on the concentration and pressure of the methane present at the site. Each component of the passive, active and miscellaneous systems shall be constructed of an approved material and shall be installed in accordance with the Methane Mitigation Standards. According to a parcel profile report from the City of Los Angeles Department of City Planning (LADCP), the Project site is located within the Methane Hazard Zone. Thus, onsite methane gas testing is required prior to final building design to identify the specific municipal code building requirements applicable to the site.

Chapter 5, Section 57, Divisions 4 and 5, Fire Protection. This division regulates the disclosure and storage of hazardous materials. Businesses that store flammable hazardous materials would be required to obtain permits from LAFD.

Chapter 6, Article 4, Public Property – Sewers, Water Courses and Drains. This portion of the municipal code regulates the release of hazardous materials into the public system. Article 4.4 requires the implementation of stormwater pollution control measures during construction and development, as required under the MS4 Permit.

5.8.3 ENVIRONMENTAL SETTING

The region surrounding the POLA contains several natural oil and gas fields. Development and use of these natural resources have been ongoing in the area for nearly a century. As a result, there are a variety of oil production and refining facilities scattered throughout the area and connected by various pipelines.

Project Site Setting

Consistent with the region, the Project site vicinity has a long history of gas, oil, and POLA related uses that has resulted in the contamination of soil and groundwater. The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, abandoned aboveground and underground oil and gas pipelines in the northern portion of the site, and four concrete culverts that cross under the I-110 freeway outlet to the Project site. A majority of the pipelines in the northern portion of the site were previously used by the Western Fuel Oil Company (WFOC) refinery to transport black oil, lite oil, slop oil, ethylene glycol, dimethyl ketone (acetone), ethylene dichloride, methyl ethyl ketone, waste oil, methyl isopropyl butyl ketone, isopropyl alcohol, styrene, and water.

Hazardous Materials

Contaminated Soils. The Phase I and Phase II Environmental Site Assessments (ESAs), included as EIR Appendix G and EIR Appendix H, detail that a soil investigation identified releases of total petroleum hydrocarbons (TPH) and VOCs within the northern portion of the site near the oil and gas pipeline infrastructure. The Phase I ESA (SCS Engineers, 2017a – EIR Appendix G) identified approximately 4,000 cubic yards of TPH-affected soil with concentrations above 1,000 milligrams per kilogram (mg/kg). A Phase II site investigation (SCS Engineers, 2017b – EIR Appendix H) was conducted at five locations throughout the Project site to provide additional soils testing of discolored and disturbed soils areas. One boring location located in the northern portion of the site identified TPH and VOCs at levels exceeding the California Department of Toxic Substances Control (DTSC) human health risk criteria. The area of affected soil is approximately 1,200 square feet, with an average depth of approximately 10 feet below ground surface (bgs) (estimated 12,000 cubic feet). Due to the existence of oil and gas pipelines within and adjacent to the site, additional areas of contaminated soils may exist under the existing ground surfaces. The Phase II ESA did not include any additional groundwater testing at the Project site (SCS Engineers, 2017b – EIR Appendix H).

The Centers for Disease Control and Prevention Agency for Toxic Substances and Disease Registry describes that TPH is a term used to describe a broad family of several hundred chemical compounds that originally come from crude oil. In this sense, TPH is really a mixture of chemicals. TPH released to the soil may move through the soil to the groundwater. Some TPH compounds can affect human central nervous systems causing headaches and dizziness at high levels; other compounds can cause a nerve disorder called "peripheral neuropathy," consisting of numbness in the feet and legs. Also, TPH compounds can cause effects on the blood, immune system, lungs, skin, and eyes; and thus, TPH is considered a hazardous substance (ATSDR, 1999).

The VOCs tested on-site are associated with oil and gasoline, such as benzene, bromomethane, toluene, and ethylbenzene. According to the American Lung Association, VOCs are gases emitted into the air, typically from gasoline, diesel emissions, wood burning, oil and gas extraction and processing, or industrial emissions.

VOCs generally harm the eyes and respiratory system, although more toxic VOCs may cause damage to the nervous system and other organs with prolonged contact or exposure (American Lung Association, 2024).

In addition, the Phase I ESA identified that there is a potential for the presence of aerially deposited lead (ADL) in soil at the Project site associated with the historical use of lead in gasoline, as the Project site is adjacent to the Harbor Freeway. Lead accumulates in the body, leading to an impairment to almost every system in the body. However, lead poisoning is especially detrimental to the nervous system. Adults may experience high blood pressure, brain and kidney damage, or death depending on the level of exposure. Children who have been exposed to lead may experience decreased mental development, brain damage, anemia, or muscle weakness (ATSDR, 2020).

Groundwater Contamination. Four flush-mounted groundwater wells are located within the northern portion of the Project site that are used for groundwater monitoring of contaminants as required by the Los Angeles Regional Water Quality Control Board (LARWQCB). Groundwater in the monitoring wells is approximately 17 feet below the ground surface and contains elevated levels of gasoline-range TPH, benzene, and VOCs from gas and oil related pipelines and uses in the area (SCS Engineers, 2017a – EIR Appendix G). Elsewhere on the Project site the depth to groundwater is variable but is consistent with an approximate elevation of approximately 10 feet above mean sea level (Appendix F).

Methane Gas. Methane gas which percolates from subsurface geological formations and subsurface decomposition of organic materials to the atmosphere is a natural phenomenon. Although it is typically harmless, in high enough concentrations, between 50,000 parts per million and 150,000 parts per million by volume in the presence of oxygen, methane can be explosive. In addition, at high concentrations methane may reduce the presence of oxygen, causing suffocation, mood changes, facial flushing, vision problems, unconsciousness (Jo JY et. al, 2013). The parcel profile report from the City Planning Division identifies that the Project site is located within a Methane Hazard Zone.

Setting Surrounding the Project Site

The Phase I ESA prepared for the Project site (SCS Engineers, 2017a – EIR Appendix G) included searches of federal, state, and local databases that identified hazardous materials concerns on sites within the vicinity of the Project site. Table 5.8-1 summarizes the properties near the Project site that are identified as having contamination from hazardous materials.

Table 5.8-1: Hazardous Materials Sites Near Project Site

Property	Address	Distance from Project	Status
Western Fuel Oil Company	2100 North Gaffey Street	1,584 feet northwest	The site is currently undergoing semiannual post remediation monitoring for TPH releases. WFOC historically owned several pipelines which cross easements on the Project site. Soil and groundwater contamination from the site is considered a REC.
Pacific Industrial S/ Phillips 66 – Los Angeles	1660 West Anaheim Street	3,168 feet northwest	This facility currently operates as a refinery. Groundwater monitoring is currently conducted pursuant to a Cleanup and Abatement Order issued by the LARWQCB, and oversight is also provided by DTSC. Therefore, the site is considered a potential source of groundwater contamination beneath the Project site.

Property	Address	Distance from Project	Status
Gaffey Street Yard/Harbor District Consolidated Facilities/Harbor Street Maintenance Yard/Gaffey Street Landfill/Harbor District Facilities	1400 North Gaffey Street	236 feet west	The site had historically been used as a municipal landfill dedicated primarily to incinerator ash and city street sweeping debris. The site is currently used as a municipal maintenance yard, sanitation yard, and green waste composting center. Leaks from USTs containing diesel, gasoline, kerosene, and other unspecified chemicals have been reported on this site. Remediation and testing for TPH-contaminated soils were conducted between 2003 and 2015. The LARWQCB granted regulatory case closure on September 1, 2015; therefore, this site is not anticipated to negatively affect the Project site.
Port of Los Angeles	1830 John S. Gibson	Abuts Project Site	The USTs at this site are listed as inactive, and no reports of releases have been recorded. This site is located on the eastern side of John S. Gibson Boulevard, downgradient from the Project site. Therefore, it is not anticipated to negatively affect the Project site.
American President Lines Ltd/Yang Ming Container Terminal	2050 John S. Gibson Boulevard	270 feet southeast	Diesel fuel releases from USTs have been reported at this site. However, the LUST case status is closed and the site is located downgradient from the Project site. Therefore, the site is not anticipated to negatively affect the Project site.

Source: Appendix G

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

HAZ-4 Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;

HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;

HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

The Initial Study established that the Proposed Project would result in no impacts or less-than-significant impacts related to Thresholds HAZ-3, HAZ-5, HAZ-6, and HAZ-7; therefore, no further assessment of these impacts is required in this EIR.

5.8.5 METHODOLOGY

The Project site was evaluated for the presence of hazardous substances that, if present in sufficient concentrations, could result in impacts to human health of the environment if the Proposed Project is implemented. Likewise, the Project's use, disposal, storage, and other handling of hazardous materials was evaluated for potential release and impacts to humans and the environment. The qualitative analysis in this Section focuses on potential public safety and environmental hazards impacts, including the use, disposal, transport, or management of hazardous or potentially hazardous materials resulting from the construction and operation of the Project.

Information for this section was obtained, in part, from the Phase I ESA (Appendix G) and Phase II ESA (Appendix H) prepared for the Project site. The Phase I ESA is based on reviews of historical aerial photographs, historical topographic maps, Environmental Data Resources (EDR) database records, city directories, historical site occupants, historical site ownership records, site visits, and/or interviews of owners and tenants of the Project site. The Phase II ESA is based on the results of a soil investigation conducted on the Project site.

5.8.6 ENVIRONMENTAL IMPACTS

IMPACT HAZ-1: WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?

Less-than-Significant Impact. A hazardous material is typically defined as any material that due to its quantity, concentration, or physical or chemical characteristics, poses a significant potential hazard to human health and safety or the environment if released. Hazardous materials may include, but are not limited to hazardous substances, hazardous wastes, and any material that would be harmful if released. As previously described, the LAFD CUPA is the local administrative agency that coordinates regulatory programs that regulate use, storage, and handling of hazardous materials, including Hazardous Materials Business Plans.

Construction

The proposed construction activities would involve the routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, and grease, during construction activities. In addition, hazardous materials would routinely be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state regulations that are implemented by the Port during building permitting for construction activities.

Construction contractors would be required through LAHD and City permitting to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include, but are not limited to, CFR, Title 29 - Hazardous Waste Control Act; CFR, Title

49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA, DTSC, and the LAFD CUPA. Additionally, construction activities would require a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System (NPDES) General Construction Permit and enforced by the LARWQCB. The SWPPP would include strict on-site handling rules and best management practices (BMPs) to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Implementation of the SWPPP, as confirmed through the LAHD and City's permitting process would limit potentially significant hazards from runoff of contaminated materials during construction to a less-than-significant level.

Contaminated Soils. As described previously, the Phase I and Phase II ESAs detail releases of TPH and VOCs within site soils at levels exceeding the DTSC human health risk criteria and estimated that the area of contaminated soil is approximately 1,200 square feet, with an average depth of approximately 10 feet bgs (estimated 12,000 cubic feet). Identified contaminated soils in areas of Project ground disturbance would be removed and disposed of during construction of the Proposed Project. Therefore, implementation of SCAQMD Rule 1166 related to excavating or grading soil containing VOC materials would be required along with the CalOSHA hazardous waste materials handling regulations, and the sections of the California Health and Safety Code, which are described above in the Regulatory Setting. These requirements were developed to protect human health and the environment from the hazards associated with exposure. In addition, due to the potential for other areas of contaminated soils or pipeline materials onsite, a qualified consultant would be required to prepare and implement a mitigation plan, per SCAQMD Rule 1166, to be used during earthwork and grading to manage VOC emissions.

In addition, a Soil Management Plan (SMP) will be prepared for the proper management and disposal of wastes in accordance with all applicable laws and regulations. The SMP would provide a protocol for ensuring the proper handling and disposal of contaminated soils that could be encountered during development, in a manner that is protective of human health and compliant with applicable laws and regulations. The SMP would be submitted to the Los Angeles Department of Building and Safety (LADBS) prior to the issuance of a grading permit and implemented during grading/development activities.

In addition, a Health and Safety Plan (HSP) would be required to be approved by the LADBS prior to the issuance of a grading permit and implemented pursuant to OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120). The HSP would outline health and safety requirements to minimize worker and public exposure to hazardous materials during construction, including vapor, water, and soil contamination. The HSP shall be provide compliance with OSHA Safety and Health Standards and provide procedures in the event of release or human contact with hazardous materials during all construction activities. In the event elevated levels of subsurface gases are encountered during grading and excavation, the HSP would address potential vapor encroachment from soil contamination or pipelines within and near the Project site. In addition, the HSP would identify chemicals of concern, monitoring protocols, action levels, and personal protective equipment (PPE) requirements to minimize exposure to vapors. Gas monitoring devices shall be in place to alert workers in the event elevated gas or other vapor concentrations occur when soil excavation is being performed. Contingency procedures shall be in place in the event that elevated gas concentrations

are detected, such as the mandatory use of personal protective equipment, evacuation of the area, and/or increasing ventilation within the immediate work area. Workers shall be trained to identify exposure symptoms and implement alarm response.

Therefore, with compliance to SCAQMD Rule 1166 and OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120) and Cal/OSHA requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719), and the implementation of a SMP, impacts related to transport, use, or disposal of contaminated materials during construction would be less-than-significant.

Operation

The Project site would be developed as a truck and chassis parking lot, operations of which would generally involve limited quantities of hazardous materials such as diesel, automobile gas, automobile oil, and pesticides. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Proposed Project. During Proposed Project operations, trucks would travel to and from the Project site to pick up or drop off chassis and shipping containers would be "parked" on top of the chassis. No fueling, maintenance, or other industrial activity would occur on the Project site. On-site equipment would be zero-emission and all-electric and would not involve onsite fueling. Further, the proposed 50 SF building with restrooms and prefabricated guard booth would result in limited use of cleaners, paints, and other typical office and restroom consumer products that would not result in a significant hazard.

Also, should any future business that occupies the Project site handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a permit from the LAFD CUPA. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the LAFD CUPA and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. Any oil or gas spills from the incoming trucks would be reported, cleaned, and disposed of pursuant to LAFD CUPA requirements.

The routine transport, use, and disposal of acute hazardous materials is not anticipated during operations, and compliance with existing laws and regulations governing routinely used hazard and hazardous materials would reduce potential impacts related to less-than-significant.

IMPACT HAZ-2: WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

Less-than-Significant Impact.

Construction

As described previously, construction of the Proposed Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the Proposed Project has the potential to release gas, oils, greases, solvents, and spills of paint and other finishing substances. However, the amount of hazardous materials on site would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by City conditions of approval) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which are mandated by the City through construction permitting, the Proposed Project's construction-related impacts would be less-than-significant.

Contaminated Soils. The Phase I ESA (Appendix G) determined that the onsite and adjacent oil and gas infrastructure has resulted in elevated levels of TPH and VOCs within an area of disturbed and discolored soils, which would be removed and disposed of during construction of the Proposed Project. It is possible that other subsurface areas of contaminated soils exist that could release hazardous vapors. The Phase II ESA (Appendix H) completed testing and recommended the preparation and implementation of a SMP for excavation, grading, and redevelopment activities. As previously described, the SMP requires handling of contaminated soils be completed in accordance with applicable laws and regulations to ensure that all wastes removed from the site are managed and disposed of properly. A certified hazardous waste hauler is required to remove and transport excavated impacted soil and other potentially hazardous materials per California Hazardous Waste Regulations to a landfill permitted by the state to accept hazardous materials. In addition, standard conditions and regulatory requirements would require approval and implementation of a HSP that would outline health and safety requirements to minimize worker and public exposure, and provide response to release and exposure, to hazardous materials during construction, including contaminated soils and vapors that could emanate from contaminated soils. Therefore, with compliance to SCAQMD Rule 1166 and OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120) and Cal/OSHA requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719), which will require implementation of a SMP and HSP in line with standard conditions, potential impacts related to significant hazard to the public or environment through the reasonably foreseeable release of contaminated soils or potential vapors from contaminated soils would be less-than-significant.

Contaminated Groundwater. Groundwater monitoring on the northern portion of the site has identified elevated concentrations of gasoline-range TPH, benzene, and VOCs, which is consistent with the identified soil contamination and the pipeline and adjacent refinery uses. As stated in the Preliminary Geotechnical Investigation (Appendix F), groundwater was not encountered during the soil borings, which reached a maximum depth of 71 feet below the existing ground surface. Previous studies encountered groundwater between depths of 38 to 57 feet below the existing ground surface but has been as high as approximately 17 feet below the ground surface. While the groundwater level may fluctuate with varying topography and tides, it is typically present at an elevation of approximately 10 feet above mean sea level (Appendix F).

Excavation is anticipated to reach depths of approximately 15 feet below the ground surface, which could be 2 feet above groundwater; therefore, there is a potential for contaminated groundwater to be encountered during construction and for groundwater dewatering to be required. Thus, should Project excavation encounter groundwater, Proposed Project construction would be required to incorporate contaminated dewatering measures in compliance with the Groundwater Discharge Permit (General NPDES Permit No. CAG994004). This permit would require testing and treatment as necessary for groundwater encountered during groundwater dewatering prior to release to surface waters to ensure that discharges do not contain pollutants. Compliance with the requirements of the Groundwater Discharge Permit, which would be implemented through the LAHD's development permitting process, would ensure that potential impacts related to a significant hazard to the public or environment through the reasonably foreseeable release of contaminated groundwater would be less-than-significant.

Aerially Deposited Lead (ADL). Due to the proximity of the Project site to the Harbor Freeway, there is a potential for ADL contaminated soil associated with the historical use of lead in gasoline (Appendix G). The preparation of a SMP as previously described would address the potential impacts related to ADL through proper sampling, excavation, and disposal. Thus, impacts from ADL deposited in the soil would be less-than-significant.

Operation

The Proposed Project would develop a truck and chassis short-term parking lot on the site. Operation of the Proposed Project is not anticipated to require regular use of hazardous materials. Limited quantities of

diesel, automobile gas, automobile oil may be present on site from the hauling trucks. However, no fueling, maintenance, or other industrial activity would occur on the Project site. On-site equipment would be zero-emission and all-electric and would not involve onsite fueling. The proposed restroom building and guard booth would result in limited use of cleaners, paints, and other typical office and restroom consumer products that would not result in a significant hazard. In addition, development of the Proposed Project would require a water quality management plan (WQMP) in compliance with the Los Angeles County MS4 Permit (Order No. R4-2012-0175-A01). BMPs would be incorporated in the WQMP that would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Proposed Project. As previously described, spills of hazardous materials would be required to be reported, cleaned, and disposed of in compliance with LAFD CUPA regulations. Therefore, operations within the Project site would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving hazardous material. Impacts related to hazardous materials from operation would be less-than-significant.

Methane Hazard Zone. As detailed previously, the Proposed Project is located within a Methane Hazard Zone. Construction of impervious surfaces can affect methane gas migration and Proposed Project buildings with confined spaces, such as the proposed guard shack and restrooms, could pose a potential for methane buildup, resulting in a possible hazardous condition, as previously described. However, the Proposed Project would be required to comply with the City's Municipal Code Section 91.71, et.al. requirements related to methane gas testing and mitigation systems, which are mandated based on the volume of methane gas identified during on-site testing and design of proposed structures, prior to receipt of building permits. Municipal Code Table 71 prescribes the minimum methane mitigation systems, such as, the passive, active and miscellaneous systems, depending on the concentration and pressure of the methane present at the site. Each component of the passive, active and miscellaneous systems would be required to be constructed of an approved material and would be required to be installed in accordance with the Methane Mitigation Standards that would reduce potential impacts to a less-than-significant level. Thus, compliance with regulatory requirements would reduce the potential for exposure of people to substantial volumes of methane gas that could result in a significant hazard to the public or environment. Therefore, impacts would be less-than-significant.

IMPACT HAZ-4: WOULD THE PROJECT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

No Impact. The Phase I Environmental Site Assessment (Appendix G) that was conducted included database searches, including the State Water Resources Control Board (SWRCB) GeoTracker website or the DTSC EnviroStor websites, to determine if the Project site is identified as a hazardous materials site. The record searches determined that although the site has a history of various uses and identified as previously generating hazardous wastes and clean-up activities, the Project site is not included on a Cortese List of hazardous materials sites pursuant to Government Code Section 65962.5.

Also, although the Phase I Environmental Site Assessment (Appendix G) and EnviroStor website identified offsite sources of contamination, such as oils and gas pipelines and contaminated soils, it did not identify any immediately adjacent sites that are included on a Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that could result in impacts related to the Proposed Project. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the Proposed Project.

5.8.7 CUMULATIVE IMPACTS

Cumulative land use changes within the POLA would have the potential to expose future area residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may contain hazardous materials. Thus, the Proposed Project's contribution to cumulative impacts to hazards and hazardous materials was analyzed in context with past and foreseeably future projects in the POLA and adjacent areas in the City of Los Angeles that are similarly affected by hazardous soil, groundwater, and methane gas conditions.

The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. As shown in Figure 5-1 in Section 5, *Environmental Impact Analysis*, of this EIR, the closest cumulative project is identified as Project No. 9, which is a redevelopment of an existing container terminal that is located across John S. Gibson Boulevard to the southeast of the Project site that is in the planning and environmental design stage. The cumulative project would demolish existing terminal improvements and develop new and expanded terminal facilities, including deeper berths, new wharfs, new and larger cranes, and expanded rail yards to support increased operations.

The commencement of construction of the adjacent cumulative project is unknown; however, it is possible that construction activities involving hazardous materials from both the Proposed Project and the adjacent cumulative project or other nearby cumulative projects would occur simultaneously that could have the potential to cumulatively contribute to an impact. However, all hazardous materials users and transporters, as well as hazardous waste generators and disposers are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety, which are verified by the POLA and/or City during the construction and development permitting process.

Thus, if hazardous materials are found to be present on any of the cumulative or future project sites, appropriate remediation activities would be required pursuant to standard federal, state, and regional regulations that would reduce potential impacts, such as the activities which would be done by the Proposed Project. In addition, a SMP would be prepared and implemented and compliance with SCAQMD Rule 1166 and OSHA Safety and Health standards would be implemented for the Proposed Project to ensure that hazardous soil from the site would be handled and disposed of in a manner which would reduce the potential of the Proposed Project to result in a hazard to the public or environment that could cumulatively combine. As such, Proposed Project impacts are not cumulatively considerable.

5.8.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, impacts related to Thresholds HAZ-1 and HAZ-2 would be less-than-significant, and no impact related to HAZ-4 would occur.

5.8.9 MITIGATION MEASURES

None.

5.8.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of regulatory requirements, impacts related to Thresholds HAZ-1 and HAZ-2 would be less-than-significant, and no impact related to HAZ-4 would occur. No significant and unavoidable impacts related to hazards and hazardous materials would occur.

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5.9 Land Use and Planning

5.9.1 INTRODUCTION

This section provides an analysis of the consistency of the Proposed Project with applicable land use plans, policies, and regulations that guide development of the Proposed Project site and evaluates the relationship of the Proposed Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *City of Los Angeles Framework Element,* Adopted July 27, 1995
- *City of Los Angeles General Plan Air Quality Element,* Adopted November 24, 1992
- *City of Los Angeles General Plan Conservation Element,* Adopted September 26, 2001
- *City of Los Angeles General Plan Health Element,* Adopted March 31, 2021
- *City of Los Angeles General Plan Safety Element,* Adopted November 24, 2021
- *City of Los Angeles General Plan Mobility Element,* Adopted August 11, 2016
- *City of Los Angeles General Plan Open Space Element,* Adopted June 1973
- *City of Los Angeles General Plan Noise Element,* Adopted February 3, 1999
- *Port of Los Angeles Master Plan,* Adopted September 2018
- *San Pedro Community Plan,* Adopted October 4, 2017
- *Wilmington-Harbor City Community Plan,* Adopted July 1999
- City of Los Angeles Municipal Code

5.9.2 REGULATORY SETTING

5.9.2.1 Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole.

The 2024 SCAG Connect SoCal RTP/SCS was officially adopted in April 2024 as the new RTP/SCS for the SCAG jurisdiction. Several updates are reflected within Connect SoCal 2024 plan, including growth projections and forecasting for the region. Connect SoCal 2024 reflects a continuation of the shift toward more efficient resource management. This refers to transportation infrastructure, land resources, and environmental resources. This plan projects that 66 percent of new households and 54 percent of new jobs between 2019–2050 will be located in Priority Development Areas, either near transit or in walkable communities.

Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) and the SCAG are responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act (CAA)

requirements. The AQMP details goals, policies, and programs for improving air quality in the South Coast Basin.

In March 2017 SCAQMD finalized the 2016 AQMP, which continues to evaluate integrated strategies and control measures to meet the National Ambient Air Quality Standards (NAAQS), as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories.

The current AQMP is the 2022 AQMP, adopted in December 2022. A project is considered consistent with the AQMP if it would not result in or cause California Ambient Air Quality Standards (CAAQS) or NAAQS violations. In addition, the SCAQMD considers a project consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

Los Angeles Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Los Angeles is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). The LARWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the LARWQCB's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Los Angeles Basin Plan has been in place since 1971, (with updates in 1994, 2010, and 2014) with the goal of protecting public health and welfare, maintaining or enhancing water quality, and evaluating potential beneficial uses of the water (LARWQCB, 2014).

5.9.2.2 Local Regulations

City of Los Angeles General Plan 2030

The City of Los Angeles General Plan 2030 consists of ten elements that serves as a guide for City decision-making and planning.

1. **Mobility Plan 2035.** As an update to the City's General Plan Transportation Element (last adopted in 1999), Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets (City of Los Angeles, 2016).
2. **Conservation Element.** The Conservation Element discusses laws, requirements, and procedures which have been established for protection of natural resources. It primarily is an informational document which is designed to help readers understand the context, history and opportunities for protection and improvement of the city's natural resources (City of Los Angeles, 2001).
3. **Housing Element.** The purpose of the Housing Element of the City of Los Angeles General Plan is to ensure the City establishes policies, procedures and incentives in its land use planning and redevelopment activities that will result in ample and affordable housing, where tenants and affordable housing are protected and preserved and where proactive efforts are made to reverse the legacies of discriminatory and racist policies (City of Los Angeles, 2001).

4. **Noise Element.** The Noise Element sets forth the steps to be taken by the City of Los Angeles to assure that land use decisions include consideration of noise impacts and are consistent with the objectives of the Noise Element (City of Los Angeles, 1999).
5. **Air Quality Element.** The purpose of the Air Quality Element is to aid the region in attaining and maintaining the National and State Ambient Air Quality Standards while advancing economic growth and improvements in the quality of life afforded to City residents and to document how the City plans to implement local programs contained in the regional plan (City of Los Angeles, 1992).
6. **Safety Element.** The purpose of the Safety Element offers a high-level overview of how the City plans for disasters, and references readers to other implementation documents where they can find more detailed information (City of Los Angeles, 2021).
7. **Open Space Element.** The purpose of the Open Space Element is to provide an official guide to the governmental agencies and interested citizens for the identification, preservation, conservation and acquisition of open space in the City (City of Los Angeles, 1973).
8. **Infrastructure Systems Element.** The purpose of the Infrastructure Systems Element is to provide a general guide for future development of infrastructure systems such as water, power, and waste. This element will allow the City to better plan for and serve future demands as the City continues to grow (City of Los Angeles, 1972).
9. **Health Element.** The purpose of the Healthy Element is to lay the foundation to create healthier communities for Angelenos. It provides a policy vision as well as objectives and implementation programs to elevate health as a priority for the City's future growth and development (City of Los Angeles, 2021).
10. **Public Facilities & Services.** The purpose of the Public Facilities Element is to provide a guide to ensure that the City continues to provide adequate public facilities as the City grows and develops (City of Los Angeles, 1969).

Note: The General Plan Elements described above are provided primarily for informational purposes. Nevertheless, this EIR does address all potential inconsistencies between the policies of these Elements and the Proposed Project.

Port of Los Angeles Master Plan

The Port of Los Angeles Port Master Plan (POLA PMP) establishes policies and guidelines to direct the future development of the POLA. This updated Plan is designed to better promote and safely accommodate foreign and domestic waterborne commerce, navigation, and fisheries in the national, state, and local public interests. The Plan also provides for public recreation facilities and visitor serving areas to facilitate public access to the waterfront and better integrate the POLA with the surrounding community, consistent with the State Tidelands Trust. The major objectives of the PMP are:

- To develop the Port in a manner that is consistent with the federal, state, county, and city laws, including the California Coastal Act of 1976 and the Charter of the City of Los Angeles.
- To integrate economic, engineering, environmental and safety considerations into the Port development process for measuring the long-term impact of varying development options on the Port's natural and economic environment.
- To promote the orderly long-term development and growth of the port by establishing functional area for Port activities and operations.
- To allow the Port to adapt to changing technology, cargo trends, regulations, and competition from other U.S. and foreign seaports.

San Pedro Community Plan

The Project site is adjacent to the San Pedro Community Plan area and has the potential to impact land uses within this planning area through project nuisance effects (i.e., air emissions and traffic) and a potential

demand on public services (i.e., police and fire facilities); thus the plan has been included in this analysis. The San Pedro Community Plan area is located on the Palos Verdes Peninsula near the terminus of the Harbor Freeway (I-110) in the southernmost portion of the City of Los Angeles. Located adjacent to the Port of Los Angeles, the town of San Pedro was annexed by the City of Los Angeles in 1909 and its harbor developed into a major seaport. The San Pedro Community Plan sets the direction for the future of San Pedro. A collaborative effort between City staff and residents, businesses, developers, design professionals, and property owners, the Community Plan sets forth actions to achieve the community's vision. A wide range of planning topics— including land use and housing, parks and open space, urban design, infrastructure, mobility, arts and culture, and history— are addressed in the San Pedro Community Plan, encompassing the full spectrum of issues related to San Pedro's physical development. The San Pedro Community Plan has chapters on Land Use, Mobility, and Community Facilities and Infrastructure which contain goals and policies to provide guidance to collectively address community issues.

1. **Land Use and Urban Design** This chapter expresses the community's vision for the future, describes the community's land uses, and specifies goals and policies that address residential, commercial, and industrial development; urban design improvements; economic development; jobs/housing balance, historic preservation, diversity of housing choices, and environmental justice.
2. **Mobility** This chapter defines goals and policies for the community's circulation system, focusing on enhancing mobility and access for all users. Each mode of transportation is discussed, including walking, bicycling, public transit, and driving.
3. **Community Facilities and Infrastructure** This chapter describes key public services and infrastructure, including police, fire and emergency services, libraries, parks, open space, the urban forest, schools, water, wastewater, solid waste, power (energy) and street lighting. The service provider, existing facilities and service levels, issues and future needs are identified for each of these facilities or services. The goals and policies in this chapter address the need for improvements to or development of new facilities based on the projected growth of the Community Plan.

Wilmington-Harbor City Community Plan

The Wilmington-Harbor City Community Plan Area is situated in the far southern portion of the Los Angeles Basin, near Los Angeles Harbor. It is located between the planning communities of Harbor Gateway, San Pedro, and the Port of Los Angeles, and adjacent to the cities of Torrance, Lomita, Rancho Palos Verdes, Carson, Long Beach, and an unincorporated area of Los Angeles County. The Community Plan is intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the people who live and work in the community. The Community Plan is also intended to guide development to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community. The Wilmington-Harbor City Community Plan sets forth goals to maintain the community's individuality by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- Improving the function, design, and economic vitality of the commercial corridors and industrial areas.
- Maximizing the development opportunities around the future transit system while minimizing any adverse impacts.
- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the Wilmington-Harbor City Community Plan Area.

City of Los Angeles Municipal Code

Sec. 12.00: Comprehensive Zoning Plan of the City of Los Angeles. Chapter 1 of the City's Municipal Code establishes zone districts and development regulations within the boundaries of the city. The purpose of this article is to consolidate and coordinate all existing zoning regulations and provisions into one comprehensive zoning plan. Further, such regulations are deemed necessary in order to encourage the most appropriate use of land; to conserve and stabilize the value of property; to provide adequate open spaces for light and air, and to prevent and fight fires; to prevent undue concentration of population; to lessen congestion on streets; to facilitate adequate provisions for community utilities and facilities such as transportation, water, sewerage, schools, parks and other public requirements; and to promote health, safety, and the general welfare all in accordance with the comprehensive plan.

5.9.3 ENVIRONMENTAL SETTING

The Proposed Project site encompasses approximately 18.63 acres. APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, while APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL). Additionally, the site is located within the Torrance USGS 7.5-Minute Quadrangle; Section 00, Township 5 South, Range 13 West, San Bernardino Principal Meridian.

The surrounding uses, described below, are dominated by POLA container storage, the I-110, and industrial uses.

- **North:** I-110 followed by industrial warehouses
- **Southeast:** John S. Gibson Boulevard followed by container storage and terminal storage
- **West:** I-110 followed by a City of Los Angeles vehicle storage facility

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

LU-1 Physically divide an established community.

LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The Initial Study established that the Proposed Project would result in less-than-significant impacts related to Threshold LU-1; no further assessment of these impacts is required. The analysis herein focuses on Threshold LU-2.

5.9.5 METHODOLOGY

The analysis of land use consistency impacts considers if the Proposed Project would be inconsistent with (or conflict with) with regional and local plans, policies, and regulations that are applicable to the Project site, including the: SCAG RTP/SCS, POLA PMP, City of Los Angeles General Plan and zoning code, the Wilmington-Harbor City Community Plan, and the San Pedro Community Plan. Consistent with the scope and purpose of this EIR, this discussion primarily focuses on those goals and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment. Thus, a project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts (as defined by CEQA Guidelines Section 15382).

CEQA Guidelines Section 15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision-makers should address. A project need not be consistent with every policy and objective in a planning document. Rather, a project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the plans and would not preclude the attainment of the primary goals of the land use plan or policy.

5.9.6 ENVIRONMENTAL IMPACTS

IMPACT LU-2: WOULD THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

Less-than-Significant Impact.

SCAG Regional Transportation Plan/ Sustainable Communities Strategy Policies

The 2024 SCAG Connect SoCal RTP/SCS was officially adopted in April 2024 as the new RTP/SCS for the SCAG jurisdiction. As stated in Section 5.11, the proposed project would not have a significant VMT impact, and thus would not have a cumulative transportation impact, and therefore is considered to be consistent with 2024 RTP/SCS. Moreover, the Proposed Project truck trips are diverted existing background trips within the POLA complex, and furthermore, all POLA and Port of Long Beach trips are already contained within the RTP (the POLA provides all POLA and Port of Long Beach trips directly to SCAG for inclusion in the RTP). Therefore, the Proposed Project is consistent with the RTP. Table 5.9-1 demonstrates further consistency of the Proposed Project with the RTP.

Table 5.9-1: 2024 SCAG RTP/SCS Consistency Analysis

2024 Connect SoCal Strategy Policy	Project Consistency
Mobility - Complete Streets	
Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	**Consistent.** As discussed in Section 5.11, *Transportation*, the bike lanes on John S. Gibson Boulevard would continue to exist after Proposed Project implementation. There are currently no sidewalks along the Project frontage and there are none proposed, however the sidewalk on the eastern side of John S. Gibson Boulevard would continue to exist.
Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking).	
Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery.	**Consistent.** The Proposed Project would provide a facility that provides off-street parking for port trucks that could potentially reduce legal or illegal on-street parking in the area.
Mobility – Transportation System Management	
Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible.	**Consistent.** The Proposed Project would provide a facility that provides off-street parking for port trucks that could potentially reduce legal or illegal on-street parking in the area.
Mobility - Safety	
Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system.	**Consistent.** The Proposed Project entails adding a traffic signal on an arterial street, in which a legal U-turn that was previously uncontrolled is now signalized. This improves safety. The signal will reduce average speeds, thus improving safety. Also, the signal will yield traffic flow gaps to improve access to/from the adjacent City of Los Angeles Police Department station.
Environment – Sustainable Development	
Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	**Consistent.** The Proposed Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards. In addition, Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover approximately 39 percent of the site. Irrigation for the landscape area would use captured and reclaimed rainwater.

2024 Connect SoCal Strategy Policy	Project Consistency
Environment – Air Quality	
Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	**Consistent.** The Proposed Project would not prevent SCAG from implementing actions that would improve air quality within the region. As discussed in Section 5.2 *Air Quality*, and Section 5.7, *Greenhouse Gas Emissions*, air quality and GHG impacts are expected to be less-than-significant, and the Proposed Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.
Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.	
Environment – Clean Transportation	
Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable.	**Consistent.** The Proposed Project would operate as a parking lot for the parking of trucks and loaded and unloaded chassis. Charging for electric on-site equipment would be installed to support zero-emission and clean technologies.
Environment – Natural and Agricultural Lands Preservation	
Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region.	**Consistent.** The Proposed Project would not cause significant environmental impacts to agricultural lands or biological resources. In addition, Mitigation Measure BIO-1 would reduce potential impacts associated with biological resources during construction.
Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.	**Consistent.** As discussed in the Initial Study Section 4.20, *Wildfire* (included as Appendix A), the Proposed Project is not within or near a VHFWSZ. Emergency access would be provided to the site through a 40-foot-wide driveway on John S. Gibson Boulevard. The Proposed Project does not propose to develop flammable structures, and the existing slope would be graded. In addition, as discussed in Section 4.10, *Hydrology and Water Quality,* of the Initial Study (included as Appendix A), the Proposed Project site is located within a Federal Emergency Management Agency (FEMA) Area of Minimal Flood Hazard (Zone X) and is not located within a FEMA Special Flood Hazard Area.
Encourage the protection and restoration of natural habitat and wildlife corridors.	**Consistent.** As discussed in Section 5.3, *Biological Resources*, there are no Critical Habitats or movement corridors within the Proposed Project site. Additionally, there are no sensitive plant or animal species onsite.
Environment – Climate Resilience	
Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.	**Consistent.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Proposed Project would not prevent SCAG from implementing actions that would improve climate resilience within the region, as further described below.

2024 Connect SoCal Strategy Policy	Project Consistency
Support nature-based solutions to increase regional resilience of the natural and built environment.	**Consistent.** As discussed in Section 3.0 *Project Description*, the Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover approximately 39 percent of the site. Irrigation for the landscape area would use captured and reclaimed rainwater.
Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.	
Economy – Goods Movement	
Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure.	**Consistent.** The Proposed Project would operate as a parking lot for the parking of trucks and loaded and unloaded chassis. Charging for electric on-site equipment would be installed to support zero-emission and clean technologies.
Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable.	
Economy – Workforce Development	
Encourage inclusive workforce development that promotes upward economic mobility.	**Not Applicable.** The Proposed Project is not an employee intensive use as it would only require six employees per day, as described in Section 3.0, *Project Description*.

City of Los Angeles General Plan Policies, Goals, and Implementation Measures

Three parcels on the Proposed Project site have a City of Los Angeles General Plan Land Use designation of General/Bulk Cargo- Non-Hazardous Industrial and Commercial and are zoned for Heavy Industrial [Q]M3-1VL, and the remaining parcel has a land use designation of General/Bulk Cargo- Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL. The Proposed Project site also falls partially within the Wilmington-Harbor City Community Plan area and is adjacent to the San Pedro Community Plan area. The General Plan states that the M2 zoning designation is intended for manufacturing, research, warehousing/ distributing, assembly of non-hazardous products and materials, retail related to manufacturing. Section 12.17.5(B)(5)(C) of the City of Los Angeles zoning code states that the Restricted Industrial zone (MR1) allows for trucking terminal uses within a completely enclosed area where no equipment is stored to a height greater than that of the enclosing wall or fence. Both the M2 and M3 zoning designation's allowed uses include the uses allowed in the MR1 zone (Section 12.19(A)(1) and 12.20(A)(1) of the Municipal Code). The Proposed Project would be consistent with the M2 and M3 zoning designation for the site. Furthermore, as shown in Table 5.9-2, the Proposed Project would be consistent with applicable City General Plan goals, policies, and implementation measures.

Table 5.9-2: General Plan Consistency

General Plan Policy	Project Consistency
Mobility Element	
Policy 2.8 Implement projects that would provide regionally significant transportation improvements for goods movement.	**Consistent.** As discussed in Section 5.11, *Transportation,* Project would not result in an increase in truck trips within the POLA, rather it would be used to help facilitate the movement of trucks that are already in the vicinity of the POLA.
Policy 2.16 Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.	**Consistent.** As discussed in Section 5.1, *Aesthetics*, the Proposed Project is not within the viewshed of a designated or eligible State scenic highway. John S. Gibson Boulevard is a City designated scenic highway; however, development of the Proposed Project site would be to the northwest of the scenic highway, while the scenic views from the road are facing to the southeast.
Policy 3.1 Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.	**Consistent.** As discussed in Section 5.11, *Transportation,* the bike lanes on John S. Gibson Boulevard would continue to exist after Proposed Project implementation. There are currently no sidewalks along the Project frontage and there are none proposed, however the sidewalk on the eastern side of John S. Gibson Boulevard would continue to exist.
Policy 3.3 Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Proposed Project would provide truck and chassis parking in an area near POLA activities as well as near the I-110 Freeway.
Conservation Element	
Objective 3 Protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.	**Consistent.** As discussed in Section 5.4, *Cultural Resources*, Phase I and Phase II Cultural Resources Assessments (Appendix D) were prepared for the Proposed Project and included mitigation measures to ensure impacts related to archaeological resources would be less-than-significant. In addition, a Paleontological Resources Assessment (Appendix E) was prepared, and mitigation was included to ensure impacts would remain less-than-significant.
Policy 3 Continue to identify and protect significant archeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities.	
Objective 5 Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.	**Consistent.** As discussed in Section 5.4, *Cultural Resources,* the site is undeveloped and there are no historical aged structures onsite. According to the Cultural Resource Assessments, the site does not qualify as a Historic Resource.
Policy 5 Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities	**Consistent.** As discussed in Section 5.4, *Cultural Resources,* the site is undeveloped and there are no historical aged structures onsite. According to the Cultural Resource Assessments, the site does not qualify as a Historic Resource.
Objective 6 Protect and promote the restoration, to the greatest extent practical, of sensitive plant and animal species and their habitats.	**Consistent.** As discussed in Section 5.3, *Biological Resources*, the General Biological Assessment (Appendix C) did not identify any sensitive plant or animal species on-site.

General Plan Policy	Project Consistency
Policy 6.1 Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.	**Consistent.** As discussed in Section 5.3, *Biological Resources*, the General Biological Assessment (Appendix C) did not identify any sensitive plant or animal species on-site. Additionally, MM BIO-1 would ensure that any impacts related to migrating birds would be reduced to a less-than-significant level.
Objective 8 Protect the coastline and watershed from erosion and inappropriate sedimentation that may or has resulted from human actions.	**Consistent.** As discussed in Section 5.6, *Geology and Soils,* the Proposed Project would construct a parking lot and introduce additional impermeable surface area. To reduce the potential for soil erosion and the loss of topsoil, construction activities would require a Storm Water Pollution Prevention Plan (SWPPP) which would implement erosion control best management practices (BMPs) I. During operation, landscaping would be planted to protect the underlying soil from erosion. In addition, the Proposed Project requires City approval of a Low Impact Development Plan (LID), which would ensure that LARWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur.
Policy 8.2 Continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.	**Consistent.** As discussed in Section 4.6, *Geology and Soils,* of the Initial Study (Appendix A), the Proposed Project would construct a parking lot and introduce additional impermeable surface area. To reduce the potential for soil erosion and the loss of topsoil, construction activities would require a Storm Water Pollution Prevention Plan which would implement erosion control best management practices. During operation, landscaping would be planted to protect the underlying soil from erosion. In addition, the Proposed Project requires City approval of a Low Impact Development Plan which would ensure that LARWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur.
Program 8.2.1 Permit processing and enforcement, especially mitigation of potential beach and soil erosion and protection of hillside and coastal terrain.	
Objective 12 Preserve, protect, restore and enhance natural plant and wildlife diversity, habitats, corridors and linkages so as to enable the healthy propagation and survival of native species, especially those species that are endangered, sensitive, threatened or species of special concern.	**Consistent.** As discussed in Section 5.3, *Biological Resources*, there are no Critical Habitats or movement corridors within the Proposed Project site. Additionally, there are no sensitive plant or animal species onsite.
Policy 12.1 Continue to identify significant habitat areas, corridors and buffers and to take measures to protect, enhance and/or restore them.	
Program 12.1.1 Development permit environmental review and other applicable processes that identify and/or require evaluation, avoidance, minimization and mitigation of potential significant impacts on natural habitats, corridors and linkages.	
Policy 12.2 Continue to protect, restore and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within city owned or managed sites.	

General Plan Policy	Project Consistency
Policy 13.1 Continue striving to meet the city's water, power and other needs while at the same time striving to be a good steward of natural resources and minimizing impacts on the environment.	**Consistent.** As discussed in Section 4.19, *Utilities and Service Systems*, of the Initial Study (Included as Appendix A of the EIR) the Proposed Project would connect to existing electric infrastructure and would not result in a substantial increase in demand for utilities or service systems. Additionally, the Proposed Project is expected to result in a negligible increase in water demand.
Objective 15 Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.	**Consistent.** As discussed in Section 5.1, *Aesthetics*, views from the surrounding hillsides of the ocean and port activities would not be affected by implementation of the Proposed Project.
Policy 15.1 Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	**Consistent.** As discussed in Section 5.1, *Aesthetics*, the Proposed Project site does not contain any significant landforms or any views of any unique features. The Proposed Project would not impact any scenic views of the ocean or port activities.
Safety Element	
Goal 1 A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to hazards is minimized.	**Consistent.** As discussed in Section 5.6, *Geology and Soils,* of the Initial Study (included as Appendix A), the Proposed Project would not expose people or structures to hazards as there are no habitable structures proposed. The only structures proposed would be the retaining walls which would be built in compliance with California building Code (CBC) guidelines as well as prefabricated restrooms and a guard booth.
Objective 1.1 Implement comprehensive hazard mitigation plans and programs that are integrated with each other and with the City's comprehensive emergency response and recovery plans and programs.	Consistent. As discussed in Section 5.8, *Hazards and Hazardous Materials,* of the Initial Study (included as Appendix A) the Proposed Project would develop a construction traffic control plan to ensure emergency access is not interrupted during construction. Additionally, the Proposed Project would develop adequate emergency access pursuant to International Fire Code and Section 503 of the California Fire Code and plans would be reviewed by the Los Angeles Fire Department.
Policy 1.1.4 Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures.
Policy 1.1.5 Reduce potential risk hazards due to disaster with a focus on protecting the most vulnerable people, places and systems.	**Consistent.** As discussed in Section 5.6, *Geology and Soils,* the Proposed Project would not expose people or structures to hazards as there are no habitable structures proposed. The only structures proposed would be the retaining walls which would be built in compliance with CBC guidelines as well as slab on grade restrooms and a guard booth.

General Plan Policy	Project Consistency
Policy 1.1.6 Assure compliance with applicable State and federal planning and development regulations. Regularly adopt new provisions of the California Building Standards Code, Title 24, and California Fire Code into the LAMC to ensure that new development meets or exceeds Statewide minimums. Ensure new development in very high fire hazards severity zones (VHFHSZ)s adheres to the California Building Code, the California Fire Code, Los Angeles Fire Code and California Public Resources Code. Facilitate compliance with new standards for existing non-conforming structures and evacuation routes.	**Consistent.** The Proposed Project would be built in compliance with the CBC and is not located in a VHFHSZ.
Policy 1.2.3 Continue to lead in water conservation and smart water policy through improvements to per capita water use, watershed management, and wastewater and stormwater recycling, incorporating more ecological, systems-based approaches to water management.	**Consistent.** As discussed in Section 4.19, *Utilities and Service Systems* of the Initial Study (included as Appendix A), water use from the proposed truck and chassis lot is anticipated to result in a negligible increase in demand. The only structure onsite would be a restroom, which would use limited water and produce limited wastewater. In addition, the landscaping would rely on drought tolerant plants and reclaimed rainwater.
Policy 1.2.8 Continue to lead in water conservation and smart water policy through improvements to per capita water use, watershed management, and wastewater and stormwater recycling, incorporating more ecological, systems-based approaches to water management.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), new rain cisterns and storm drains would be constructed to capture and direct runoff off site and reuse storm water onsite. Irrigation for the landscape area would use captured and reclaimed rainwater.
Goal 2 A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs	**Consistent.** As discussed in Section 4.15, *Public Services,* of the Initial Study (included as Appendix A), the Los Angeles Fire Department has a current average response time of 7 minutes for EMS services, below their 9-minute threshold. Implementation of the Proposed Project would not substantially increase fire service demands and therefore would not drastically increase response times. There are no impacts related to police or fire response times as the Proposed Project would not create any flammable structures and would create additional security lighting to the area. Further, as discussed in the Traffic Impact Analysis in Appendix J, the Proposed Project would not result in traffic impediments that would impact police response times from the Harbor Community Police Station.
Policy 2.1.2 Develop and implement procedures to protect the environment, sensitive species and public from potential health and safety hazards associated with disaster events, hazard mitigation and disaster recovery efforts.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures.
Policy 2.1.6: Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression and safety. A. Enforce peak water supply / fire flow requirements and ensure that new development is able to sufficiently source water, including in VHFHSZs.	**Consistent.** As discussed in the Initial Study Section 4.20, *Wildfire* (included as Appendix A), the Proposed Project is not within or near a VHFWSZ. Emergency access would be provided to the site through a 40-foot-wide driveway on John S. Gibson Boulevard. The Proposed Project does not propose to develop flammable structures, and the existing slope would be graded.

General Plan Policy	Project Consistency
B. Enforce minimum roadway widths and clearances for evacuation and fire suppression. C. Maintain special fire-fighting units at the Port of Los Angeles, Los Angeles International Airport, and Van Nuys Municipal Airport capable of responding to special emergencies unique to the operations of those facilities. D. Coordinate with CALFIRE, local fire agencies, fire safe councils, private landowners, and other responsible agencies to identify the best method(s) of fuel modification to reduce the severity of future wildfires, including: Prescribed fire; Forest thinning; Grazing; Mechanical clearing; Hand clearing (piling, burning/chipping); Education; and Defensible space. E. Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.	
Health, Wellness, and Equity Element	
Policy 1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** As discussed in Table 5.2-11 of Section 5.2, *Air Quality*, implementation of the Proposed Project would not lead to an increase in health risks due to diesel mobile source emissions.
Policy 5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	**Consistent.** As discussed in Tables 5.2-6 and 5.2-7 of Section 5.2, *Air Quality*, emissions related to both Proposed Project construction and operation would not exceed SCAQMD thresholds for mobile and stationary sources. With the implementation of SCAQMD rules 402, 403, and 1113, the Proposed Project would be consistent with this policy.
Policy 5.2 Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.	**Consistent.** As discussed in Section 5.2, *Air Quality*, impacts related to sensitive receptors would be less-than-significant and thus, consistent with this policy.
Policy 5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.	**Consistent.** As discussed in Section 5.2, *Air Quality*, odors emitted during construction activities would be temporary and intermittent in nature. Furthermore, there are no sensitive receptors within the immediate vicinity of the Project site. As shown in Table 5.2-11, health impacts from operations of the Proposed Project would be less-than-significant. During operations, vehicle related pollutants such as diesel exhaust are not expected to generate an objectionable odor for the nearest sensitive receptor, located 1,400 feet away on the southwest corner of Gatun Street and North Gaffey Street.
Air Quality Element	
Goal 1 Good air quality and mobility in an environment of continued population growth and healthy economic structure.	**Consistent.** As shown in Table 5.2-9 and 5.2-10 in Section 5.2, *Air Quality*, neither construction nor operational emissions would exceed the SCAQMD's localized significance thresholds for any criteria pollutant.

General Plan Policy	Project Consistency
Objective 1.1 It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan [AQMP], increase traffic mobility, and sustain economic growth citywide.	**Consistent.** As discussed in Section 5.2, *Air Quality*, the Proposed Project would be consistent with the standards set forth by the AQMP.
Objective 1.3 It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.	**Consistent.** As shown in Table 5.2-9 in Section 5.2, *Air Quality*, construction emissions would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant.
Policy 1.3.1 Minimize particulate emissions from construction sites.	**Consistent.** As shown in Table 5.2-9 in Section 5.2, *Air Quality*, construction emissions would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant.
Policy 1.3.2 Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic	**Consistent.** As shown in Table 5.2-9 and 5.2-10 in Section 5.2, *Air Quality*, neither construction nor operational emissions would exceed the SCAQMD's localized significance thresholds for any criteria pollutant.
Objective 2.1 It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	**Consistent.** As discussed in Section 5.11, *Transportation,* the Proposed Project would not create an increase in truck trips within the POLA, rather it would be used to help facilitate the movement of trucks that are already in the vicinity of the POLA.
Objective 4.1 It is the objective of the City of Los Angeles to include the regional attainment on air quality by addressing the relationship between land use, transportation, and air quality.	**Consistent.** As discussed in Section 5.2, *Air Quality*, the Proposed Project would be consistent with the standards set forth by the AQMP.
Objective 4.2 It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.	**Consistent.** As discussed in Section 5.11, *Transportation,* the Proposed Project would not create an increase in truck trips within the POLA, rather it would be used to help facilitate the movement of trucks that are already in the vicinity of the POLA.
Policy 4.2.3 Ensure that new development is compatible with pedestrian, bicycles, transit, and alternative fuel vehicles.	**Consistent.** As discussed in Section 5.11, *Transportation,* the bike lanes on John S. Gibson Boulevard would continue to exist after Project implementation. There are currently no sidewalks along the Project frontage and there are none proposed, however the sidewalk on the eastern side of John S. Gibson Boulevard would continue to exist.
Policy 4.2.4 Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** As discussed in Section 5.2, *Air Quality*, impacts on air quality from the Proposed Project have been analyzed in this document and would be less-than-significant
Policy 4.2.5 Emphasize trip reduction, alternative transit, and congestion management measures for discretionary projects.	**Consistent.** As discussed in Section 5.11, *Transportation*, truck trips to and from the site are diverted trips by trucks that are already in the area, and therefore do not represent an increase in truck trips within the POLA. The Proposed Project would be used to help facilitate the movement of trucks that are already in the vicinity of the POLA.
Goal 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.	**Consistent.** As discussed in Section 5.5, *Energy*, the Proposed Project would comply with current Title 24 and California Building Standards for building design in effect at the time of building permit issuance.

General Plan Policy	Project Consistency
Objective 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.	**Consistent.** As discussed in Section 5.5, *Energy*, the Proposed Project would comply with current Title 24 and California Building Standards for building design in effect at the time of building permit issuance.
Policy 5.1.4 Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** As discussed in Section 5.5, *Energy*, the Proposed Project would comply with current Title 24 and California Building Standards for building design in effect at the time of building permit issuance.
Open Space Element	
Policy 1 Ecologically important areas are generally considered as open space and shall be as designated. The following shall apply, a. To the extent feasible, ecologically important areas should be kept in a natural state. b. In the event a project is proposed within an ecologically important area, an environmental impact report shall be prepared. c. The construction of roads through ecologically important areas should be closely controlled in order to protect these areas.	**Consistent.** As discussed in Section 5.3, *Biological Resources*, the Proposed Project site is not within a Significant Ecological Area (SEA) within Los Angeles County.
Policy 9 Scenic corridors should be established where designated. Each corridor should be specifically "tailored" to the needs of the area and the scenic values to be preserved. Specific studies including implementing ordinances should be prepared for each scenic corridor.	**Consistent.** As discussed in Section 5.1, *Aesthetics,* the Proposed Project would not have an adverse impact on any established scenic corridors.
Noise Element	
Goal 1 A city where noise does not reduce the quality of urban life.	**Consistent.** As discussed in Section 5.10, *Noise,* a Noise Impact Analysis was prepared by LSA (included as Appendix I) and noise levels from Proposed Project construction and operation were determined to be within allowable levels as set by the Municipal Code. The Proposed Project would be consistent with the goals, objectives, and policies of the City's Noise Element.
Objective 1 Reduce airport and harbor related noise impacts.	
Objective 2 Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive users.	
Policy 2.2 Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	
Objective 3 Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	

Table 5.9-3: Framework Element of the General Plan Consistency

Framework Goal, Objective, or Policy	Project Consistency
Land Use	
Goal 3J Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.	**Consistent.** The Proposed Project would develop a truck and chassis parking lot near the POLA to serve existing Port activities. In addition, the Proposed Project would provide job opportunities and benefit growing POLA operations.
Objective 3.14 Provide land and supporting services for the retention of existing and attraction of new industries.	**Consistent.** The Proposed Project would develop a truck and chassis parking lot near the Port of Los Angeles to serve existing Port activities.

Framework Goal, Objective, or Policy	Project Consistency
Policy 3.14.1 Accommodate the development of industrial uses in areas designated as "Industrial-Light," "Industrial-Heavy," and "Industrial-Transit" in accordance with Tables 3-1 and 3-9. The range and intensities of uses permitted in any area shall be determined by the community plans.	**Consistent.** As discussed above, Section 12.17.5(B)(5)(C) of the City of Los Angeles zoning code states that the Restricted Industrial zone (MR1) allows for trucking terminal uses within a completely enclosed area where no equipment is stored to a height greater than that of the enclosing wall or fence. Both the M2 and M3 zoning designation's allowed uses include the uses allowed in the MR1 zone (Section 12.19(A)(1) and 12.20(A)(1) of the Municipal Code). The Proposed Project would be consistent with the M2 and M3 zoning designation for the site. The Proposed Project site is in an area surrounded by industrial and Port activities and the Proposed Project would have similar intensities as surrounding parcels.
Policy 3.14.2 Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).	
Policy 3.14.8 Encourage the development in areas designated as "Industrial-Heavy" of critical public facilities that are necessary to support the needs of residents and businesses but normally are incompatible with residential neighborhoods and commercial districts, such as corporate yards.	
Open Space and Conservation	
Objective 6.1 Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.	**Consistent.** The Proposed Project would develop a truck and chassis parking lot on a currently vacant and underutilized lot. The Proposed Project site does not hold any significant natural resources.
Policy 6.1.5 Provide for an on-site evaluation of sites located outside of targeted growth areas, as specified in amendments to the community plans, for the identification of sensitive habitats, sensitive species, and an analysis of wildlife movement, with specific emphasis on the evaluation of areas identified on the Biological Resource Maps contained in the Framework Element's Technical Background Report and Environmental Impact Report.	**Consistent.** As discussed in Section 5.3, *Biological Resources,* a General Biological Assessment (Appendix C) was conducted at the site and found that there were no sensitive species or habitats present on the site. Potential impacts were found for wildlife movement; however, impacts would be mitigated to a less-than-significant level with the implementation of MM BIO-1.
Economic Development	
Goal 7B A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.	**Consistent.** The Proposed Project would develop a truck and chassis lot on parcels zoned for industrial uses surrounded by Port activities which would be able to utilize the lot in order to improve the movement of goods.
Objective 7.2 Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	
Policy 7.2.8 Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.	
Policy 7.2.9 Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: *Land Use*.	
Policy 7.2.13 Facilitate environmentally sound operations and expansion of the Port of Los Angeles and the Los Angeles International Airport as major drivers of the local and regional economy.	

Framework Goal, Objective, or Policy	Project Consistency
Policy 7.3.4 Recognize the crucial role that the Port of Los Angeles and the Los Angeles International Airport play in future employment growth by supporting planned Port and Airport expansion and modernization that mitigates its negative impacts.	
7.3.5 Improve the movement of goods and workers in industrial areas.	
Infrastructure and Public Services	
Goal 9A Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.	**Consistent.** As discussed in Section 4.19, *Utilities and Service Systems*, in the Initial Study (included as Appendix A), the Proposed Project would include installation of onsite sewer lines which would connect to the existing 36-inch sewer line in John S. Gibson Boulevard. Based on the City of Los Angeles Bureau of Engineering's wastewater generation rates for parking lots, the Proposed Project would result in approximately 16,235 gallons of wastewater per day (LABoE, 2012). Due to the existing average additional capacity of 15 million gallons per day, the existing facilities at the Terminal Island Water Reclamation Plant would be able to accommodate the additional 16,235 gallons of wastewater per day from operation of the Proposed Project.
Policy 9.3.1 Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. In addition, rainwater onsite would be captured and reused for landscaping irrigation.
Policy 9.3.2 Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), existing drainages would be utilized, and new rain cisterns and storm drains would be constructed to capture and direct runoff off site. Irrigation for the landscape area would use captured and reclaimed rainwater.
Goal 9B A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.	
Objective 9.5 Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), off-site flooding would not occur, as stormwater not reused for irrigation would be transported using existing drainage facilities, mimicking existing conditions, into an existing storm drain network which eventually discharges to the Harbor.
Objective 9.6 Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with the National Pollution Discharge Elimination System (NPDES) municipal stormwater permit, which includes implementing BMPs during construction activities as well as a Project specific Water Quality Management Plan including BMPs to be used in Proposed Project design and operation.
Policy 9.6.2 Establish standards and/or incentives for the use of structural and non-structural techniques which mitigate flood-hazards and manage stormwater pollution.	

Framework Goal, Objective, or Policy	Project Consistency
Policy 9.6.3 The City's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to: a. Support regional and City programs which intercept runoff for beneficial uses including groundwater recharge; b. Protect and enhance the environmental quality of natural drainage features; c. Create stormwater detention and/or retention facilities which incorporate multiple-uses such as recreation and/or habitat; d. On-site detention/retention and reuse of runoff; e. Mitigate existing flood hazards through structural modifications (floodproofing) or property by-out; f. Incorporate site design features which enhance the quality of offsite runoff; and g. Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality,* of the Initial Study (included as Appendix A to the Draft EIR), the Proposed Project site is located within a Federal Emergency Management Agency (FEMA) Area of Minimal Flood Hazard (Zone X) and is not located within a FEMA Special Flood Hazard Area. The Proposed Project would also comply with the City of Los Angeles LID ordinance to limit contaminants entering stormwater runoff.
Policy 9.7.1 Continue the City's active involvement in the regional NPDES municipal stormwater permit.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with the NPDES municipal stormwater permit.
Policy 9.7.3 Investigate management practices which reduce stormwater pollution to identify technically feasible and cost effective approaches, through: a. Investigation of sources of pollution using monitoring, modeling and special studies; b. Prioritization of pollutants and sources; c. Conducting research and pilot projects to study specific management practices for the development of standards; and d. Developing requirements which establish implementation standards for effective management practices.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with the NPDES municipal stormwater permit, which includes implementing BMPs during construction activities as well as a Project specific Water Quality Management Plan including BMPs to be used in Project design and operation.
Goal 9C Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.	**Consistent.** As discussed in Section 4.19, *Utilities and Service Systems*, in the Initial Study (included as Appendix A), water use from the proposed truck and chassis lot is anticipated to result in a negligible increase in water demand. The restroom buildings onsite are expected to require approximately 16,235 gallons of water per day, which would be provided by the Los Angeles Department of Water and Power (LADWP). In addition, the proposed landscaping would use native or drought-tolerant plants, and the irrigation system would primarily rely on reclaimed rainwater when available. Thus, the Proposed Project would not result in a substantial increase in water use.

Framework Goal, Objective, or Policy	Project Consistency
Policy 9.9.5 Maintain existing rights to groundwater and ensure continued groundwater pumping availability.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), groundwater in the Proposed Project vicinity is located south of the Dominguez Gap Barrier designed to mitigate saltwater intrusion and experiences seawater intrusion in the San Pedro Bay, making it non-potable. Groundwater beneath the site is not a source of drinking water and the quality is poor. The Proposed Project site is also not used or designated for groundwater recharge.
Policy 9.9.7 Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.	**Consistent.** As discussed in Section 4.19, *Utilities and Service Systems*, in the Initial Study (included as Appendix A), water use from the proposed truck and chassis lot is anticipated to result in a negligible increase in water demand. The restroom buildings onsite are expected to require approximately 16,235 gallons of water per day, which would be provided by LADWP. In addition, the proposed landscaping would use native or drought-tolerant plants, and the irrigation system would primarily rely on reclaimed rainwater when available. Thus, the Proposed Project would not result in a substantial increase in water use.
Objective 9.10 Ensure that water supply, storage, and delivery systems are adequate to support planned development	
Objective 9.13 Monitor and forecast demand for existing and projected police service and facilities.	**Consistent.** As discussed in Section 4.15, *Public Services*, of the Initial Study (included as Appendix A), the Proposed Project is not expected to require the expansion or construction of new police facilities.
Objective 9.14 Protect the public and provide adequate police services, facilities, equipment and personnel to meet existing and future needs.	
Policies 9.14.1 Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries.	
Goal 9J Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.	**Consistent.** As discussed in Section 4.15, *Public Services*, in the Initial Study (included as Appendix A), the Proposed Project would not develop any flammable habitable structures, and a maximum of two employees would be required to operate the proposed truck and chassis parking lot at a given time. Therefore, the Proposed Project is not anticipated to generate a substantial increase in fire service demands.
Objective 9.16 Monitor and forecast demand for existing and projected fire facilities and service.	
Policy 9.16.1 Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions.	
Objective 9.19 Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.	
Policy 9.19.2 Maintain special fire-fighting units at the Port of Los Angeles, Los Angeles International Airport, and Van Nuys Municipal Airport capable of responding to special emergencies unique to the operations of those facilities.	
Policy 9.20.1 Develop library standards dealing with the facilities' net floor area, the appropriate number of permanent collection books per resident, and their service radius.	**Consistent.** As discussed in Section 4.14, *Population and Housing*, in the Initial Study (included as Appendix A), the Proposed Project is not expected to directly or indirectly result in population growth. Therefore, there is not an expected increase in usage of libraries due to the Proposed Project.

Framework Goal, Objective, or Policy	Project Consistency
Objective 9.21 Ensure library services for current and future residents and businesses.	**Consistent.** As discussed in Section 4.14, *Population and Housing*, in the Initial Study (included as Appendix A), the Proposed Project is not expected to directly or indirectly result in population growth. Therefore, there is not an expected increase in usage of libraries due to the Proposed Project.
Goal 9M A supply of electricity that is adequate to meet the needs of Los Angeles Department of Water and Power electric customers located within Los Angeles.	**Consistent.** As discussed in Section 4.19, *Utilities and Service Systems*, in the Initial Study (included as Appendix A), the Proposed Project would connect to existing electric infrastructure and would not require the construction of new electrical facilities.
Objective 9.26 Monitor and forecast the electricity power needs of Los Angeles' residents, industries, and businesses.	
Objective 9.28 Provide adequate power supply transmission and distribution facilities to accommodate existing uses and projected growth.	
Objective 9.31 Work constructively with the Los Angeles Unified School District to monitor and forecast school service demand based upon actual and predicted growth.	**Consistent.** As discussed in Section 4.15, *Public Services*, in the Initial Study (included as Appendix A), the Proposed Project would not induce direct population growth which would increase demand on school services. The Proposed Project would be required to comply with the school impact fee assessment. Pursuant to SB 50, payment of school impact fees constitutes complete mitigation under CEQA for Proposed Project-related impacts to school services.
Goal 9P Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building facade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.	**Consistent.** As discussed in Section 5.1, *Aesthetics*, the Proposed Project would install pole mounted LED fixtures in the parking lot and driveway that are designed to face downward directly on the parking lot in order to minimize spillover and glare in the Proposed Project vicinity.
Objective 9.40 Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.	
Policy 9.40.1 Require lighting on private streets, pedestrian oriented areas, and pedestrian walks to meet minimum City standards for street and sidewalk lighting.	
Policy 9.40.2 Require parking lot lighting and related pedestrian lighting to meet recognized national standards.	
Policy 9.40.4 Establish regulations and standards which eliminate the adverse impacts due to light pollution, light trespass, and glare for the area lighting of rail yards, transit yards, trucking facilities, and similar facilities.	

San Pedro Community Plan

The Proposed Project site is located adjacent to the San Pedro Community Plan area. The San Pedro Community Plan is a collaborative effort between City staff and residents, businesses, developers, design professionals, and property owners, the Community Plan sets forth actions to achieve the community's vision. The Community Plan's importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives. As shown in Table 5.9-4, the Proposed Project would be consistent with the applicable goals and policies in the San Pedro Community Plan.

Table 5.9-4: San Pedro Community Plan Consistency

Community Plan Goal or Policy	Project Consistency
Land Use (LU) Element	
Goal LU13 A safer, greener port neighbor for San Pedro that provides jobs, commerce, and coastal recreational access for residents, and together with Downtown San Pedro, provides a regional destination.	**Consistent.** The Proposed Project would develop a truck and chassis parking lot that would provide parking for trucks and support existing trade and commerce within the port as well as require two employees onsite at any given time during operation.
Policy 13.3 Support efforts to "Green the Ports," including measures that improve air and water quality, reduce vehicle emissions, and enhance coastal resources.	**Consistent.** As discussed in Section 5.2, *Air Quality*, the Proposed Project would not exceed any thresholds set by SCAQMD regarding air quality and criteria air pollutants. Further, the Proposed Project would comply with existing truck regulations, which would reduce future emissions from the POLA. Additionally, as discussed in Section 4.10, *Hydrology and Water Quality*, of the Initial Study (included as Appendix A), the Proposed Project would implement BMPs which would limit any impacts to water quality.
Goal LU14 Industrial uses that provide job opportunities, particularly for residents, and minimize environmental and visual impacts to the community.	**Consistent.** The Proposed Project is expected to generate two additional jobs in the area. In addition, as discussed in Section 4.1, *Aesthetics*, to the Initial Study (included as Appendix A), the construction of a truck and chassis parking lot would not impact views from the San Pedro community looking towards the Pacific Ocean.
Policy 14.1 Retain Industrial land use designations to maintain the industrial employment base for existing and new businesses that provide higher-skilled and high wage manufacturing and research/ development jobs, particularly those in port-related and maritime industries.	**Consistent.** The Proposed Project would be consistent with the Project site's M2 and M3 land use designation. The Proposed Project would assist in Port-related activities and bring two additional jobs to the area.
Policy 14.2 Large Industrial designated parcels located in predominantly industrial areas shall not be developed with other uses that do not support the industrial base of the City and community.	
Goal LU15 Land use compatibility between industrial, residential and commercial uses, improving the aesthetic quality and design of industrial areas.	

Community Plan Goal or Policy	Project Consistency
Policy LU15.3 Encourage streetscape improvements such as street trees, sidewalks, landscaping, lighting, and undergrounding of utilities.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover approximately 39 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers. Native hydroseed mix would be applied to the unpaved portions surrounding the parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation. The Proposed Project would install pole mounted LED fixtures in the parking lot and driveway to provide illumination during evening and overnight operations.
Mobility (M) Element	
Goal M1 A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.	**Consistent.** As discussed in Section 5.11, *Transportation,* the bike lanes on John S. Gibson Boulevard would continue to exist after Project implementation. There are currently no sidewalks along the Project frontage and there are none proposed, however the sidewalk on the eastern side of John S. Gibson Boulevard would continue to exist.
Goal M3 A pleasant street environment throughout San Pedro that is universally accessible, safe, and convenient for pedestrians.	**Consistent.** As discussed in Section 3.0, *Project Description,* Proposed Project improvements include street trees, lighting, and ornamental landscaping along the Proposed Project boundary bordering John S. Gibson Boulevard. The Proposed Project would not result in any impacts to the existing sidewalk on the eastern side of John S. Gibson Boulevard.
Policy M3.3 Maintain sidewalks, streets and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the hot sun, and street lighting that provides for safety during the night.	
Goal M10 A community where goods and services can be delivered to its residents and businesses safely and efficiently, while maintaining the community's character and quality of life.	**Consistent.** As discussed in Section 5.11, *Transportation,* the Proposed Project site is located adjacent to the I-110 Freeway and provides easy access between the POLA and the I-110 Freeway. Trucks accessing the site would utilize John S. Gibson Boulevard from I-110 and would not pass through any residential areas.
Policy M10.1 Site regional distribution centers and other industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods.	
Policy M10.3 Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles.	**Consistent.** As discussed in Section 5.11, *Transportation,* the Proposed Project would construct a 40-foot-wide driveway and a queuing length of 850-feet would be provided to ensure that trucks do not queue onto John S. Gibson Boulevard.

Community Plan Goal or Policy	Project Consistency
Policy M13.2 Encourage development adjacent to a Scenic Highway to integrate public view protection of scenic vistas to the maximum extent feasible; to be adequately landscaped to soften the visual impact of development; and where appropriate, provide access, hiking or biking trails, a turn out, vista point or other complementary facility.	**Consistent.** As discussed in Section 5.1, *Aesthetics*, there are no State Designated Scenic Highways in the vicinity of the site. However, the Proposed Project would be developed on the northeast side of John S. Gibson Boulevard, which is a City of Los Angeles designated Scenic Highway. The Proposed Project would be developed at a higher elevation, facing away from the scenic views of the port provided by John S. Gibson Boulevard. Therefore, there would be no impacts related to Scenic Highways.
Community Facilities and Infrastructure (CF) Element	
Goal CF1 Sufficient police facilities and personnel to protect the community from criminal activity and reduce the incidence of crime.	**Consistent.** As discussed in Section 4.15, *Public Services*, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with this policy with the implementation of security watches from onsite employees and use of security lighting.
Policy CF1.1 Maintain police facilities and services at a level that is adequate to protect the San Pedro community.	
Goal CF2 Sufficient facilities to provide fire protection and emergency medical services to residents, visitors and businesses.	**Consistent.** As discussed in Section 4.15, *Public Services*, in the Initial Study (included as Appendix A), the Los Angeles Fire Department has a current average response time of 7 minutes for EMS services, below their 9-minute threshold. Implementation of the Proposed Project would not result in an increase of fire service demands that would increase response times. There are no impacts related to police or fire response times as the Proposed Project would not create any flammable structures and would install additional security lighting for the area.
Goal CF3 Adequate library facilities and services that meet the needs of residents and business employees for self-learning, and cultural and academic enrichment.	**Consistent.** As discussed in Section 4.15, *Public Services*, in the Initial Study (included as Appendix A), the Proposed Project would not induce direct population growth and would therefore not create an increase in demand for library services.
Goal CF4 Provision of appropriate locations and adequate facilities for public schools to serve the needs of current and future residents in the community.	**Consistent.** As discussed in Section 4.15, *Public Services*, in the Initial Study (included as Appendix A), the Proposed Project would not induce direct population growth. The Proposed Project would be required to comply with the school impact fee assessment. Pursuant to SB 50, payment of school impact fees constitutes complete mitigation under CEQA for Proposed Project-related impacts to school services.
Goal CF7 The preservation of a healthy and safe street tree population to maximize the benefits gained from the urban forest, such as air quality improvement and aesthetic enhancement.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Project would implement landscaping including street trees along John S. Gibson Boulevard.

Community Plan Goal or Policy	Project Consistency
Policy CF7.2 Include on-site trees in new development projects whenever possible. **Policy CF7.4** Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in the City.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover 38.97 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers. Native hydroseed mix would be applied to the unpaved portions surrounding the parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation.
Policy CF8.2 Require water conservation measures/ devices that limit water usage for all new municipal and private projects and major alterations to existing municipal and private facilities.	**Consistent.** As discussed in Section 4.19, *Utilities and Service Systems*, in the Initial Study (included as Appendix A), water use from the proposed truck and chassis lot is anticipated to result in a negligible increase in water demand. The restroom buildings onsite are expected to require approximately 16,235 gallons of water per day based on the City of wastewater generation factor from the City of Los Angeles Bureau of Engineering. Water service would be provided for the site by the LADWP. In addition, the proposed landscaping would use native or drought-tolerant plants, and the irrigation system would primarily rely on reclaimed rainwater when available. The Proposed Project would not result in a substantial increase in water use on.
Policy CF9.1 Require that wastewater flows be minimized in existing and future developments through stricter water conservation measures (e.g. xeriscaping landscaping and installation of low-flow toilet requirements), recycling efforts and other features that reduce on-site wastewater output.	**Consistent.** As discussed in Section 4.19, *Utilities and Service Systems*, in the Initial Study (included as Appendix A), water use from the proposed truck and chassis lot is anticipated to result in a negligible increase in water demand. The restroom buildings onsite are expected to require approximately 16,235 gallons of water per day based on the City of wastewater generation factor from the City of Los Angeles Bureau of Engineering. Water service would be provided for the site by the LADWP. In addition, the proposed landscaping would use native or drought-tolerant plants, and the irrigation system would primarily rely on reclaimed rainwater when available. The Proposed Project would not result in a substantial increase in water use and would have a less-than-significant impact on water supplies and water delivery systems.
Policy CF9.2 Promote the use of recycled water in new industrial developments.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Proposed Project would use recycled water for landscaping irrigation.
Policy CF9.3 Promote advanced waste reduction and diversion methods for all wastewater and solid waste treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation. **Policy CF10.2** Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping.	**Consistent.** As discussed in Section 4.19, *Utilities and Service Systems,* of the Initial Study (included as Appendix A), a minimum of 65 percent of nonhazardous construction and demolition waste would be either reused or recycled. Operation of the proposed truck and chassis parking lot is anticipated to generate approximately 503.6 tons of solid waste per year. Pursuant to AB 341, 75 percent of solid waste produced through Proposed Project operation would be recycled.

Community Plan Goal or Policy	Project Consistency
Goal CF11 Provision of a storm drainage system that reduces the flow of stormwater to the storm drain system and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with the NPDES municipal stormwater permit, which includes implementing BMPs during construction activities as well as a Project specific Water Quality Management Plan including BMPs to be used for drainage in Proposed Project design and operation.
Policy CF11.1 Maximize the capture and reuse of stormwater.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), existing drainages would be utilized, and new rain cisterns and storm drains would be constructed to capture and direct runoff off site. Irrigation for the landscape area would use captured and reclaimed rainwater.
Policy CF11.2 Encourage the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible.	
Policy CF11.3 Increase opportunities for stormwater infiltration and groundwater recharge.	**Consistent.** As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), groundwater in the Proposed Project vicinity is located south of the Dominguez Gap Barrier designed to mitigate saltwater intrusion and experiences seawater intrusion in the San Pedro Bay, making it non-potable. Groundwater beneath the site is not a source of drinking water and the quality is poor. The Proposed Project site is also not used or designated for groundwater recharge.
Policy CF13.1 Ensure efficient and effective energy management while providing appropriate levels of lighting to meet safety needs.	**Consistent.** As discussed in Section 5.5, *Energy,* the Proposed Project would be required to be consistent with the CalGreen Building Code to ensure efficient use of energy for the use of on-site lighting.

Wilmington- Harbor City Community Plan

A portion of the site is within the Wilmington-Harbor City Community Plan Area. The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan Area. The Plan also seeks to enhance community identity and recognize unique neighborhoods within the Plan Area. As shown in Table 5.9-5, the Proposed Project would be consistent with the applicable goals and policies in the Wilmington-Harbor City Community Plan.

Table 5.9-5: Wilmington-Harbor City Community Plan Consistency

Community Plan Goal or Policy	Project Consistency
Land Use Element	
Objective 3-1 To provide locations for future industrial development and employment which are convenient to transportation facilities and compatible with surrounding land use.	**Consistent.** The Proposed Project would develop a and chassis parking lot that would provide parking for trucks serving the adjacent port as well as require two employees onsite at any given time during operation.
Policy 3-1.4 Land use compatibility should be achieved by including environmental protection standards and health and safety requirements in the design and operation of industrial facilities, including the following measures: • Mitigation measures for the handling, storage or transfer of dry bulk commodities for the purposes of reducing the potential of explosion or fire and reducing the emission of dust or other particulate matter to insignificant levels. • Strict compliance with all applicable air quality standards. These standards include that all parking areas, driveways and storage areas be paved to relieve dust. • Measures to abate noise, odors and chemical discharges in the site design of industrial facilities. • Small-scale, on-site treatment and disposal of industrial hazardous wastes and mobile hazardous waste treatment services as effective alternatives to centralized treatment and disposal facilities and the inherent transportation risks associated with the latter. • When a facility is proposed which will involve on site treatment and disposal of industrial hazardous wastes and mobile hazardous waste treatment services, and the handling, transfer of storage of commodities categorized by law as hazardous, it is the policy to require an analysis of risk problems which may arise within the facility itself and which may affect adjacent facilities or areas be made and the results used in locating, designing, constructing and regulating the operation of the proposed facility. • Energy conservation in site and architectural designs, and internal energy management programs to minimize overall energy consumption.	**Consistent.** As discussed in Section 5.2, *Air Quality*, the Proposed Project would not exceed any thresholds set by SCAQMD regarding air quality and criteria air pollutants. The Proposed Project would comply with existing truck regulations, which would reduce future emissions from the POLA. In addition, as discussed in Section 5.8, *Hazards and Hazardous Materials*, construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures.
Objective 3-2 To retain industrial lands for industrial use to maintain and expand the industrial employment base for the community residents.	**Consistent.** The Proposed Project would develop a truck and chassis parking lot near the POLA to serve existing Port activities. In addition, the Proposed Project would provide two job opportunities and benefit growing POLA operations.
Objective 3-3 To improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact on residential area, and establish a stable environment for quality industrial development.	**Consistent.** As discussed in Section 4.1, *Aesthetics*, to the Initial Study (included as Appendix A), the construction of a truck and chassis parking lot would not impact views from the Wilmington community looking towards the Pacific Ocean.

Community Plan Goal or Policy	Project Consistency
Policy 3-3.1 Require urban design techniques, such as appropriate building orientation and scale, landscaping, buffering and increased setbacks in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.	**Consistent.** As discussed in Section 3.0, *Project Description,* Proposed Project improvements include street trees, lighting, and ornamental landscaping along the Proposed Project boundary bordering John S. Gibson Boulevard. The Proposed Project would not result in any impacts to the existing sidewalk on the eastern side of John S. Gibson Boulevard.
Objective 8-1 To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.	**Consistent.** As discussed in Section 4.15, *Public Services*, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with this policy with the implementation of security watches from onsite employees and use of security lighting.
Policy 8-1.1 Consult with Police department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.	**Consistent.** As discussed in Section 4.15, *Public Services*, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with this policy with the implementation of security watches from onsite employees and use of security lighting.
Objective 9-1 Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.	**Consistent.** As discussed in Section 4.15, *Public Services*, in the Initial Study (included as Appendix A), the Los Angeles Fire Department has a current average response time of 7 minutes for EMS services, below their 9-minute threshold. Implementation of the Proposed Project would not result in an increase of fire service demands that would increase response times. There are no impacts related to fire response times as the Proposed Project would not create any flammable structures and would install additional security lighting for the area.
Policy 9.1-1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	
Objective 13-1 To promote an adequate system of safe bikeways for commuter, school and recreational use.	**Consistent.** As discussed in Section 5.11, *Transportation*, the bike lanes on John S. Gibson Boulevard would continue to exist after Project implementation.
Objective 13-2 To promote pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school, recreational use, economic activity, and access to transit facilities.	**Consistent.** As discussed in Section 5.11, *Transportation*, the bike lanes on John S. Gibson Boulevard would continue to exist after Project implementation. There are currently no sidewalks along the Project frontage and there are none proposed, however the sidewalk on the eastern side of John S. Gibson Boulevard would continue to exist.
Objective 15-1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.	**Consistent.** As discussed in the Traffic Impact Analysis (included as Appendix J) the Proposed Project would not result in a deficiency in LOS.
Policy 15-1.3 New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.	**Consistent.** As discussed in Section 5.11, *Transportation*, the Proposed Project would include the construction of a new 40-foot-wide access road and driveway off John S. Gibson Boulevard with an adequate queuing length of 850 feet.
Policy 16-2.2 Driveway access points onto arterial, and collector streets should be limited in number and be	

Community Plan Goal or Policy	Project Consistency
located to insure the smooth and safe flow of vehicles and bicycles.	
Objective 17-1.1 To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.	**Consistent.** As discussed in Section 5.4, *Cultural Resources*, Phase I and Phase II Cultural Resources Assessments (included as Appendix D) were prepared for the Proposed Project and included mitigation measures to ensure that archaeological resources within the Project site are protected. In addition, a Paleontological Resources Assessment (included as Appendix E) was prepared, and mitigation was included to ensure impacts would remain less-than-significant.
Objective 18-2 To continue to develop and operate the Port of Los Angeles to provide economic, employment, and recreational benefits to neighboring communities.	**Consistent.** The Proposed Project would develop a truck and chassis parking lot near the POLA to serve existing Port activities. In addition, the Proposed Project would provide job opportunities and benefit growing POLA operations.
Policy 18-3.2 Upgrade the circulation system both internal and external to the Port to promote efficient transportation routes to employment, waterborne commerce, and commercial and recreational areas, and to divert Port-related traffic away from adjacent residential and commerce areas.	**Consistent.** The Proposed Project would result in a truck and chassis parking lot which would service port activities. The Project would not result in additional trips to the area but would be utilized to facilitate existing movement of goods throughout the Port. While a portion of the Proposed Project site has a POLA PMP designation of Open Space, an Open Space use on the site would be incompatible with the surrounding industrial uses. With approval of the PMP amendment to Maritime Support, the site would support the surrounding industrial and cargo-handling uses.
Policy 18-3.3 Port land acquisitions and development in Wilmington should bring about the timely removal of blighting activities and their replacement with uses consistent with Port development objectives and which enhance the physical, visual and economic environment of the community.	
Policy 19-1.2 The policy is to not permit the development of new or expanded industrial facilities involved in the handling, transfer, or storage of commodities categorized by law as hazardous if it is found that such facilities would adversely affect the general welfare or community development.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials*, the Project site would be developed as a truck and chassis parking lot, operations of which would generally involve limited quantities of hazardous materials such as diesel, automobile gas, automobile oil, and pesticides. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Proposed Project. Should any future business that occupies the Project site handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a permit from the Los Angeles Fire Department Certified Unified Program Agency.
Policy 19-1.4 New and/or expanded industrial facilities to be sited to provide a sufficient open space, landscaped and maintained buffer area to minimize adverse impacts on surrounding property.	**Consistent.** As discussed in Section 3.0, *Project Description*, the Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover 38.97 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers. Native hydroseed mix would be applied to the unpaved portions surrounding the parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation.

Port of Los Angeles Master Plan

A portion of the Proposed Project site has a POLA PMP designation of Open Space and is located in Planning Area 2, with the exception of APN 7440-016-001 which is located outside of the POLA PMP, as shown on Figure 3-6, *Existing Port Master Plan Designation*. Implementation of the Proposed Project would require a LAHD PMP Amendment for the APNs within the master plan to change the land use from Open Space to Maritime Support. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities. The truck and chassis parking lot would be consistent with this use as it would help facilitate the movement of trucks for Port activities. Furthermore, as shown in Table 5.9-5, the Proposed Project would be consistent with applicable PMP Goals and Policies.

Table 5.9-6 Port of Los Angeles Master Plan Consistency

Master Plan Goal or Policy	Project Consistency
Goal 1 Development and the land uses designated on Port land should be compatible with surrounding land uses in order to maximize efficient utilization of land and minimize conflicts. Individual terminals within the Port should be compatible with neighboring Port tenants. When incompatible, port areas should be deliberately redeveloped or relocated to eliminate the conflict. Cargo handling facilities should be primarily focused on Terminal Island and other properties that are buffered from the neighboring residential communities of San Pedro and Wilmington. Non-water dependent use facilities should be eliminated from Port cargo-designated waterfront properties. Land use decisions should also take into consideration opportunities for Port tenants to grow and expand their businesses.	**Consistent.** The Proposed Project would result in a truck and chassis parking lot which would service port activities. The nearest residences to the site are located southwest of the Project site and are buffered by the I-110 freeway. The Proposed Project would not result in additional cargo trips to the area but would be utilized to facilitate existing movement of goods throughout the Port. While a portion of the Proposed Project site has a POLA PMP designation of Open Space, an Open Space use on the site would be incompatible with the surrounding uses as there are industrial and port uses adjacent to the Project site. With approval of the PMP amendment to Maritime Support, the site would support the surrounding industrial and cargo-handling uses.
Policy 1.1 Develop new commercial or industrial projects within, contiguous with, or in close proximity to existing developed areas able to accommodate it with adequate public services.	**Consistent.** The Proposed Project would develop a truck and chassis parking lot adjacent to port activities. The new parking lot would provide closer access for trucks to Port activities.
Policy 1.2 Protect coastal areas for port-related developments and water dependent developments.	**Consistent.** The Proposed Project would result in a truck and chassis parking lot which would service port activities. The Project would not result in additional cargo trips to the area but would be utilized to facilitate existing movement of goods throughout the Port. With approval of the PMP amendment, the site would better support the surrounding industrial and cargo-handling uses consistent with the Maritime Support designation.
Policy 1.4 Coastal areas and waters in the Port suitable for water-oriented recreational activities shall be protected for such uses where they do not interfere with commercial or hazardous operations or activities of the Port and its tenants.	**Consistent.** A water-oriented recreational use on the site would be incompatible with the surrounding uses as there are industrial and port uses adjacent to the Project site. The nearest residences to the site are located southwest of the Project site and are buffered by the I-110 freeway. With approval of the PMP amendment to Maritime Support, the site would support the surrounding industrial and cargo-handling uses.

Master Plan Goal or Policy	Project Consistency
Policy 2.1 Locate, design, and construct port-related projects to (1) minimize substantial adverse impacts, (2) minimize potential traffic conflicts between vessels, (3) prioritize the use of existing land space for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities, (4) provide for other beneficial uses including, but not limited to, recreation and wildlife habitat uses, to the extent feasible, and (5) encourage rail service to port areas and multicompany use of facilities.	**Consistent.** The Proposed Project would result in a truck and chassis parking lot which would service port activities. The Project would not result in additional cargo trips to the area but would be utilized to facilitate existing movement of goods throughout the Port. With approval of the PMP amendment, the site would better support the surrounding industrial and cargo-handling uses consistent with the Maritime Support designation.
Goal 3 The Port should continue its commitment to accommodating a variety of water-dependent cargo handling facilities, including container, breakbulk, dry bulk, and liquid bulk uses. While revenues generated from each land use vary, overall plans for the Port should allow for some capacity for different modes of cargo to serve the larger economic and public interest of the State. Ancillary uses, such as ship and boat repair, harbor craft, and barge and tug operations, are vital support industries and are also important customers that should be prioritized, based on need. Additionally, existing commercial fishing and recreational boating facilities will be protected consistent with the policies of the Coastal Act.	

Other Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The Proposed Project would comply with the following plans which would further reduce potential impacts.

Air Quality Management Plan

The current AQMP is the 2022 AQMP, adopted in December 2022. A project is considered consistent with the AQMP if it would not result in or cause California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) violations. In addition, the SCAQMD considers a project consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. As discussed in Section 5.3, *Air Quality*, development of the Proposed Project would not exceed emissions thresholds and therefore would not conflict with the AQMP.

Los Angeles Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Los Angeles is within the jurisdiction of the LARWQCB. The LARWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Los Angeles Basin Plan has been in place since 1971, (with updates in 1994, 2010, and 2014) with the goal of protecting public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water. As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with the NPDES municipal stormwater permit, which includes implementing SWPPP BMPs to address potential stormwater pollutants during construction activities as well as a LID plan including BMPs to be used for drainage in Proposed Project design and operation. Thus, the Project would be consistent with the LARWQCB.

5.9.7 CUMULATIVE IMPACTS

Cumulative projects in the POLA and City of Los Angeles would have the potential to result in a cumulative impact if they would, in combination with the Proposed Project, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Cumulative projects in the City of Los Angeles would utilize regional planning documents such as SCAG's RTP/SCS during planning, and the City's General Plan would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in this jurisdiction would be required to comply with the applicable land use plan or they would not be approved without a general plan amendment. Additionally, pursuant to COLA CEQA transportation guidelines (City of Los Angeles Transportation Assessment Guidelines, August 2022) and as discussed in Sections 5.11 and 5.9.6, this project would not have cumulative transportation impact.

As the Proposed Project requires a POLA PMP amendment to change the PMP designation of the site, the Proposed Project would be consistent with the POLA PMP land use designation after the amendment and would be compatible with surrounding industrial uses. Determining whether any future projects might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications which are not currently filed might request. Future projects that would require an amendment would have to demonstrate zoning consistency with the surrounding area before being permitted by local jurisdictions. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, impacts from the Proposed Project would not be cumulatively considerable.

5.9.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impact LU-2 would be less-than-significant.

5.9.9 MITIGATION MEASURES

None required.

5.9.10 LEVELS OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory requirements ensures impacts related to land use and planning would be less-than-significant. No significant and unavoidable land use and planning impacts would occur.

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5.10 Noise

5.10.1 INTRODUCTION

This section evaluates the potential noise impacts that would result from implementation of the Proposed Project. It discusses the existing noise environment within and around the Project site, as well as the regulatory framework for regulation of noise. This section analyzes the effect of the Proposed Project on the existing ambient noise environment during construction and operational activities, and evaluates the Proposed Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following City documents and reports prepared by LSA Associates, Inc.:

- *City of Los Angeles Municipal Code (2023)*
- *Port Master Plan,* Adopted September 2018 (POLA, 2018)
- *Noise and Vibration Impact Analysis,* LSA Associates, Inc., October 2022 (LSA, 2024b), Appendix I

Noise and Vibration Terminology

Various noise descriptors are utilized in this EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

L_{eq}: The equivalent sound level, which is used to describe noise over a specified period of time, typically one hour, in terms of a single numerical value. The L_{eq} of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The L_{eq} may also be referred to as the average sound level.

L_{max}: The instantaneous maximum noise level experienced during a given period of time.

L_{min}: The instantaneous minimum noise level experienced during a given period of time.

Lx: The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

Ldn: Also termed the "day-night" average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The "ambient noise level" is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be to those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over soft surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA at 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source (LSA, 2023b).

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement (LSA, 2023b).

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment (such as laboratory equipment and microelectronics manufacture).

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. At 90 VdB vibration is distinctly felt by humans (LSA, 2023b).

5.10.2 REGULATORY SETTING

5.10.2.1 Federal Regulations

There are no federal regulations concerning noise or vibration impacts that are applicable to the Project. However, the Federal Transit Administration (FTA) has adopted noise and vibration criteria for use in evaluating noise and vibration impacts from construction activities.

FTA Detailed Assessment Construction Noise Criteria

The FTA Detailed Assessment Construction Noise Criteria are used to assess the potential impact of construction noise on sensitive receptors, such as residential areas, schools, and hospitals. The criteria are based on the equivalent sound level (L_{eq}) measured in decibels (dBA). Table 5.10-1 lists the daytime construction noise level limits for activities that occur within the exempted hours.

Table 5.10-1: Detailed Assessment Construction Noise Criteria

Receptor (Location)	Daytime 1-hour Leq (dBA)[1]
Residential	80
Commercial	85
Industrial	90

Source: Transit Noise and Vibration Impact Assessment Manual (FTA, 2018).
[1]This analysis conservatively assumes that the hourly Leq calculated could occur for 8 hours in a given work day.
dBA = A-weighted decibels
Leq = equivalent continuous sound level

FTA Construction Vibration Damage Criteria

The FTA Vibration Damage Criteria Guidelines provide a framework for assessing the potential for vibration-induced damage to buildings and other structures from transit projects. The guidelines are based on national and international standards, as well as experience on human response to building vibration. They are used to determine whether vibration levels from a transit project are likely to cause damage to nearby structures. As suggested in the FTA Manual, the guidelines are as shown below in Table 5.10-2.

Table 5.10-2: Construction Vibration Damage Criteria

Building Category	Peak Particle Velocity (PPV) (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Industrial Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: Transit Noise and Vibration Impact Assessment Manual (FTA, 2018).
in/sec = inch/inches per second

5.10.2.2 State Regulations

There are no State regulations concerning noise or vibration impacts that are applicable to the Proposed Project. However, the Governor's Office of Planning and Research (OPR) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as shown below in Table 5.10-3.

5.10.2.3 Local Regulations

City of Los Angeles General Plan

The primary focus of the Noise Element within the General Plan is to provide policymakers with guidance when making decisions about land use and when implementing noise regulations to minimize the extent to which citizens are exposed to high levels of noise (City of Los Angeles, 1999). The subsequent objectives and policies, which pertain to the Proposed Project, are derived from the Noise Element outlined in the City's General Plan and are as follows:

Objective 2 (**Non-airport**). Reduce or eliminate non-airport related intrusive noise, especially relative to noise-sensitive uses.

Policy 2.1 Enforce and/or implement applicable City, State, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

Objective 3 (**Land Use Development**). Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

According to the City's Noise Element, an exterior noise environment up to 70 dBA CNEL is "conditionally acceptable" for noise sensitive uses (e.g., residential, hotel, school). In addition, noise levels up to 75 dBA CNEL are "normally unacceptable", while noise levels at 75 dBA CNEL and above are "clearly unacceptable" for residential. Table 5.10-3 provides the exterior noise standard associated with various land uses, and summarizes the Noise Element guidelines, which are based on OPR guidelines from 1990.

Table 5.10-3: City of Los Angeles Noise Land Use Compatibility

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	U/C	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

Source: Noise Element of the Los Angeles City General Plan.
A: Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.
C: Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.
N: Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.
U: Clearly unacceptable. New construction or development generally should not be undertaken. 1 Based on the Governor's Office of Planning and Research, "General Plan Guidelines," 1990. To help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels.

City of Los Angeles Municipal Code

Chapter XI, Noise Regulation, of the City of Los Angeles Municipal Code (LAMC) establishes acceptable ambient sound levels. Its purpose is intended to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones. In addition, the Noise Regulation provides procedures and criteria for the measurement of the sound level of noise sources. These procedures recognize and account for differences in the perceived level of different types of noise and/or noise sources. The subsequent regulations, which pertain to the Proposed Project, are derived from the City's Municipal Code and are as follows:

Section 111.02. The LAMC provides procedures and criteria for the measurement of the sound level of "offending" noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people's increased tolerance for short-duration noise events, the Noise Regulations provide a 5 dBA allowance for a noise source that causes noise lasting more than 5 but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting 5 minutes or less in any one-hour period.

Section 111.03. The LAMC provides that in cases where the actual ambient conditions are not known, the City's presumed daytime (7:00 AM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM) minimum ambient noise levels should be used. The presumed ambient noise levels for these areas where the actual ambient conditions are not known as set forth in the LAMC are provided in Table 5.10-4.

Table 5.10-4: City of Los Angeles Presumed Ambient Noise Levels

Zone	Presumed Ambient Noise Level (dBA)	
	Day	Night
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65

Source: City of Los Angeles Municipal Code (2023)
dBA = A-weighted decibels

Section 41.40. The LAMC prohibits construction noise between the hours of 9 p.m. and 7 a.m. on any given day. In addition, the code prohibits noise from construction equipment within 500 feet of a residential zone before 8 a.m. or after 6 p.m. on any Saturday or national holiday or at any time on Sunday.

Section 112.05. The LAMC requires that between the hours of 7 a.m. and 10 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

a) 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;
b) 75 dB(A) for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools; or
c) 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

The noise limits for particular equipment listed above in (a), (b), and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the United States Environmental Protection Agency (EPA) and published in the Federal Register.

However, the noise limitations above would not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment. The aforementioned limitations apply only to construction in residential zones or within 500 feet thereof.

5.10.3 ENVIRONMENTAL SETTING

To assess the existing noise level environment, 24-hour noise level measurements were taken at two locations, which are shown in Figure 5.10-1. The noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the vicinity of the Project site are dominated by transportation-related noise. This includes the auto and heavy truck activities on study area roadways. A description of these locations and the existing noise levels are provided in Table 5.10-5.

Table 5.10-5: Long-Term 24-Hour Ambient Noise Monitoring Results

Location[1]		Daytime Noise Levels[1] (dBA L_{eq})	Evening Noise Levels[2] (dBA L_{eq})	Nighttime Noise Levels[3] (dBA L_{eq})	Average Daily Noise Levels (dBA CNEL)
LT-1	Northeast property line of 2001 John S. Gibson Blvd #1, San Pedro, CA 90731 on a fence bordering the Project site.	57.8 – 61.3	56.4 – 58.7	53.0 – 60.2	63.9
LT-2	Northeast of John S. Gibson Boulevard and Harry Bridges Boulevard at a park near a tree.	67.1 – 71.2	65.9 – 67.9	63.0 – 67.7	72.4

Source: LSA, 2024b (EIR Appendix I)
[1] See Figure 5.10-1 for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix I
"Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks typically generate groundborne vibration velocity levels of around 0.076 in/sec PPV at a distance of 25 feet (FTA, 2018).

Sensitive Receptors

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residences, schools, hospitals, and recreation areas. There are no sensitive receptors within a 1,000-foot radius of the Project site. The closest sensitive receptors to the Project site are single-family homes located southwest of the Project site, approximately 1,366 feet from the western-most point of the Project property line. The closest receptor for vibration is the Ports of America insurance company located approximately 25 feet southwest of the Project site.

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Noise Monitoring Locations

- Project Site Boundary

LT-1 - Long-term Noise Monitoring Location

John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 5.10-1

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5.10.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

NOI-1 Generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

NOI-2 Generate excessive groundborne vibration or groundborne noise levels;

NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The Initial Study documented that the Proposed Project would have no impacts related to Threshold NOI-3 and no further assessment of this impact is required in this EIR.

Construction Noise Thresholds

Construction noise impacts would occur if Project-related construction activities:

- Occur between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday and National Holidays, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 A.M. to 9:00 P.M.; and Saturdays and National Holidays between 8:00 A.M. to 6:00 P.M.) (LAMC Section 41.40); or
- Create noise levels at the nearby sensitive receiver locations which exceed the LAMC noise level thresholds of 75 dBA (LAMC Section 112.05); or
- Create a noise level increase of 5 dBA over the existing average ambient noise level at the adjacent property lines (LAMC Section 111.02).

Construction Vibration Thresholds

Construction vibration impacts would occur to buildings (assumes industrial non-engineered timber and masonry buildings) if Project-related construction activities generate vibration levels which exceed the FTA Transit Noise and Vibration Impact Assessment Manual vibration threshold of 0.20 PPV in/sec at receiver locations (see Table 5.10-2). The FTA threshold at which vibration levels would result in human annoyance would be 78 VdB for daytime residential uses, 84 VbD for office uses, and 90 VbD for industrial uses.

On-Site Operational Noise Thresholds

Operational noise impacts would occur if Project-related operational noise levels:

- Create a noise level increase of 5 dBA over the existing average ambient noise level at the adjacent property lines (LAMC Section 111.02); or
- Create a noise level above the 50 dBA daytime and 40 dBA nighttime ambient noise levels for residential zones (see Table 5.10-4); or
- Create a noise level above 60 dBA anytime and 55 or 65 dBA nighttime ambient noise levels for commercial and industrial zones (see Table 5.10-4).

Off-Site Traffic Noise Thresholds

The City of Los Angeles and Los Angeles Harbor Department have not established noise standards for traffic-related noise; therefore, for purposes of this CEQA analysis, standards from the Federal Interagency Committee on Noise (FICON) are used to evaluate the significance of Project-related traffic noise (LSA,

2023b). Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative exposure metrics, such as the average-daily noise level (i.e., CNEL). The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. For example, if the ambient noise environment is very quiet and a new noise source substantially increases localized noise levels, a perceived impact may occur even though the numerical noise threshold might not be exceeded. Therefore, significant noise impacts from off-site traffic would occur when the noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.):

- Are less than 60 dBA CNEL and the Project creates a *readily perceptible* 5 dBA CNEL or greater project-related noise level increase; or
- Range from 60 to 65 dBA CNEL and the Project creates a *barely perceptible* 3 dBA CNEL or greater project-related noise level increase; or
- Already exceeds 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL.

Significant impacts would also occur when the off-site traffic noise levels at existing and future non-sensitive land uses (e.g., industrial, etc.):

- Already exceeds 70 dBA CNEL, and the Project creates a *barely perceptible* 3 dBA CNEL or greater project-related noise level increase.

Operational Vibration Thresholds

Operational vibration impacts would occur if:

- Project-related operational activities generate vibration levels which exceed the FTA Transit Noise and Vibration Impact Assessment Manual vibration threshold for building damage of 0.20 PPV in/sec at receiver locations (see Table 5.10-2 - Industrial Non-engineered timber and masonry buildings). The threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses, 84 VbD for office uses, and 90 VbD for industrial uses.

5.10.5 METHODOLOGY

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the Proposed Project were combined with the existing ambient noise level measurements at the nearest sensitive receiver locations and compared against the FTA's thresholds. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. The noise analysis utilizes reference construction equipment noise levels and usage factors to estimate composite noise levels at 50 feet. Once composite noise levels at 50 feet are calculated, reference noise levels are adjusted for distance to the noise sensitive receptors. The construction noise levels are compared against the FTA's threshold to assess the level of significance associated with temporary construction noise level impacts.

Operational Noise

The primary source of noise associated with the operation of the Proposed Project would be from vehicular and truck trips. The expected roadway noise level increases from vehicular/truck traffic were calculated

using the Federal Highway Administration (FHWA) traffic noise prediction model and the average daily traffic volumes from the Traffic Impact Analysis, included as Appendix J, prepared for the Proposed Project.

As detailed in Section 5.11, *Transportation,* the Proposed Project is anticipated to generate approximately 1,808 daily trips, 225 a.m. peak hour trips and 100 p.m. peak hour trips (based on the Horizon Year [2040]; see Table 5.11-3). The increase in noise levels generated by the vehicular/truck trips have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance listed previously.

Secondary sources of noise would include on-site vehicle and truck movement at the new parking facility. The increase in noise levels generated by these activities have been quantitatively estimated and compared to the applicable noise standards listed previously. Noise levels generated by delivery trucks would be similar to noise readings from trucks during the parking process, which generate a noise level of 76.3 dBA L8 at 20 ft based on measurements taken by LSA for the Richmond Wholesale Meat Distribution Center (LSA, 2016). During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms. These noise levels would occur for a shorter period of time (less than 5 minutes). To present a conservative assessment, it is assumed that truck arrivals and departure activities could occur at 20 stalls in a given hour.

Vibration

Aside from noise levels, groundborne vibration would also be generated by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Project site. Operational vibration could be generated from on-site parking lot truck activities and truck traffic accessing and leaving the site. The potential ground-borne vibration levels resulting from Proposed Project construction and operations equipment were estimated using data published by the FTA. Thus, the groundborne vibration levels generated have been quantitatively calculated and compared to the applicable thresholds of significance listed previously.

5.10.6 ENVIRONMENTAL IMPACTS

IMPACT NOI-1: WOULD THE PROJECT RESULT IN GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

Construction

Less-than-Significant Impact. Noise generated by construction equipment would occur from two types of short-term noise impacts. The first short-term impact relates to construction crew commutes and the transport of construction equipment and materials to the site for the Proposed Project would incrementally increase noise levels on access roads leading to the site. As stated in the Noise and Vibration Impact Analysis (provided as EIR Appendix I), the existing traffic volume on the adjacent John S. Gibson Boulevard is approximately 18,425 daily vehicles (LADOT, 2017). The site preparation and grading phases of construction for the Proposed Project would generate approximately an additional 291 passenger car equivalent (PCE) trips consisting of worker and hauling trips. For reference, one 4+ axle truck is equivalent to approximately 3 passenger trips in PCE. Although a high single-event noise-exposure potential causing intermittent noise nuisance (i.e., passing trucks at 50 ft would generate up to 84 dBA L_{max}) may occur, the effect on the ambient noise levels (as shown in Table 5.10-5) would be small compared to existing daily traffic volumes and resulting traffic noise levels on John S. Gibson Boulevard. As determined in the Noise and Vibration Impact Analysis, construction related vehicle trips would generate an approximate 0.1 dBA CNEL noise increase. This increase would be less than 3 dBA and would not be perceptible. Therefore,

construction-related impacts associated with worker commute and equipment transport to the Project site would be less-than-significant.

The second short-term impact relates to noise generated during Project construction activities consisting of site preparation, grading, paving, and architectural coating on the site. No pile driving would be necessary for Proposed Project construction. Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. Section 41.40 of the LAMC states noise sources associated with construction activities are exempt from noise regulations as long as the activities do not occur between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday and National Holidays, and at any time on Sunday. The Proposed Project's construction activities would occur pursuant to these regulations. Thus, the construction activities would be in compliance with the City's construction-related noise standards.

Moreover, noise levels from construction equipment would range from approximately 77 dBA L_{max} to 85 dBA L_{max} at 50 feet from the noise source. Table 5.10-6 below shows the hourly noise impact for each piece of equipment anticipated to be used during construction.

Table 5.10-6: Construction Reference Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level at 50 Feet (dBA L_{max})[2]
Backhoes	40	80
Compressor	40	80
Dozers	40	85
Excavators	40	85
Flat Bed Trucks	40	84
Front-end Loaders	40	80
Graders	40	85
Paver	50	77
Pneumatic Tools	50	85
Pumps	50	77
Rollers	20	85
Scrapers	40	85
Tractors	40	84

Source: LSA, 2024b (Appendix I, Table I)
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel Program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

Each piece of construction equipment operates as an individual point source and a composite noise level can be calculated when multiple sources of noise operate simultaneously. As calculated in the Noise and Vibration Impact Analysis, the 50-foot composite noise levels would range from 74 dBA L_{eq} to 88 dBA L_{eq}, (Appendix I, Appendix B – Construction Noise Level Calculations), which would occur during the site preparation and grading phases. As it relates to nearest sensitive uses to the Project site and their distance from the boundary of construction activities, the composite noise level of 88 dBA was adjusted as shown in Table 5.10-7.

Table 5.10-7: Construction Noise Level Compliance

Receptor (Location)	Composite Noise Level at 50 ft (dBA L_{eq})[1]	Distance from Edge of Construction Activities (ft)	Composite Noise Level (dBA L_{eq})[2]	Threshold[2]	Threshold Exceeded?
Residential (West)	88	1,366	60	75	No

Source: LSA, 2024b (Appendix I, Table I)
[1] Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Figure 5.10-1.
[2] Construction noise level thresholds correspond to the noise sensitive receiver land use per LAMC Section 112.05.

As shown on Table 5.10-7, construction noise from the Proposed Project at the nearby sensitive receiver locations would reach 60 dBA L_{eq}. As such, construction-related noise impacts would be well below the 75 dBA construction noise level thresholds for daytime construction noise levels as established by the LAMC for residential uses. Therefore, impacts related to construction noise would be less-than-significant.

Operation

Less-than-Significant Impact. This analysis assumes the Proposed Project would be operational 24 hours a day, seven days per week. Business operations would include parking of trucks and loaded and unloaded chassis. As such, the onsite industrial use-related noise sources are expected to include truck movements and parking of trucks. As described previously, the Project site is in a commercial and industrial area, with the nearest noise-sensitive receptors (residences) located over 1,366 feet to the west. The Noise Impact Analysis (Appendix I) calculated the operational source noise levels that would be generated by the Proposed Project and the noise increases that would be experienced at the closest sensitive receptor locations.

Operational Noise Standard Compliance

The Noise and Vibration Impact Analysis based the following measurements on the Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center (LSA, 2016), as similar noise levels from large heavy-duty truck movements would occur for Proposed Project operations. To present a conservative assessment, it is assumed that truck arrivals and departure activities could occur at 20 stalls in a given hour (represents 5% of the total number of stalls). During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms. These noise levels would occur for a period of time less than 5 minutes. Noise generated by 20 trucks would equate to 89.3 dBA L_{eq}. While it is possible that one truck event could occur at a closer distance to surrounding uses, because the 20 truck movements are assumed to be spread over the entire Project site in an average condition, the center of the site is considered an appropriate average distance from which to assess potential impacts. At an average distance of 3,500 feet from the center of the site to the nearest sensitive uses to the west, noise levels would approach 39.4 dBA L_{eq}. As previously stated, the City has a residential daytime standard of 50 dBA L_{eq} and nighttime standard of 40 dBA L_{eq}. Similarly, at an average distance of 1,475 ft to the nearest office use to the southwest, noise levels would approach 52 dBA L_{eq}, which would not exceed the City's commercial and industrial zone daytime and nighttime standards of 60 dBA L_{eq} and 55 dBA L_{eq}, respectively. As a result, noise levels generated by truck activities would meet the City's noise standards for stationary sources. Thus, operational impacts from the Proposed Project would be less-than-significant.

Off-Site Traffic Noise

The Proposed Project would generate traffic-related noise from operation. As described in Section 3.0, *Project Description*, the Proposed Project would be accessed from John S. Gibson Boulevard. To identify the potential of traffic from the Proposed Project to generate noise impacts, modeling of vehicular noise on area

roadways was conducted as part of the Noise and Vibration Impact Analysis (Appendix I). As stated in the Noise and Vibration Impact Analysis, the guidelines included in the FHWA Highway Traffic Noise Prediction Model were used to evaluate highway traffic-related noise conditions along roadway segments in the Project vicinity. Table 5.10-8 provides the traffic noise levels for the opening year (2025) with and without Project scenarios, and horizon year (2040) with and without Project scenarios. The Opening Year without Project exterior traffic noise levels are expected to be approximately 65.0 dBA CNEL. The Opening Year with Project off-site traffic noise level increase would be approximately 1.0 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Section 5.10.4, land uses adjacent to the study area roadway segments would experience less-than-significant noise level impacts due to Project-related traffic noise levels.

Table 5.10-8: Traffic Noise Levels Without and With Proposed Project

Roadway Segment	Opening Year 2025 – Without Project		Opening Year 2025 – With Project			Horizon Year 2040 – Without Project		Horizon Year 2040 – With Project		
	Average Daily Trips (ADT)	CNEL (dBA) 50 ft from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 ft from Centerline of Nearest Lane	Increase from 2025 (dBA)	ADT	CNEL (dBA) 50 ft from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 ft from Centerline of Nearest Lane	Increase from 2040 (dBA)
John S. Gibson Blvd	11,510	65.0	14,422	66.0	1.0	14,570	66.1	19,966	67.4	1.3

Source: LSA, 2024b (EIR Appendix I)
1 Noise levels represent worst-case scenario, which assumes no shielding.
2 Without and with project scenario traffic volumes (ADT) obtained from the Traffic Impact Analysis (EIR Appendix J).
"ft" = feet

For the Horizon Year without Project, exterior noise levels are expected to be 66.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Horizon Year with Project conditions would be 67.4 dBA CNEL. Table 5.10-8 shows that the Project off-site traffic noise level increase would be approximately 1.3 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Section 5.10.4, land uses adjacent to the study area roadway segments would experience less-than-significant noise level impacts due to Project-related traffic noise levels. Therefore, traffic noise impacts would be less-than-significant.

IMPACT NOI-2: WOULD THE PROJECT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Construction

Less-than-Significant Impact. Construction activities for development of the Project would include site preparation, grading, and paving activities, which have the potential to generate low levels of groundborne vibration. People working in close proximity to the Project site could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to structural damage at the highest levels. Ground vibrations from on-site construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

Site preparation, grading, and paving activities are required for implementation of the Proposed Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on the reference vibration levels provided by the

FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet, as shown in Table 5.10-9.

Table 5.10-9: Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Loaded Trucks	0.076
Large bulldozer	0.089

Source: LSA, 2024b (Appendix I).
[1] Equipment shown in bold is expected to be used on site.

Table 5.10-10 presents the expected Project-related vibration levels at the nearby building or sensitive receiver locations. At distances ranging from 25 feet to 1,366 feet from construction activities (at the construction site boundaries), construction vibration levels are expected to approach 0.089 in/sec PPV (at 25 feet). Therefore, construction activities would not exceed the Caltrans threshold for building damage of 0.20 in/sec PPV threshold at any sensitive receiver locations.

Table 5.10-10: Construction Vibration Damage Levels

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft[1]	Distance (ft)[2]	Vibration Level (PPV)	Thresholds PPV (in/sec)[3]	Threshold Exceeded?
Industrial (North)	0.089	200	0.004	0.20	No
Industrial (South and Southeast)		275	0.002		No
Office (Southwest)		25	0.089		No
Residence (West)		1,366	<0.001		No

Source: LSA, 2024b (Appendix I)
[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
[2] Distance from receiver building façade to Project construction boundary (Project site boundary).
[3] Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.
"PPV" = Peak Particle Velocity

Table 5.10-11 presents the expected Project-related vibration annoyance levels at the nearby receiver locations. At distances ranging from 25 feet to 1,366 feet from construction activities, construction vibration annoyance levels are expected to approach 80 VdB at the nearest commercial use to the west and 28 VdB at the nearest residence to the west.

Table 5.10-11: Construction Vibration Annoyance Levels

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft[1]	Distance from Center of Construction Activities (ft)[2]	Vibration Level (VdB) [3]	Thresholds VdB (in/sec)	Threshold Exceeded?
Industrial (North)	87	200	53	90	No
Industrial (South and Southeast)		275	49	90	No
Office (Southwest)		25	80	84	No
Residence (West)		1,366	28	78	No

Source: LSA, 2024b (EIR Appendix I)
[1] The reference vibration level is associated with a large bulldozer, which is expected to be the representative of the heavy equipment used during construction
[2] Distance from receiver building facade to center of construction activities.
[3] Includes a conservative 7 dB coupling loss for 1-2 story heavy structures
"VdB" = Vibration Velocity Decibels

As a result, site preparation and grading construction activities would not exceed the FTA daytime 78 VdB residential threshold at any sensitive receiver locations, 84 VdB office threshold, or 90 VdB industrial threshold. Therefore, impacts related to construction vibration would be less-than-significant.

Operation

Less-than-Significant Impact. Vibration levels generated from Project-related traffic are dependent on vehicle characteristics, load, speed, and pavement conditions. Operation of the Proposed Project would include short-term truck and chassis parking to support ship offloading and loading activities occurring at POLA container yards. Due to the nature of the Proposed Project, loaded trucks are expected to be used during operation of the Proposed Project, which have a reference vibration level of 0.076 in/sec PPV at 25 feet. As such, structures approximately 20 feet from the roadways that contain Proposed Project trips would experience vibration levels below the most conservative standard for vibration damage of 0.12 in/sec PPV. As a result, truck movements onsite and on adjacent roadways would produce vibration levels at nearby sensitive receivers less than Caltrans's vibration standard of 0.12 in/sec PPV. Further, sensitive receivers that could experience vibration annoyance from Proposed Project activities would be located farther away from onsite truck movements, and the associated off-site truck routes already experience potential vibration associated with heavy-duty truck movements in relation to POLA activities. As such, truck movements would not result in vibration annoyance. Therefore, vibration-related damage and annoyance impacts would be less-than-significant.

5.10.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the Proposed Project in combination with ambient growth and other known or foreseeable development projects within the vicinity of the Project area, as shown on Figure 5-1. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the Proposed Project to result in cumulative noise impacts.

Development of the Proposed Project in combination with other related projects would result in an increase in construction-related, operational onsite, and traffic-related noise. However, per the City's Municipal Code Section 41.40, noise sources associated with construction activities are limited to less sensitive daytime hours (7:00 A.M. to 9:00 P.M. Monday through Friday, 8:00 A.M. to 6:00 P.M. on Saturday and national holidays, and at no time on Sunday). Also, construction noise and vibration is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction

noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to the Proposed Project construction. As shown on Figure 5.1, there are no cumulative projects adjacent to or within hearing distance of the Project site. The closest cumulative project is the Berths 121-131 Container Terminal Improvements (No. 16), which is located at 2001 John S. Gibson Boulevard in the West Basin of the Port of Los Angeles, approximately 1,500 feet east of the Project site. Thus, construction noise and vibration levels from the Proposed Project would not combine and therefore would not be cumulatively considerable.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the Proposed Project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the Proposed Project in the opening year and horizon year cumulative traffic volumes on the roadways in the Project vicinity. The noise levels associated with these traffic volumes with the Proposed Project were identified previously in Table 5.10-8. As shown, cumulative development along with the Proposed Project would increase local noise levels by a maximum of 1.3 dBA CNEL. As the increase is below the 3 dBA threshold, cumulative impacts associated with traffic noise would not be cumulatively considerable.

5.10.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts NOI-1 and NOI-2 would be less-than-significant.

5.10.9 MITIGATION MEASURES

None required.

5.10.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory requirements ensures impacts related to noise would be less-than-significant. No significant and unavoidable noise impacts would occur.

5.10.11 REFERENCES

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5.11 Transportation

5.11.1 INTRODUCTION

This section addresses potential transportation impacts that may result from implementation of the Proposed Project. The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the Proposed Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Proposed Project. The analysis in this section is based on the following resources:

- *John S. Gibson Trailer Lot Traffic Impact Analysis Report* (TIA) (EPD Solutions, 2024). Provided as EIR Appendix J.
- *John S. Gibson Trailer Lot Project Vehicle Miles Traveled (VMT) Screening Memo (VMT Memo)* (EPD Solutions, 2023) (VMT Analysis). Provided as EIR Appendix K.
- *Mobility Plan 2035* (City of Los Angeles, 2016).
- *Port Master Plan* (Port of Los Angeles, 2018).

5.11.2 REGULATORY SETTING

5.11.2.1 State Regulations

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

On July 30, 2019, the City of Los Angeles City Council adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. In conjunction with this update, Los Angeles Department of Transportation (LADOT) adopted its Transportation Assessment Guidelines in July 2019 (updated in August 2022), which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743.

5.11.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in April 2024. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to mobility, the RTP/SCS discusses that the region has invested billions of dollars to reduce congestion through providing alternatives to driving. In addition, the RTP/SCS focuses on transportation safety and transitioning to clean technology (SCAG, 2024).

5.11.2.3 Local Regulations

City of Los Angeles Mobility Plan 2035

The City of Los Angeles Mobility Plan 2035 (City of Los Angeles, 2016) contains the following policies related to transportation applicable to the Proposed Project:

Policy 1.1 **Roadway User Vulnerability:** Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.

Policy 1.6 **Multi-Modal Detour Facilities:** Design detour facilities to provide safe passage for all modes of travel during times of construction.

Policy I.8 **Goods Movement Safety:** Ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.

Policy 2.1 **Adaptive Reuse of Streets:** Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Policy 2.6 **Bicycle Networks:** Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Policy 2.8 **Goods Movement:** Implement projects that would provide regionally significant transportation improvements for goods movement.

Policy 2.14 **Street Design:** Designate a street's functional classification based upon its current dimensions, land use context, and role.

Los Angeles Department of Transportation LADOT Transportation Assessment Guidelines

On July 30, 2019, LADOT updated its Transportation Impact Study Guidelines, travel demand model and transportation impact thresholds based on VMT, pursuant to State CEQA Guidelines Section 15064.3 and SB 743. The City of Los Angeles established the Transportation Assessment Guidelines (TAG), updated in August 2022, which includes both CEQA and non-CEQA thresholds and screening criteria. The CEQA thresholds and screening criteria provide the methodology for analyzing the Appendix G transportation thresholds, including providing the City's adopted VMT thresholds. The non-CEQA thresholds provide a method to analyze projects for purposes of entitlement review and making necessary findings to ensure the

project is consistent with adopted plans and policies including Mobility Plan 2035. The TAG is intended to achieve a review process that improves the City's vision of developing a safe, accessible, well-maintained, and well-connected multimodal transportation network. The TAG has been developed to identify land use development and transportation projects that may impact the transportation system; to ensure proposed land use development projects achieve site access design requirements and on-site circulation best practices; to define whether off-site improvements are needed; and to provide step-by-step guidance for assessing impacts and preparing Transportation Assessment Studies (LADOT, 2022).

5.11.3 ENVIRONMENTAL SETTING

Vehicle Miles Traveled

The Project site is currently vacant and does not generate regular vehicle trips that would result in VMT from the site.

Traffic Study Area

The characteristics of each roadway in the Project Study Area per the Los Angeles roadway classification in the Mobility Element 2035 of the City's General Plan are discussed below:

- **State Route 47 (SR-47)** is a north-south oriented State highway that connects Terminal Island to the mainland in the Los Angeles area.
- **Long Beach Freeway (I-710)** is a major north-south freeway in the Los Angeles metropolitan area of Southern California which connects the Ports of Los Angeles and Long Beach to East Los Angeles.
- **Harbor Freeway (I-110**) is a major north-south freeway located in the Los Angeles metropolitan area of Southern California. The entire route connects San Pedro and the Port of Los Angeles with Downtown Los Angeles and Pasadena.

Table 5.11-1, *Existing Roadway Characteristics within the Project Study Area*, shows the roadway characteristics that are observed within the study area.

Table 5.11-1: Existing Roadway Characteristics within the Project Study Area

Roadway	Roadway Type	Number of Lanes	Sidewalks?	Bike Lane?
John S. Gibson Boulevard	Boulevard II	4-lane divided	No sidewalks along site frontage, east side only.	Yes, Class II

Source: EPD Solutions, 2023 – included as Appendix K.

Existing Site Access

Access to the Proposed Project is provided by (SR-47) and Long Beach Freeway (I-710) to the east, Harbor Freeway (I-110) to the west, and John S. Gibson Boulevard to the east. Direct access to I-110 is provided from on and off-ramps on John S. Gibson Boulevard.

Existing Transit Service

The Project vicinity is served by LA Metro Route 246, which the nearest stop is located at the southwest corner of the West 1st Street and South Pacific Avenue intersection, approximately 0.8 miles southwest of the Project site. Route 246 services the cities of San Pedro, Harbor City, Wilmington, Carson, and Los Angeles and runs north and south along the major roadways Paseo Del Mar, Pacific Avenue, Gafferty Street, Pacific Coast Highway, Avalon Boulevard, and 182nd Street.

Existing Bicycle and Pedestrian Facilities

Bicycle lanes currently exist on both sides of John S. Gibson Boulevard. The Bicycle Lane Network of the City of Los Angeles Mobility Element identifies John S. Gibson Boulevard as a Tier 2 Bicycle Lane which are bicycle facilities on arterial roadways with striped separation.

Sidewalks do not currently exist along the Project frontage, the western portion of John S. Gibson Boulevard. Currently sidewalks exist along the eastern side of John S. Gibson Boulevard.

5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;

TR-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);

TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

TR-4 Result in inadequate emergency access.

The Initial Study established that the Proposed Project would result in less-than-significant impacts related to Threshold TR-2 and Threshold TR-4; and no further assessment of these impacts is required in this EIR.

Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG)

The following criteria are based on the CEQA Guidelines Appendix G and the LADOT TAG (LADOT, 2022), and are used as the basis for determining the impacts of the Proposed Project.

TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The LADOT TAG state that a project that "generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent" and are not in conflict with applicable programs, plans, ordinances, or policies addressing the circulation systems. The LADOT Guidelines provide three screening criteria questions that must be answered in order to determine a project's potential impacts under this threshold and whether the project conflicts with City circulation policies:

- Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent, and provisions of the general plan?
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
- Is the project required to or proposing to make any voluntary modifications to the public right of-way (e.g., dedications and/or improvements in the right-of-way, reconfigurations of curb line)?

If the answer is "no" to all of these questions, a "no impact" determination can be made.

Project Construction Screening Criteria

The LADOT TAG Section 3.4 addresses the analysis of project construction and includes screening criteria for activities associated with project construction and major in-street construction of infrastructure projects.

If the answer is "yes" to any of the following questions, further analysis would be required in this document to assess whether the project or project construction could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation:

- Would the project require construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the City's Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?
- Would the project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the City's Mobility Plan 2035 [City of Los Angeles, 2016]) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?
- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?
- Would in-street construction activities result in the loss of regular Americans with Disabilities Act (ADA) pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?
- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?
- Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?
- Would the project involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?

TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The LADOT TAG provides two screening criteria questions that must be answered in order to assess whether a project would result in impacts due to geometric design hazards or incompatible uses.

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (e.g., street dedications, reconfigurations of curb line)?

In addition to the screening questions above, if the answer is "yes" to all of the following questions, further analysis will be required to assess whether the project would result in impacts due to queuing from a freeway off-ramp that could lead to unsafe differential travel speeds:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
- Would the land use project add 25 or more trips to any off ramp in either the morning or afternoon peak hour?

5.11.5 METHODOLOGY

To determine whether the Proposed Project would result in a significant impact related to conflicts with a program, plan, ordinance, or policy related to the effectiveness of the circulation system, the extent to which the Proposed Project would provide facilities to enhance the use of public transit, pedestrian, and bicycle mobility, the Proposed Project was compared to adopted plans for public transit, pedestrian mobility, and

bicycle facilities. A significant impact would result if the Proposed Project resulted in a conflict that could result in an impact on the environment.

To determine whether the Proposed Project would result in a significant impact related to increased hazards due to a geometric design feature or incompatible uses, the Proposed Project was evaluated against the screening criteria set forth by the LADOT TAG.

As outlined in CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Trips generated by the Proposed Project have been estimated based on the survey conducted at a similar facility within the Port complex.

5.11.6 ENVIRONMENTAL IMPACTS

IMPACT TR-1: WOULD THE PROJECT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES?

Less-than-Significant Impact. The Proposed Project would not result in any conflict with the existing City Mobility Element of the General Plan, nor does it have any impacts on transit, roadway, bicycle, or pedestrian facilities.

> *Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent, and provisions of the general plan?*

As stated in Section 3.0, *Project Description*, that parcels within the Project site (APNs 7440-016-001, 7440-016-002, and 7440-016-003) have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, and APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL). The General Plan states that the M2 and M3 land use designations are intended for manufacturing, warehousing/ distributing, assembly of non-hazardous products and materials, retail related to manufacturing. The Proposed Project would develop the 18.63-acre site with a short-term parking lot (less than 24 hours) for trucks, chassis, and chassis loaded with shipping containers. The lot would also be intended for the storage of chassis loaded with containers, empty chassis, and/or loaded chassis connected to trucks for short-term storage. The Proposed Project would result in a truck and chassis parking lot intended to service port activities including the facilitation of existing movement of goods throughout the Port. Therefore, the Proposed Project would be consistent with the City's General Plan land use designation and no discretionary action is required related to the City of Los Angeles General Plan designation of the site.

However, the Proposed Project would require California Coastal Commission approval of the POLA Port Master Plan (PMP) amendment for the APNs (7440-016-002, 7440-016-003, and 7412-024-007) to change the land use from Open Space to Maritime Support. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities. As previously stated, the Proposed Project would result in a temporary truck trailer parking lot intended to service port activities including the facilitation of existing movement of goods throughout the Port. While the Proposed Project requires a POLA PMP amendment to change the PMP designation of the site, the Proposed Project would be consistent with the POLA PMP land use designation after the amendment and would be consistent with the overall intent of the PMP and surrounding POLA uses. Therefore, impacts would be less-than-significant.

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

The Proposed Project would not directly or indirectly conflict with the City's Mobility Plan 2035 to support multimodal transportation options or public safety. The 2020 SCAG RTP/SCS states, "SCAG supports a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and quality of life for our communities," (SCAG, 2020). Due to the nature of the Proposed Project, a short-term truck trailer parking lot intended to service port activities including the facilitation of existing movement of goods throughout the POLA, the Proposed Project would maximize mobility and access for people and goods in the SCAG region. In addition, the 966 truck trips (included as Appendix J) to and from the site in the Opening Year and 1,794 truck trips to and from the site in the Horizon Year, as shown below in Table 5.11-2 and 5.11-3, are diverted trips by trucks that are already accessing the POLA complex, and therefore do not represent an overall increase in truck trips within the POLA. Consequently, the Proposed Project would also be consistent with the SCAG RTP/SCS, as all of the POLA's vehicle trips (truck and auto) are contained within the RTP model.

Additionally, as shown in Tables 5.11-2 and 5.11-3, the Proposed Project is estimated to generate 14 auto trips in both the Opening Year and the Horizon Year, assuming 2 employees per shift, 2 shifts per day, 8 trips during peak hours, 2 trips during off peak hours, and 2 vendor visits during off peak hours (included as Appendix J). Therefore, the Proposed Project would not create substantial traffic impediments from employee and vendor related trips that would impair the accessibility of goods in the region or as it relates to public safety. As a result, impacts are considered less-than-significant.

Table 5.11-2: Project Trip Generation Opening Year (2028)

				AM Peak Hour			MD Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total Vehicle Trip Generation												
Proposed Parking Lot	18.63	Acre										
Vehicle Mix[1]												
Employee Auto			10	2	2	4	1	1	2	2	2	4
Vendor Auto			4	0	0	0	2	2	4	0	0	0
Bobtail Truck[2]			483	27	10	37	13	27	40	8	9	17
Chassis Truck			483	10	27	37	27	13	40	9	8	17
Total Trip Generation			980	39	39	78	43	43	86	19	19	38

Source: Appendix J

[1]Trip rates and vehicle mix from Port of Los Angeles, Goods Movement Division

[2] Calculated by the Port of Los Angeles, Goods Movement Division (LAHD, 2024)

Table 5.11-3: Project Trip Generation Horizon Year (2045)

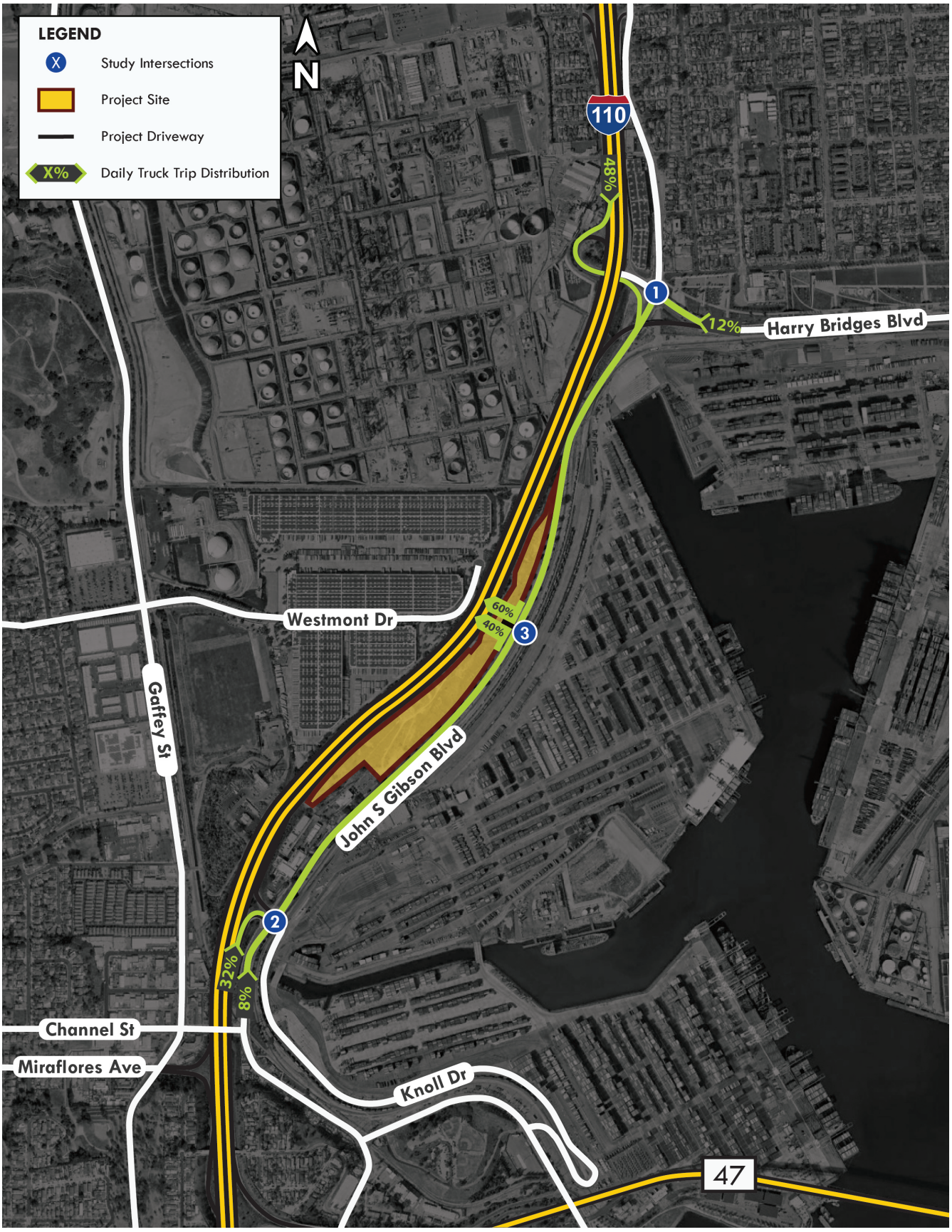
				AM Peak Hour			MD Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total Vehicle Trip Generation												
Proposed Parking Lot	18.63	Acre										
Vehicle Mix[1]												
Employee Auto			10	2	2	4	1	1	2	2	2	4
Vendor Auto			4	0	0	0	2	2	4	0	0	0
Bobtail Truck[2]			897	50	19	69	25	50	75	14	16	30
Chassis Truck			897	19	50	69	50	25	75	16	14	30
Total Trip Generation			1808	71	71	142	78	78	156	32	32	64

Source: Appendix J
[1]Trip rates and vehicle mix from Port of Los Angeles, Goods Movement Division
[2] Calculated by the Port of Los Angeles, Goods Movement Division (LAHD, 2024)

As previously stated, local access to the Proposed Project site would be provided from John S. Gibson Boulevard via an all access driveway with a length of 850 feet. Regional access to the Project site is provided by SR-47 to the south, I-710 to the east, I-110 to the west, and I-405 to the north, as shown in Figure 3-1, *Regional Location*. The Proposed Project's truck access would be provided by the City's established truck route including I-110, John S. Gibson Boulevard, and East Harry Bridges Boulevard. Truck egress from the site would include the southerly John S. Gibson Boulevard, I-110, and Knoll Drive intersection, and further south along John S. Gibson Boulevard at the intersections of West Channel Street and SR-47. Figures 5.11-1 and 5.11-2, below, shows the Proposed Project's truck distribution. As previously stated, the Proposed Project's 966 truck trips to and from the site are diverted trips by trucks that are already in the area, and therefore do not represent an increase in truck trips. As a result, impacts are considered less-than-significant.

Due to the location of the nearest LA Metro transit stop, located 0.8 miles southwest of the Project site, the Proposed Project would not alter or conflict with existing transit stops and schedules. In addition, no sidewalks currently exist along the Project frontage, nor are they proposed as part of the Project. Sidewalks on the eastern side of John S. Gibson Boulevard would not be affected by the Proposed Project. Therefore, impacts would be less-than-significant.

Daily Inbound Truck Trip Distribution



John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 5.11-1

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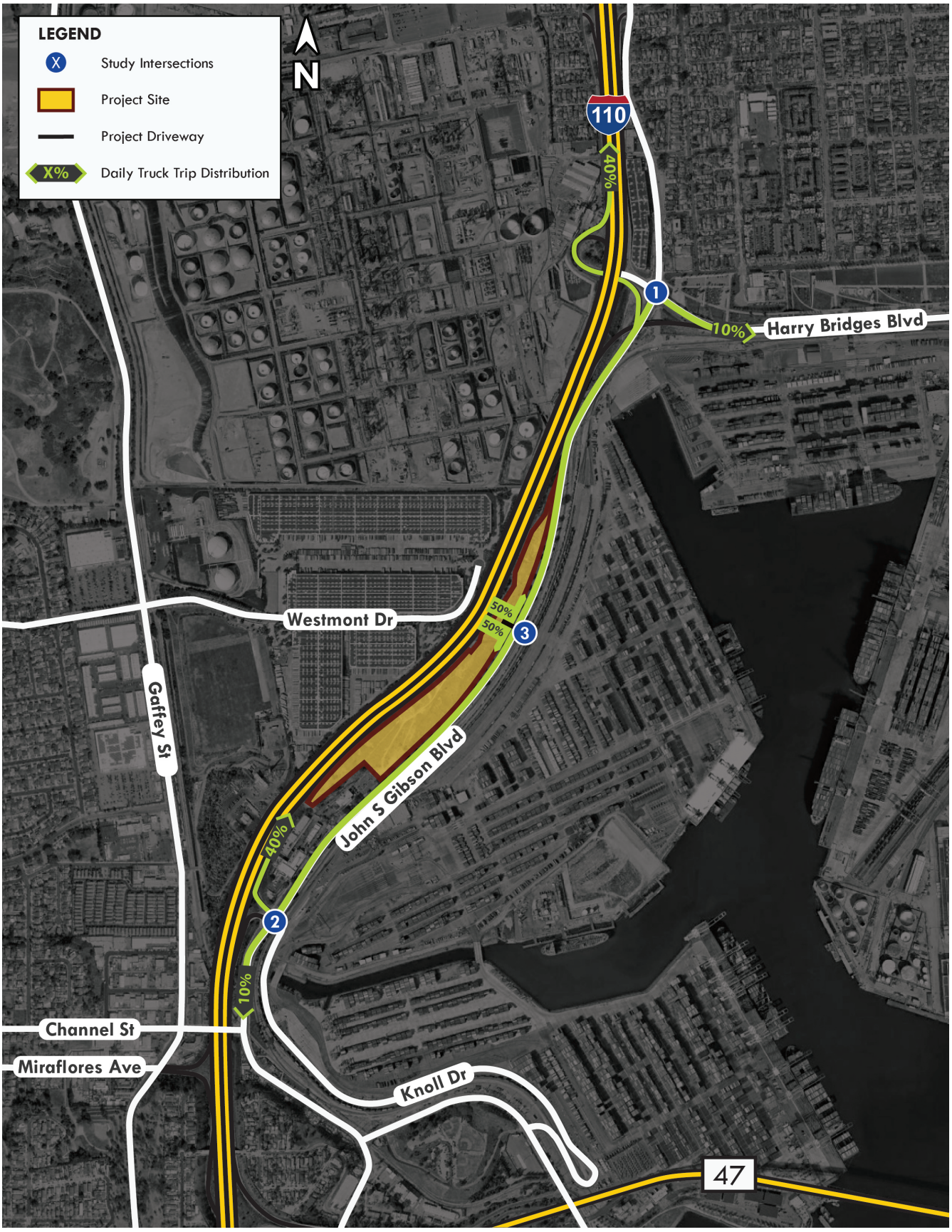
Daily Outbound Truck Trip Distribution



John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 5.11-2

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Is the project required to or proposing to make any voluntary modifications to the public right of-way (e.g., dedications and/or improvements in the right-of-way, reconfigurations of curb line)?

Operation

The Proposed Project would modify the existing median in front of the Project site on John S. Gibson Boulevard to provide a northbound left turn pocket to allow for left-turn access into the Proposed Project driveway. The Proposed Project would include new curb cuts on John S. Gibson Boulevard in order to install the new driveway and northbound left turn pocket; however, installation of the new driveway and left turn pocket would not result in any safety issues on John S. Gibson Boulevard as a signal would be installed and adequate storage length would be provided by the 850-foot driveway. The intersection and signal design is shown on Figure 5.11-3, *Project Signal Design*, and would be reviewed by LADOT to ensure consistency with City design regulations. As discussed in Chapter 3.0, *Project Description*, the Project Applicant would voluntarily install a signal at the new intersection, which would provide for protected left turn movements into the site. Further, the Proposed Project would restrict right turns on red from the proposed driveway and would install advance signal warning signage and stripe pavement markings on John S. Gibson Boulevard. Therefore, the Proposed Project would not result in queues backing onto John S. Gibson Boulevard or unsafe turning movements that would result in an impact on existing circulation. Furthermore, the Proposed Project would restripe the existing bike lane on John S. Gibson Boulevard and would not conflict with bicyclist circulation.

Construction

Project construction activities would include site preparation, grading, paving and signal installation, and architectural coating activities and are anticipated to occur over an 8-month period. All construction equipment, including construction worker vehicles, would be staged on the Project site for the duration of the construction period. The Proposed Project's construction activities would primarily be limited to the site boundaries; however, some construction activities would require entering the right-of-way along John S. Gibson Boulevard but only temporarily for new curb cuts to construct the new driveway, reconstruction of the existing median and left turn pocket, installation of the new traffic signals, and to connect new on-site utility infrastructure to existing utilities within the roadway. In addition, construction-related trips generated on a daily basis throughout various construction activities would be derived from construction workers and delivery of materials. It is anticipated Proposed Project construction would generate haul trips distributed throughout the day. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. The weekday a.m. peak period is 7:00 a.m. to 9:00 a.m., and the weekday p.m. peak period is 4:00 p.m. to 6:00 p.m. It is anticipated the majority of construction crews would arrive and depart outside the peak hours, while delivery trucks, although not anticipated, would arrive and depart throughout the day. As shown in Table 5.11-4, the grading phase of construction would generate the most vehicular trips per day from approximately 20 one-way worker trips per day and 7 one-way hauling trips per day, which would result in a total of 27 daily one-way trips. This equates to approximately 2.8 percent of the Opening Year daily trips that would be generated by operation of the Proposed Project (as shown in Table 5.11-2). Furthermore, the construction traffic would be temporary and intermittent depending on the phase of construction.

Table 5.11-4: Daily Construction Vehicle Trips

Construction Activity	Workers Per Day	Vendors Per Day	Hauling Trips Per Day
Site Preparation	18	0	2
Grading	20	0	7
Paving & Signal Installation	15	0	0
Architectural Coating	0	0	0

Source: LSA, 2024a. (Appendix B)

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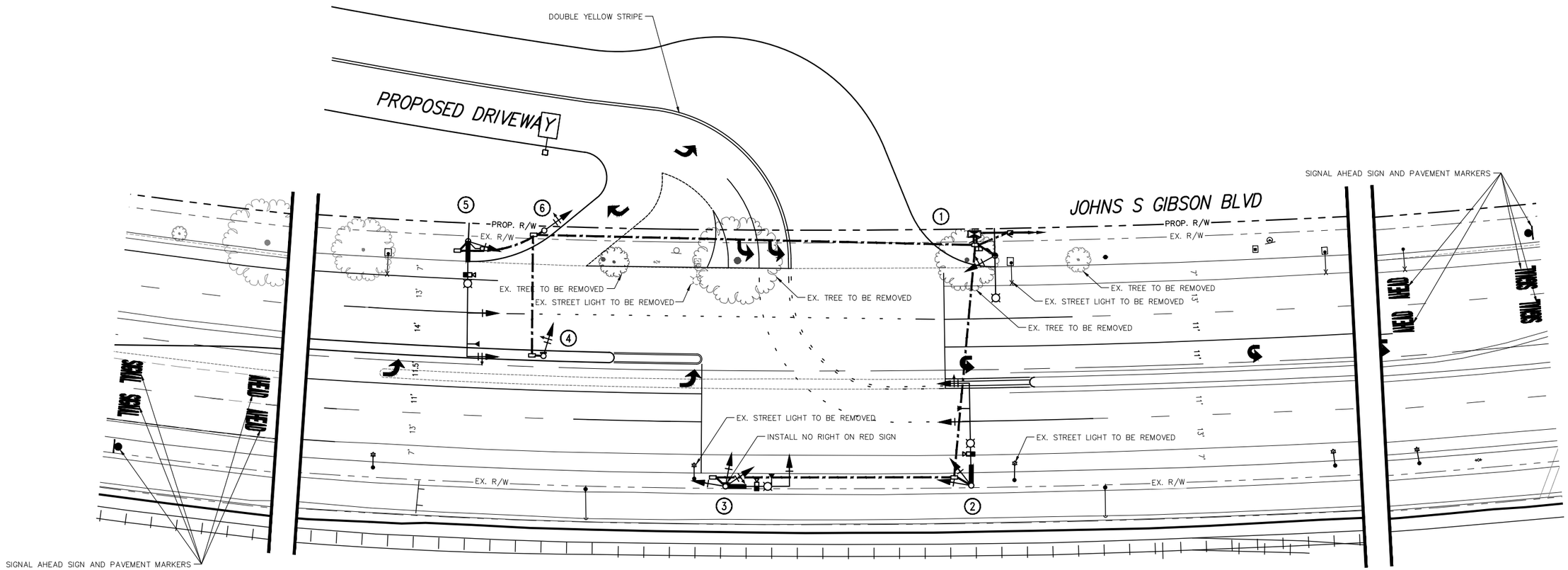
Conceptual Traffic Signal Plan



John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 5.11-3

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Would the project require construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?

The Proposed Project would require construction activities to take place within the right-of-way of John S. Gibson Boulevard. As previously described, temporary construction activities would include new curb cuts along the existing curb line to install the new driveway, median reconstruction to provide a northbound left turn pocket, installation of new traffic signals, and the connection of new on-site utility infrastructure to existing utility lines in the roadway. Consequently, temporary construction activities would necessitate temporary lane closures on John S. Gibson Boulevard. However, pursuant to standard City of Los Angeles requirements, the Proposed Project would implement a detailed Construction Management Plan (CMP). The CMP would include street closure information, a detour plan, haul routes, and a staging plan, all of which will be prepared and submitted to the City for review and approval. The CMP will formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. Therefore, with implementation of the CMP pursuant to standard City and LAHD requirements, the Proposed Project would maintain roadway mobility and public safety along John S. Gibson Boulevard. As a result, a less-than-significant impact would occur.

Would the project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

As previously described, the Proposed Project would require construction activities to take place within the right-of-way of John S. Gibson Boulevard. John S. Gibson Boulevard is designated as Boulevard II and not a Collector or Local Street. Therefore, the Project would not require construction activities to take place within the right-of-way of a Collector or Local Street. As a result, no impact would occur.

Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

As previously described, the Proposed Project would require construction activities to take place within the right-of-way of John S. Gibson Boulevard including new curb cuts along the existing curb line to install the new driveway, installation of new traffic signals, and the connection of new on-site utility infrastructure to existing utility lines in the roadway. In addition, the Proposed Project would include construction activities within the right-of-way to modify the existing median and left-turn pocket. Although temporary construction activities would necessitate temporary lane closure on John S. Gibson Boulevard, the Proposed Project would implement a CMP, thereby maintaining roadway mobility along John S. Gibson Boulevard. Furthermore, the Proposed Project would restripe the existing bike lane on John S. Gibson Boulevard and would not conflict with bicyclist circulation. Therefore, the Proposed Project's in-street construction activities would not result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use. As a result, no impact would occur.

Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?

As previously stated, no sidewalks currently exist along the Project frontage, nor are they proposed as part of the Proposed Project. Due to the location of the nearest LA Metro transit stop, located 0.8 miles southwest of the Project site, the Proposed Project would not alter or conflict with existing transit stops and schedules. Therefore, construction activities of the Proposed Project would result in no loss of ADA pedestrian access to an existing transit station, stop, or facility during revenue hours. As a result, no impact would occur.

Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?

As previously stated, due to the nearest LA Metro transit stop, located 0.8 miles southwest of the Project site, the Proposed Project would not alter or conflict with existing transit stops and schedules. In addition, no sidewalks currently exist along the Project frontage, nor are they proposed as part of the Project. Although temporary construction activities would necessitate temporary lane closure on John S. Gibson Boulevard, the Proposed Project would implement a CMP, thereby maintaining roadway mobility along John S. Gibson Boulevard. Therefore, the Proposed Project's construction activities would not result in the temporary loss of an existing bus stop as there is no bus service on the adjacent roadways or rerouting of a bus route as mobility would be maintained with implementation of the CMP. As a result, no impact would occur.

Would construction activities result in the temporary removal and/or loss of on street metered parking for more than 30 days?

The Proposed Project's construction activities would not result in the temporary loss of on-street metered parking as there is no metered parking available on John S. Gibson Boulevard. As a result, no impact would occur.

Would the project involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24- feet wide in a hillside area?

The Proposed Project's construction activities would not require access for hauling construction materials from streets less than 24 feet wide in a hillside area as street access would be provided by John S. Gibson Boulevard. As a result, no impact would occur. Therefore, construction impacts related to conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less-than-significant.

IMPACT TR-3: WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

Less-than-Significant Impact. The following screening criteria from the 2022 LADOT TAG are used to determine if a project may result in potential impacts related to geometric design hazards or incompatible uses. Further analysis is required if the answer is "yes" to any of the following questions.

Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

The Proposed Project would construct a new 40-foot-wide access road and driveway off John S. Gibson Boulevard to allow vehicles to access the Project site. The Proposed Project would connect to the existing curb lines and circulation system and would implement the City's traffic engineering design standards. The driveway would be signal-controlled at John S. Gibson Boulevard and would allow for all turning movements with right on red restrictions from the Proposed Project driveway onto John S. Gibson Boulevard. In addition, the Proposed Project would include a prefabricated guard booth at the entrance of the driveway to the site and an adequate queuing length of 850 feet would be provided to ensure that trucks do not queue onto John S. Gibson Boulevard. Trucks turning left into the site would have adequate sight distance and would not result in unsafe turning movements. Additionally, sight distance at the site's access point would be reviewed with respect to City traffic engineering standards at the time of final grading, landscape, and street improvement plan reviews. As a result, impacts related to hazardous vehicular circulation design features during operation of the Proposed Project would be less-than-significant.

Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (e.g., street dedications, reconfigurations of curb line)?

The Proposed Project would include voluntary installation of a signal at the proposed driveway intersection, which would result in permanent modification to John S. Gibson Boulevard. The Proposed Project would include new curb cuts on John S. Gibson Boulevard in order to install the new driveway. In addition, the Project would modify the existing median and add a northbound left-turn pocket on John S. Gibson Boulevard. However, installation of the new driveway would not result in any safety issues on John S. Gibson Boulevard as adequate storage length would be provided by the 850-foot driveway. Further, installation of the new signal would allow for safe left turn access for vehicles entering and exiting the Project site and would be reviewed and approved by LAHD and LADOT to ensure consistency with design requirements. Therefore, the Proposed Project would not result in queues backing onto John S. Gibson Boulevard that would result in an impact to existing circulation. Furthermore, the Proposed Project would restripe the existing bike lane on John S. Gibson Boulevard and would not conflict with bicyclist circulation. Therefore, impacts would be less-than-significant.

Does the land use project involve a discretionary action that would be under review by the Department of City Planning?

As previously discussed, the Proposed Project would require California Coastal Commission approval of the LAHD Port Master Plan Amendment for the APNs (7440-016-002, 7440-016-003, and 7412-024-007) within the master plan to change the land use from Open Space to Maritime Support. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities. In addition, the Proposed Project would require a Coastal Development Permit for development within APN 7440-016-001 from the City of Los Angeles, which is a discretionary action. As previously stated, the Proposed Project would result in a temporary truck trailer parking lot intended to service port activities including the facilitation of existing movement of goods throughout the POLA. While the Proposed Project requires a POLA PMP amendment to change the PMP designation of the site, the Proposed Project would be consistent with the POLA PMP land use designation after the amendment. In addition, while the Proposed Project would require a discretionary action for a Coastal Development Permit by the City of Los Angeles, the Proposed Project is consistent with the existing City of Los Angeles General Plan land use and zoning designations for the site. Therefore, impacts would be less-than-significant.

Would the land use project generate a net increase of 250 or more daily vehicle trips?

As stated in the Traffic Impact Analysis, included as Appendix J, the Proposed Project is estimated to generate approximately 14 daily auto trips in the Opening Year (2028) and in the Horizon Year (2045). Consequently, the Proposed Project would not generate a net increase of 250 or more daily vehicle trips. In addition, as previously stated, the Proposed Project's truck trip generation consists of diverted trips by trucks that are already in the POLA complex, and do not represent an increase in truck trips within the POLA. As a result, impacts would be less-than-significant.

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour?

As previously stated, the Proposed Project is estimated to generate approximately 122 truck/auto (54 inbound and 68 outbound) AM peak hour trips and 59 truck/auto (30 inbound and 29 outbound) PM peak hour trips in the Opening Year (2028). In addition, the Proposed Project is estimated to generate approximately 225 truck/auto (100 inbound and 125 outbound) AM peak hour trips and 100 truck/auto (51 inbound and 49 outbound) PM peak hour trips in the Horizon Year (2045). Based upon the detailed VMT analysis conducted by the POLA, the following summarizes the estimated diverted (not new) truck trips to/from the site that would utilize the State Highway System (freeway) ramps as shown below in Table 5.11-5 and Table 5.11-6.

Table 5.11-5: Freeway Ramp Analysis (Opening Day) – Shifted/Diverted Project Truck Trips

Freeway Ramps	AM Peak	2-3 PM	PM Peak
I-110 SB Off-Ramp @ Figueroa St	5	2	1
I-110 NB Off-Ramp @ John S. Gibson Blvd	5	5	0
I-110 NB On-Ramp @ John S. Gibson Blvd	2	5	2
SR-47 EB On-Ramp @ Harbor Blvd	5	5	0

Notes: SB = southbound; NB = northbound; EB = eastbound

Table 5.11-6: Freeway Ramp Analysis (Year 2045) – Shifted/Diverted Project Truck Trips

Freeway Ramps	AM Peak	2-3 PM	PM Peak
I-110 SB Off-Ramp @ Figueroa St	9	4	2
I-110 NB Off-Ramp @ John S. Gibson Blvd	9	9	0
I-110 NB On-Ramp @ John S. Gibson Blvd	4	9	4
SR-47 EB On-Ramp @ Harbor Blvd	9	9	0

Notes: SB = southbound; NB = northbound; EB = eastbound

As can be seen, there would be a nominal amount of shifted trips to these ramps, and would not deteriorate traffic operating conditions or cause queuing problems as reflected in the level of service analyses contained in Appendix J. As a result, impacts would be less-than-significant.

5.11.7 CUMULATIVE IMPACTS

The cumulative traffic study area for the Proposed Project includes the POLA and Wilmington area, and the information utilized in this cumulative analysis is based on the potential to combine with impacts from projects in the vicinity of the Proposed Project, as discussed in Table 5-1.

Circulation System

The evaluation of Impact TR-1 concluded that the Proposed Project would connect to the existing circulation system and implement the City's traffic engineering design standards. In addition, the Proposed Project would not conflict with existing vehicular, bicycle, or pedestrian circulation on John S. Gibson Boulevard and would not conflict with a plan, ordinance, or policy addressing circulation. Because the Proposed Project would enhance facilities consistent with existing plans, it would not result in a cumulatively considerable impact. In addition, cumulative development in the POLA and City and surrounding jurisdictions would be subject to site-specific reviews, including reviews of sidewalk, bike lane, and bus stop designs that would not allow potential cumulatively considerable impacts related to alternative transportation. Therefore, the Proposed Project would not cumulatively combine with other projects to result in impacts.

Design and Roadway Hazards

As discussed in Impact TR-3, the Proposed Project would not result in significant impacts related to incompatible uses or hazards due to roadway design. The proposed circulation layout would be required to be installed in conformance with LAHD and City design standards to ensure that no potentially hazardous design features or inadequate emergency access would be introduced by the Proposed Project that could combine with potential hazards from other projects. In addition, cumulative development in the POLA, City, and surrounding jurisdictions would be subject to site-specific reviews, including reviews by police and fire protection authorities and LADOT that would not allow potential cumulatively considerable design hazards.

Therefore, potential impacts related to circulation design features would not occur from the Proposed Project and would not combine with hazards from other projects.

As stated above, the Proposed Project would not have a significant VMT impact, and thus would not have a cumulative transportation impact, and therefore is considered to be consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in terms of development location, density, and intensity.

5.11.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts TR-1 and TR-3 would be less-than-significant.

5.11.9 MITIGATION MEASURES

None required.

5.11.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory requirements ensures impacts related to transportation would be less-than-significant. No significant and unavoidable transportation impacts would occur.

5.11.11 REFERENCES

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6. Other CEQA Considerations

6.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

State CEQA Guidelines Section 15126.2(c) requires an EIR to describe "any significant impacts, including those which can be mitigated but not reduced to a level of insignificance." As described in detail in Section 5.0 of this EIR, implementation of the Proposed Project would not result in environmental impacts that cannot be reduced to a level below significance after implementation of Project design features; regulatory requirements; plans, programs, policies; and feasible mitigation measures.

6.2 GROWTH INDUCEMENT

State CEQA Guidelines Section 15126.2(e), Growth-Inducing Impact of the Proposed Project, requires that an EIR "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

1. Directly or indirectly foster economic or population growth, or the construction of additional housing, in the surrounding environment;
2. Remove obstacles to population growth;
3. Require the construction of new or expanded facilities that could cause significant environmental effects; or
4. Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

1. Does the Project directly or indirectly foster economic or population growth, or the construction of additional housing?

Growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in master plans, land use plans, or in projections made by regional planning agencies, such as the Southern California Association of Governments (SCAG). The Proposed Project would contribute to the economic growth in the City of Los Angeles and the surrounding areas. However, the growth would not be unexpected or constitute substantial unplanned growth. According to regional population projections included in SCAG's 2020 RTP/SCS, the City of Los Angeles is projected to increase its population by 21 percent and its housing stock by 31 percent between 2016 and 2045 (SCAG, 2020). Over this same time period, employment in the City is expected to increase by 16 percent. While the Project site has been planned for open space under the Port of Los Angeles Port Master Plan (POLA PMP), the Project site is designated for General/Bulk Cargo – Non-Hazardous Industrial and Commercial uses by the City of Los Angeles General Plan, and the Proposed Project would only result in approximately six operational employees. Thus, the resulting increase in jobs would be marginal and would not result in substantial unplanned growth.

In addition, the Proposed Project would create jobs that would likely be filled by residents of San Pedro, City of Los Angeles, or the surrounding areas. Employees would live in housing either already built or housing planned for development in the City of Los Angeles. Because it is anticipated that most of the future employees of the Proposed Project would already be living in the City of Los Angeles or surrounding areas,

the Proposed Project's introduction of employment opportunities would not induce substantial growth in the area and cause the need for additional housing.

The Proposed Project may cause indirect economic growth as it would generate tax revenue for the City. Additionally, employees (short-term construction and long-term operational employees) of the Project site would purchase goods and services in the region, but any secondary increase in employment growth associated with meeting these incremental demands would be marginal, as these goods and services could be accommodated by existing providers. The Proposed Project is highly unlikely to result in any new or additional physical impacts to the environment based on the amount of existing and planned future commercial and retail services, which can serve Project employees, that are available in areas near the Project site. As such, it is highly unlikely that additional commercial or retail services would be required to meet Proposed Project demands.

2. Does the Project remove obstacles to population growth?

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The Proposed Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

As described in Section 3.0, *Project Description*, the Project does not propose roadway extensions into new undeveloped areas that would allow for additional growth and development. The Proposed Project would include installation of a signal at the intersection of the proposed driveway and John S. Gibson Boulevard, but this signal would not remove obstacles to population growth. The Proposed Project would connect to the existing water, sewer, and electric infrastructure within John S. Gibson Boulevard to serve operations. In addition, an on-site storm drain system consisting of ten belowground capture and use cisterns would be constructed. Stormwater captured within the drainage system would be utilized for on-site landscaping irrigation. The proposed infrastructure improvements have been designed to serve only the demands of the Proposed Project. In addition, the Proposed Project would not require the expansion of existing public facilities to serve the Project site.

While the Proposed Project would require a POLA PMP amendment to change the site's designation from Open Space to Maritime Support, the site has already been planned for industrial uses by the City of Los Angeles General Plan and zoning map. Therefore, the Proposed Project would not result in significant growth inducing impacts.

3. Does the proposed Project require the construction of new or expanded facilities that could cause significant environmental effects?

Growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide necessary public services that requires the construction of new public service facilities, or if it can be demonstrated that the potential growth significantly affects the environment. The Proposed Project would not substantially increase the demand for fire protection, emergency response, and police protection, due to the lack of permanent proposed structures and minimal number of employees required on site. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the Proposed Project would not occur. The Proposed Project would not have significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

4. Does the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Under the POLA PMP, the POLA has been planned for the expansion of cargo handling facilities, along with continued support of various commercial and recreational uses. Areas to the north of the Project site are developed with industrial warehouses. Areas southeast of the Project site are developed with container storage and terminal storage. Areas to the west of the Project site are developed with a vehicle storage facility and the Western Fuel Oil Company. Development of the Proposed Project would be intended to service existing goods movement within the POLA. As described, the Project vicinity is currently built out consistent to the POLA PMP. Further, the proposed on-site infrastructure is only sized to serve the Proposed Project and would not have capacity to serve additional development projects in the area. Therefore, the Proposed Project would not individually or cumulatively encourage or facilitate substantial growth.

Based on the foregoing analysis, the Proposed Project would not directly or indirectly result in substantial, adverse growth-inducing impacts.

6.3 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely…. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." (CEQA Guidelines Section 15126.2(d)). "Nonrenewable resource" refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The Proposed Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Project site would be committed to truck, chassis, and trailer parking once the proposed parking lot is constructed. Secondary effects associated with this irreversible commitment of land resources include:
    - Changes in views associated with construction of the new parking and associated development, including a retaining wall (Section 5.1, *Aesthetics)*
    - Increased traffic on John S. Gibson Boulevard (see Section 5.11, *Transportation*).
    - Emissions of air pollutants and greenhouse gases associated with Proposed Project construction and operation (see Section 5.2, *Air Quality* and Section 5.7, *Greenhouse Gases*).
    - Consumption of non-renewable energy associated with construction and operation of the Proposed Project due to the use of automobiles, trucks, lighting, etc. (see Section 5.5, *Energy*).
    - Increased ambient noise associated with an increase in activities and traffic from the Proposed Project (see Section 5.9, *Noise*).

- Construction of the Proposed Project as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

In regard to energy usage from the Proposed Project, as demonstrated in the analysis contained in Section 5.5, *Energy*, the Proposed Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during construction and operation of proposed development. As listed in Section 5.5, *Energy*, the proposed development would incorporate sustainability features and energy-conserving Project design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. Project specific information related to energy consumption is provided in Section 5.5, *Energy*, of this EIR.

6.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The following environmental issue areas would not be potentially impacted by the Proposed Project as detailed below and determined by the Initial Study (included as EIR Appendix A).

Agricultural and Forestry Resources

A majority of the Project site has a Port of Los Angeles Master Plan Land Use designation of Open Space. Small portions of the site are within the jurisdiction of the City of Los Angeles, with a General Plan land use designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial. The parcels within the City of Los Angeles are zoned as Heavy Industrial and Light Industrial. Therefore, the Project site is not intended for agricultural use. The Project site is identified by the California Department of Conservation Important Farmland Map as "Urban and Built-Up Land" (DOC, 2018). Therefore, the Proposed Project would result in no impacts related to conversion of agricultural land.

None of the parcels within the Project site are currently zoned as forest land, timberland, or Timberland Production, and the Proposed Project would not result in the conversion of farmland to non-agricultural or forest land to non-forest land, either directly or indirectly. As such, the Proposed Project would not involve other changes in the existing environment that could result in conversion of farmland to non-agricultural use or forest land to non-forest land.

Hydrology and Water Quality

Development of the Proposed Project would require the implementation of a construction Storm Water Pollution Prevention Plan and operational Water Quality Management Plan, which would minimize adverse changes in surface runoff volume and water quality. As a result, the potential for erosion and on-site flooding would be limited with the implementation of construction and operational best management practices (BMPs). Therefore, impacts related to water quality standards, stormwater runoff volume, and erosion would be less than significant.

The Proposed Project is not within a special flood and seiche zone. Although the Project site is within a tsunami zone, operation of the Proposed Project would not introduce hazardous materials besides diesel or gas from potential minor truck and automobile leaks, which would be immediately cleaned up in compliance with regulatory requirements. Tsunami impacts to the Project site are similar to those of the existing uses within the vicinity of the Project site. Therefore, the Proposed Project would not exacerbate risk of release of pollutants due to inundation.

Operation of the Proposed Project would not require groundwater pumping. In addition, the Proposed Project would not develop any structures that require the use of potable water. The Project is not used or designated for groundwater recharge. Therefore, the Proposed Project would not result in the substantial decrease of groundwater supplies. In addition, compliance with the Los Angeles Regional Water Quality Control Board Basin Plan would ensure that water quality standards would not be violated. Therefore, the Proposed Project would not interfere with any water quality or groundwater management plan.

Mineral Resources

The Project site is adjacent to the Wilmington Oil Field. However, no active mining or oil operations exist on the Project site (CALGem, 2023). Additionally, the Project site is in MRZ Zone 3, defined as a mineral resource zone of undetermined significance (CGS, 1994). As described above, the land use designations on site do not allow for mining. Therefore, implementation of the Proposed Project would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur.

Population and Housing

The Project proposes to develop a truck, chassis, and trailer parking lot on an undeveloped site. Operation of the parking lot would not directly result in unplanned population growth since it does not propose any residential dwelling units and a maximum of two employees would be required on site at any given time. The Proposed Project would not displace existing housing as the existing lot is vacant. In addition, there are no residential zones immediately adjacent to the Project site. Therefore, the Proposed Project would not result in substantial unplanned population growth nor a displacement of existing people.

Public Services

Development of the Proposed Project is not anticipated to result in any substantial increase in demand for public services such that new facilities would be required. The Project does not propose to develop any flammable habitable structures. Security would be provided by on-site employees and security lighting; therefore, demand for police services would not substantially increase. With the lack of residential development and minimal number of employees required for operation, the Proposed Project would not induce population growth such that demand for public services would increase. Therefore, impacts related to fire and police services, schools, parks, and other facilities would not occur.

Recreation

The Proposed Project does not propose any type of residential use or other land use that may induce population growth that would increase the use of existing neighborhood and regional parks or other recreational facilities. Consequently, Project implementation would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. Additionally, development of the Proposed Project would not include construction of recreational facilities, and no impact would occur.

Tribal Cultural Resources

The LAHD did not receive any requests for consultation under Assembly Bill 52 from any of the seven tribes traditionally and culturally affiliated with the Project vicinity. LAHD received a request for information from Gabrieleno Band of Mission Indians - Kizh Nation; however, the Tribe did not request additional consultation. A Sacred Lands File search of the Project site yielded negative results. In addition, the Project site is highly disturbed and undeveloped, but was previously developed, with the surrounding vicinity fully developed. Therefore, there are no known tribal cultural resources on site. No impacts to tribal cultural resources would occur as a result of the Proposed Project.

Utilities and Service Systems

The Proposed Project would connect to existing water, sewer, and electric infrastructure. The new on-site private service lines would only serve the Proposed Project. Therefore, no significant environmental impacts related to the construction of utility infrastructure would occur as a result of Proposed Project development.

Operation of the Proposed Project would result in a negligible increase in water demand, attributed to the on-site restrooms and landscape irrigation. The proposed drought-tolerant landscaping would primarily rely on reclaimed rainwater. Therefore, the Proposed Project would have sufficient water supplies to serve the Project under all climatic conditions. In addition, the operation of the proposed truck trailer lot is not anticipated to generate excess solid waste or wastewater. Implementation of the Proposed Project would be required to be consistent with all mandatory federal, state, and City regulations related to solid waste generated during construction and operations. Based on the City of Los Angeles Bureau of Engineering's wastewater generation rates for parking lots, the Proposed Project would result in approximately 0.016 mgd of wastewater per day (LABOE, 2012), which is within the 15 million gallons per day (mgd) treatment capacity of the Terminal Island Water Reclamation Plant.

Therefore, no impacts to utilities and service systems would occur as a result of the Project.

Wildfire

According to the CAL FIRE Fire Hazard Severity Zones, the Project site is not within a Very High Fire Hazard Severity Zone (CAL FIRE, 2023). The Proposed Project does not propose to develop flammable structures. Additionally, site access would be subject to plan check review by the City Planning Division and the Los Angeles Fire Department to ensure compliance with fire protection standards. Therefore, the Proposed Project would not result in any impacts related to wildfire.

6.5 REFERENCES

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7. Alternatives

This section addresses alternatives to the Proposed Project and describes the rationale for including them in the EIR. The section also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the Proposed Project. In addition, this section describes the extent to which each alternative meets the Project objectives.

7.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is […] to identify alternatives to the project."

Pursuant to State CEQA Guidelines Section 15126.6(a), an EIR must describe a reasonable range of alternatives to a proposed project or to a project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. State CEQA Guidelines Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, State CEQA Guidelines Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative."

Pursuant to State CEQA Guidelines Section 15126.6(d), discussion of each alternative presented in this EIR section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the Proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the Proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (State CEQA Guidelines Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (State CEQA Guidelines Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the Proposed Project;
- The extent to which the alternative could accomplish the objectives of the Proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the Proposed Project and potential alternatives to it; and
- The requirement of the State CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (State CEQA Guidelines Section 15126.6(e)).

Neither the CEQA statute, the State CEQA Guidelines, nor court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, "the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice" (State CEQA Guidelines 15126(f)).

7.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the Proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5.0, *Environmental Impact Analysis*, of this EIR determined that the Project would not result in any significant and unavoidable impacts.

7.3 PROJECT OBJECTIVES

The Project objectives are designed to ensure the Proposed Project develops a quality development. The Project objectives have been refined throughout the planning and design process for the Proposed Project, and are listed below:

- Increase the efficiency of goods movement in the POLA by providing off-terminal maritime support to help meet the demands of current and anticipated containerized cargo from the various San Pedro Bay port marine terminals;
- Provide a facility that will increase the efficiency of terminal operations by providing storage and staging of trucks and chassis in the POLA;
- Provide a facility that alleviates truck traffic congestion and illegal parking in the area by providing truck and chassis parking; and
- To develop an underutilized property that is conveniently located in vicinity to the I-110 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

7.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to State CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (State CEQA Guidelines Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

Alternate Site Alternative. An alternate site for the Proposed Project was eliminated from further consideration. Based on a review of available sites for sale and the City of Los Angeles General Plan land use map, there are no other available, undeveloped properties of similar size (18.63 developable acres) that are zoned for industrial uses and within proximity to the POLA. There are no suitable sites within the control of the Project Applicant; however, in the event land could be purchased of suitable size, due to the built-out nature of the City of Los Angeles, development of a truck and chassis parking lot would likely

require demolition of structures and require similar, and potentially additional, mitigation. CEQA specifies that the key question regarding alternative site consideration is whether the basic Project objectives would be attained and if any of the significant effects of the Proposed Project would be avoided or substantially lessened by having the Proposed Project at another location. Given these reasons, it would be infeasible to develop and operate the Proposed Project on an alternate site with fewer environmental impacts while meeting Project objectives. Therefore, the Alternative Site Alternative was rejected from further consideration.

Four Story Building/Hotel Alternative. A four-story building or hotel on the Project site was eliminated from further consideration. Based on the site configuration, a four-story building or hotel and an associated parking lot would not be feasible. In addition, the four-story building or hotel would not be feasible due to the geologic hazards on site. CEQA specifies that the key question regarding alternative site consideration is whether the basic Project objectives would be attained and if any of the significant effects of the Proposed Project would be avoided or substantially lessened by having the Proposed Project at another location. Given these reasons, it would be infeasible to develop a four-story building or hotel with fewer environmental impacts while meeting Project objectives. Therefore, the four-story building/hotel Alternative was rejected from further consideration.

7.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives to the Proposed Project have been identified for further analysis as representing a reasonable range of alternatives. These alternatives have been developed based on the criteria identified in Section 7.1. The following alternatives are further described and analyzed in Section 7.6 through Section 7.8.

Alternative 1: No Project/No Development Alternative. This alternative consists of the Proposed Project not being approved, and the Project site remaining vacant and undeveloped.

Alternative 2: No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative. This alternative consists of the Proposed Project not being approved, and the Project site being fully developed based on the existing underlying POLA Port Master Plan (PMP) Land Use designation of Open Space for APNs 7440-016-002, 7440-016-003, and 7412-024-007. Thus, Alternative 2 would include development of 13.25 acres into an open space recreation area inclusive of walking paths, grass areas for active recreation, on-site parking lot with 30 parking spaces, a restroom, and landscaping. APN 7440-016-001 would be left vacant and undeveloped. Thus, 13.25 acres of the 18.63-acre Project site would be developed with an open space recreation area.

Alternative 3: Reduced Project Alternative. This alternative consists of development of the Project site in a manner similar to the Proposed Project, but with less paved acreage and parking spaces and reduced operational intensity. This alternative would develop 10 acres of the Project site with 196 parking spaces accommodating trucks and chassis with shipping containers up to 40 feet long. This alternative would require the same number of employees on site and same on-site operational equipment as the Proposed Project, but would result in 830 fewer trips per day. The reduced development acreage would result in the remaining 8.63 acres of the Project site to remain in its existing vacant and undeveloped condition. This alternative would also include intersection modifications, including installation of a northbound left turn pocket and signals to provide full access to the site. This alternative would still require a PMP Amendment to amend the designation of the 10 acres being developed from Open Space to Maritime Support; however, this alternative would not require a Coastal Development Permit from the City of Los Angeles as no development would occur within the City of Los Angeles parcel.

7.6 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Pursuant to State CEQA Guidelines Section 15126.6(e), this EIR is required to "discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services […] In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."

The No Project/No Development Alternative allows decisionmakers to compare the environmental impacts of approving the Proposed Project to the environmental impacts that would occur if the property were to be left in its existing conditions for the foreseeable future. Under the existing conditions, the Project site is undeveloped and vacant. See Section 4, *Environmental Setting*, for additional details and figures regarding the existing conditions at the Project site.

7.6.1 Environmental Impact Comparison

Aesthetics

Under this alternative, the Project site would remain in its existing condition, which includes undeveloped and vacant conditions. The visual character and quality of the site would be maintained, and no new pavement, restroom building, guard booth, or landscaping would be introduced. This alternative would reduce the visual height from truck and chassis parking on the lot and development of the site. This alternative would not create new sources of light and glare. Overall, this alternative would result in no impacts to aesthetics, and therefore, would result in fewer impacts than the Proposed Project.

Agriculture and Forestry Resources

Under this alternative, the Project site would remain in its existing condition, which includes undeveloped and vacant conditions. The Project site does not contain any farmland or forestry land and is not located within an agricultural land use or zoning designation. Although the site was historically used for agriculture between 1896 and 1923, it does not currently support agricultural uses and is surrounded by industrial development with existing container terminal facilities and operations (SCS Engineers, 2017a – EIR Appendix G). According to the California Department of Conservation (DOC) Important Farmland Map, the Proposed Project is located within Urban and Built-Up Land (DOC, 2018). Thus, this alternative would also result in no impacts to agriculture and forestry resources. Therefore, the No Project/No Development alternative would result in the same impacts as the Proposed Project.

Air Quality

Under this alternative no new development would occur on the Project site, and as such, no new stationary sources of air pollution would be introduced. Although both the Proposed Project and the No Project/No Development alternative would be consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), this alternative would avoid the Proposed Project's less-than-significant impacts related to conflicting with the AQMP because no new development would occur under this alternative. In addition, although the Proposed Project's construction and operational air quality emissions would be below applicable SCAQMD regional, local, and health risk thresholds, the alternative would not increase emissions of criteria pollutants or diesel particulate matter (DPM) over existing conditions. Therefore, this alternative would result in reduced impacts to regional air quality and sensitive receptors. This alternative would also avoid the Proposed Project's less-than-significant impacts related to odors. Therefore, the No Project/No Development alternative would result in less impacts than the Proposed Project.

Biological Resources

Under this alternative, no grading would occur, and there would be no potential impacts to special-status plants, animals, or sensitive vegetation communities in the Project site. Although mitigation measures required of the Proposed Project would reduce biological resource impacts to less-than-significant levels, this alternative would generate no impacts to biological resources as compared with the Proposed Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the Proposed Project.

Cultural Resources

Under this alternative, periodic disturbances related to weed abatement are expected to occur at the Project site, as well as other routine maintenance activities. No grading for construction would occur, and there would be no potential impacts to archaeological resources that may be buried below ground. Although mitigation measures required of the Proposed Project would reduce cultural resource impacts to less-than-significant levels, this alternative would avoid impacts to cultural resources associated with the Proposed Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the Proposed Project.

Energy

No construction activities would occur at the Project site or operation of the site that would increase consumption of energy sources under this alternative. As there are no existing occupied structures on site, there would be no consumption of electricity, natural gas, or gasoline. While this alternative would not generate an increase in electrical demand, it would also not provide upgraded energy efficient infrastructure, water efficient irrigation, or plumbing. While this EIR determined the Proposed Project's impacts to energy would be less than significant, this alternative would not use any energy, therefore, resulting in no impacts. Therefore, the No Project/No Development alternative would result in less impacts than the Proposed Project.

Geology and Soils

No construction activities, including grading, would occur under this alternative. Thus, there would be no potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site. Additionally, as no grading activities would occur under this alternative, potential impacts from erosion, loss of topsoil, or to paleontological resources would not occur. While the Proposed Project impacts would be less than significant with mitigation incorporated, this alternative would result in no impacts and no mitigation measures would be required. Therefore, the No Project/No Development alternative would result in less impacts than the Proposed Project.

Greenhouse Gases

No construction or operations would occur at the Project site, and no greenhouse gases (GHGs) would be generated under this alternative. Therefore, this alternative would result in no GHG emissions compared to the Proposed Project. Therefore, the No Project/No Development alternative would result in less impacts than the Proposed Project.

Hazards and Hazardous Materials

No construction or operations would occur at the Project site that would generate or transport hazardous materials. The No Project/No Build Alternative would not include construction activities that would use typical construction-related hazardous materials. Thus, potential impacts related to use, disposal, and transport of hazardous materials would be avoided by this alternative. However, the existing contaminated soils would

remain on-site under this alternative. While this EIR determined that the Proposed Project's impacts related to hazards and hazardous materials would be less than significant with mitigation, this alternative would result in less impacts since no grading or construction would occur. Therefore, the No Project/No Development alternative would result in less impacts than the Proposed Project.

Hydrology and Water Quality

No changes to existing hydrology and drainage conditions would occur under this alternative. There are currently three concrete culverts that cross under the I-110 and outlet to the Project site. No stormwater improvements would be constructed under this alternative. Additionally, under this alternative, the stormwater leaving the site would not be treated to minimize waterborne pollutants and would continue to contain sediment and other potential pollutants, as occurs under existing conditions. However, this alternative would generate fewer sources of potential water-borne pollutants due to lack of on-site buildings, trucks, and chassis on site. Overall, hydrology and water quality impacts of the No Project/No Build Alternative would be less than significant, and neutral in comparison to the Proposed Project.

Land Use and Planning

This alternative would not result in new development, and as such, there would be no potential for land uses to be introduced that would indirectly result in environmental impacts due to a conflict with an existing land use plan. Overall, this alternative would result in no impacts to land use and planning, and therefore, would be less than the Project's impacts.

Mineral Resources

The Project site is located immediately adjacent to the Wilmington Oil Field. However, there are no mapped oil or gas wells on the Project site and there are no active mines are located on the Project site or within the vicinity. Therefore, consistent with development of the Proposed Project, this alternative would result in no impacts to the availability of oil, gas, or mineral resources.

Noise

Under this alternative, no development would occur on site, and no new sources of noise would be introduced at the Project site. Since no new development would occur and no traffic trips would be generated, this alternative would not increase in area-wide traffic noise levels. In addition, this alternative would not result in construction on site, and no construction noise or vibration would occur. Therefore, the No Project/No Development alternative would result in less impacts than the Proposed Project.

Population and Housing

This alternative would not result in new development, and as such, would not result in induced growth or displacement affecting population and housing. However, this alternative would also not result in the benefit of adding new employment opportunities, which would not bring in 6 new employment opportunities within the POLA. Therefore, while the Proposed Project's impacts would be less than significant upon implementation of standard conditions of approval, the alternative would result in the same impacts as the Proposed Project.

Public Services

This alternative would not result in new development, and as such, would not result in increased demand for public services such as fire and police services, school services, library services, or health services that requires the new construction of public facilities. However, this alternative would also not result in the contribution of fees to the Los Angeles Unified School District pursuant to Senate Bill 50 or development impact fees. Therefore, while the Proposed Project's impacts would be less than significant through compliance with regulatory programs, the alternative would result in less impacts.

Recreation

This alternative would not result in new development, and as such, would not result in increased demand for recreation. Therefore, the No Project/No Development alternative would result in no impacts which is the same as the Proposed Project.

Transportation

This alternative would not result in new development, and as such, would not result in any trips, traffic, or vehicle miles traveled (VMT) associated with operation of the Project site. This alternative would not impact existing transit service and alternative transportation facilities within the Project site. As the Project site would not be developed and trips would not be generated, the alternative would generate fewer trips than the Proposed Project. Therefore, the No Project/No Development alternative would result in less impacts than the Proposed Project.

Tribal Cultural Resources

Under this alternative, existing conditions would remain, and no new development would occur. Periodic disturbances related to weed abatement is expected to occur at the Project site, as well as other routine maintenance activities for property upkeep. No grading would occur and there would be no potential impacts to tribal cultural resources that may be buried below ground. This alternative would avoid impacts to tribal cultural resources and would not require mitigation similar to the Proposed Project. Therefore, the No Project/No Development alternative would result in the same impacts as the Proposed Project.

Utilities and Service Systems

Under this alternative, existing conditions would remain, and no new development would occur. No additional domestic water, wastewater, stormwater drainage, electric power, or natural gas facilities would be needed under this alternative, and there would be no change in the demand for domestic water or wastewater treatment services. This alternative would also not result in increased demand for solid waste collection and disposal. Selection of this alternative would avoid all of the Proposed Project's impacts to utilities and service system providers. While the Proposed Project would result in less than significant impacts, this alternative would result in less impacts due to no change in demand of these service systems. Therefore, the No Project/No Development alternative would result in less impacts than the Proposed Project.

Wildfire

Under this alternative, existing conditions would remain, and no new development would occur. The Proposed Project is not located within or near a wildfire hazard zone of State or Local Responsibility (CAL FIRE, 2023). Similar to the Proposed Project, this alternative would result in no impacts related to wildfire.

7.6.2 Conclusion

Ability to Reduce Impacts

The No Project/No Development Alternative would result in continuation of the existing uses within the Project site, and development would not occur. This alternative would result in fewer impacts and would not require mitigation for biological resources, cultural resources, and hazards and hazardous materials. As a result, the mitigation measures that are identified in Chapter 5.0 of this EIR would not be required.

However, the environmental benefits of the Proposed Project would also not be realized such as disposing of contaminated on-site soil through a remediation plan.

Ability to Achieve Project Objectives

As shown in Table 7-5 at the end of Section 7, the No Project/No Development Alternative would not meet any of the Proposed Project objectives. This alternative would not increase the efficiency of goods movement in the POLA as it would not develop the Project site. Additionally, a facility would not be provided that could increase efficiency of terminal operations or alleviate truck traffic congestion. Furthermore, an underutilized property would not be developed to accommodate the growing need for goods movement within Southern California.

7.7 ALTERNATIVE 2: NO PROJECT/BUILDOUT OF PORT OF LOS ANGELES MASTER PLAN DESIGNATION ALTERNATIVE

This No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative consists of the Proposed Project not being approved, and the Project site would be fully built out based on the existing underlying POLA PMP Land Use designation of Open Space for APNs 7440-016-002, 7440-016-003, and 7412-024-007. Thus, Alternative 2 would include development of 13.25-acres into a recreation area with walking paths, grass areas for active recreation, an on-site parking lot with 30 parking spaces, a restroom, and landscaping. APN 7440-016-001 would be left vacant and undeveloped. Thus, 13.25 acres of the 18.63-acre Project site would be developed with an open space recreation area. The proposed recreation area would be open from 6 a.m. to 10 p.m.

Areas planned for physical development on and offsite would be less than those proposed for development under the Proposed Project. This alternative would not require a POLA PMP Amendment to Maritime Support.

7.7.1 Environmental Impact Comparison

Aesthetics

Under this alternative, 13.25 acres of the Project site would be developed into an open space recreational area inclusive of walking paths, grass areas for active recreation, on-site parking lot, a restroom, and landscaping. The visual character and quality of the site would be improved through landscaping that would be introduced throughout the majority of the Project site. This alternative would reduce the visual change on site resulting from the height of truck and chassis parking on the site. This alternative would create new sources of light and glare from lights in the parking lot and along the walking paths. However, lighting would be shielded and directed away from the perimeter of the Project site. Thus, this alternative would result in less-than-significant impacts to aesthetics, and would visually enhance the area. Therefore, aesthetics impacts would be less than the Proposed Project's impacts and would remain less than significant.

Agriculture and Forestry Resources

Under this alternative, the Project site would change from undeveloped and vacant conditions to an open space recreational area inclusive of walking paths, grass areas for active recreation, on-site parking lot, a restroom, and landscaping. The Project site does not contain any farmland or forestry land and is not located within an agricultural land use or zoning designation. Although the site was historically used for agriculture between 1896 and 1923, it does not currently support agricultural uses and is surrounded by industrial development with existing container terminal facilities and operations (SCS Engineers, 2017a). According to the California Department of Conservation (DOC) Important Farmland Map, the Proposed Project is located within Urban and Built-Up Land (DOC, 2018). Thus, this alternative would also result in no impacts to agriculture and forestry resources. Therefore, the No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative would result in the same impacts as the Proposed Project.

Air Quality

This alternative would develop 13.25 acres with a recreational area with walking paths, grass areas for active recreation, on-site parking lot, a restroom, and landscaping on the Project site. No new stationary sources of air pollution would be introduced; however, the alternative would result in trips to and from the site. Although both the Proposed Project and the No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative would be consistent with the SCAQMD AQMP, this alternative would reduce the Proposed Project's less than-significant-impacts related to conflicting with the AQMP because less intensive development would occur under this alternative. In addition, although the Proposed Project's construction and operational air quality emissions would be below applicable SCAQMD regional, local, and health risk thresholds, the alternative would not increase emissions of criteria pollutants or DPM over existing conditions. Therefore, this alternative would result in reduced impacts to regional air quality and sensitive receptors. This alternative would also result in reduced impacts related to odors. Therefore, the No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative would result in less impacts than the Proposed Project.

Biological Resources

This alternative would develop 13.25 acres with an open space recreational area with walking paths, grass areas for active recreation, on-site parking lot, a restroom, and landscaping on the Project site. Under this alternative, minimal grading would occur, but the Project site would be landscaped. Therefore, there would be potential impacts to special status plants, animals, or sensitive vegetation communities in the Project site with removal of existing trees and shrubs. As such, this alternative would introduce new trees and potential habitat for migratory birds on site. Although mitigation measures required of the Proposed Project would reduce biological resource impacts to less-than-significant levels, this alternative would result in fewer impacts to biological resources compared with the Proposed Project and would require the same mitigation. Therefore, the No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative would result in similar impacts to the Proposed Project and would remain less than significant with mitigation.

Cultural Resources

This alternative would develop 13.25 acres with an open space recreational area with walking paths, grass areas for active recreation, on-site parking lot, a restroom, and landscaping on the Project site. Under this alternative, minimal grading would occur, but the Project site would be landscaped. Under this alternative, periodic disturbances related to landscaping maintenance such as weed abatement are expected to occur at the Project site, as well as other routine maintenance activities for property including restroom, trail, and parking lot. Minimal grading for construction would occur, and there would be no potential impacts to historical resources as the existing Project site is undeveloped and vacant. As this alternative would require minimal grading, the same cultural mitigation measure would be included for potential archaeological

resources that may be buried below ground. The same mitigation measures required of the Proposed Project would reduce cultural resource impacts to less-than-significant levels. Therefore, the No Project/Buildout of the Existing Land Use Alternative would result in the same impacts as the Proposed Project.

Energy

Minimal construction activities would occur at the Project site, and operation of this alternative would include lighting and water for irrigation and restroom use, which would consume energy. The consumption of energy sources related to water use would be greater than the Proposed Project under this alternative due to the increased landscape area. However, this alternative would result in an overall reduced electrical demand, as the Proposed Project would operate 24 hours a day, seven days a week, and petroleum use would decrease as no trucks would visit the site. Therefore, the No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative would result in fewer impacts than the Proposed Project and impacts would remain less than significant.

Geology and Soils

Under this alternative, the Project site would require minimal grading to develop an on-site parking lot and restroom. Thus, potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Proposed Project. This alternative would also require a mitigation measure for preparation of a Paleontological Resources Impact Mitigation Plan and paleontological monitoring. This alternative would result in similar impacts as the Proposed Project and would remain less than significant with mitigation.

Greenhouse Gases

Under this alternative, new sources of GHG emissions from construction would be introduced as development of a restroom building and paving of a parking lot would occur on site. Mobile sources of GHG emissions would decrease compared to the Proposed Project because this alternative would not introduce new trucks to the Project site. Therefore, GHG emission impacts under this alternative would be less than the Proposed Project.

Hazards and Hazardous Materials

Under this alternative, the Project site would result in 13.25-acres of open space and recreational uses inclusive of walking paths, grass areas for active recreation, on-site parking lot, a restroom, and landscaping on the Project site. Minimal construction would occur under this alternative and would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. This alternative would require grading. Thus, the mitigation measure that requires a soil management plan to remove contaminated soils applicable to the Proposed Project would be applicable to this alternative. In addition, this alternative would not include the routine use or transport of hazardous materials during operation, including diesel particulate matter, as the Proposed Project. Thus, this alternative would result in less impacts than those associated with the Proposed Project but would remain less than significant with mitigation.

Hydrology and Water Quality

Under this alternative, the Project site would result in 13.25-acres of open space and recreational uses. This alternative would result in less impermeable surfaces compared to the Proposed Project. The alternative would still require the preparation of a SWPPP and LID plan. Therefore, this alternative would result in similar less-than-significant impacts as the Project; and therefore, would be consistent with the Project's impact.

Land Use and Planning

Under this alternative, the Project site would be developed as a recreational area pursuant to site's Open Space designation under the POLA PMP. As such, there would be no conflicts with applicable land use plans, policies, or regulations resulting in significant environmental effects. Thus, this alternative would be consistent with the land use policies within the POLA PMP and City of Los Angeles General Plan. With implementation of measures to address other environmental issues (e.g., transportation, etc.), potential impacts due to land use compatibility under both the Proposed Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

Mineral Resources

The Project site is located immediately adjacent to the Wilmington Oil Field. However, there are no mapped oil or gas wells on the Project site and there are no active mines are located on the Project site or within the vicinity. Therefore, consistent with development of the Proposed Project, this alternative would result in no impacts to the availability of oil, gas, or mineral resources.

Noise

Under this alternative, the Project site would be developed with an open space and recreational area which would not result in an increase in on-site noise or noise from mobile sources. Roadway noise would decrease in comparison to the Proposed Project as well as decrease employee trips and truck trips. Therefore, this alternative would result in a decrease in roadway noise when compared to the Proposed Project. Short-term noise and vibration impacts would occur as implementation of this alternative would require construction of the on-site parking lot and restroom building. Therefore, this alternative would result in reduced impacts than those associated with the Proposed Project.

Population and Housing

Under this alternative, the Project site would be fully built to the maximum extent allowed under the existing POLA PMP land use, resulting in 13.25-acres of recreational uses and open space. This alternative would not result in an increase in population which would not result in a need for additional housing. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less-than-significant impacts as the Proposed Project.

Public Services

Under this alternative, the Project site would be fully built out to the maximum extent allowed under the existing POLA PMP land use, resulting in 13.25-acres of recreational uses and open space. Construction of this alternative would result in reduced impacts based on reduced employees. The same fire and police stations would serve the alternative, and the decrease in employees on site would likely decrease the amount of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees pursuant to the Port of Los Angeles and City of Los Angeles and Government Code Section 65995 et seq. Through implementation of regulatory requirements, impacts would be less than the Proposed Project and remain less than significant.

Recreation

This alternative would develop a recreational area, and as such, would provide recreation for the existing residents. Therefore, the No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative would result in no impacts which is the same as the Proposed Project.

Transportation

Under this alternative, fewer trips would occur from developing the site with 13.25 acres of recreational uses. Under this alternative, development of 13.25 acres of the developable portion of the site would result in approximately 11 one-way trips per day during operation as shown in Table 7-1.

Table 7-1: Alternative 2 Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Public Park (411)[1]		Acres	0.78	0.01	0.01	0.02	0.06	0.05	0.11
Total Project Trip Generation	13.25	Acres	11	0	0	0	1	1	2

[1] Trip rates from the Institute of Transportation Engineers, Trip Generation,11th Edition, 2021. Land Use Code 411- Public Park

This alternative would result in substantially fewer trips than the Proposed Project, which is calculated to generate 1,808 daily trips including 225 AM peak hour and 11 PM peak hour trips in the buildout (horizon) year. Additionally, development of this alternative would not result in daily truck trips. Thus, VMT and potential transportation conflicts under this alternative would be reduced in comparison to the Project, and impacts would be less than the Proposed Project.

Tribal Cultural Resources

Under this alternative, the Project site would develop 13.25 acres with recreational uses. Potential tribal cultural resource impacts would be similar to the Proposed Project based on the ground disturbance necessary to construct the recreational uses and this alternative would not require mitigation. Therefore, impacts from this alternative would be similar to the Project and would be less than significant.

Utilities and Service Systems

The level of development on site would be decreased under this alternative as compared to the Proposed Project. This alternative would develop the Project site with recreational uses which would require electricity for night lighting and water for drinking fountains. Impacts associated with the provision of such facilities would be reduced in comparison to the development of a parking lot and would be less than significant with compliance to existing regulatory requirements. The development under this alternative would be fully consistent with the growth assumptions under the POLA PMP, which are used by Los Angeles Department of Water and Power for long-term planning purposes. Similarly, LA Sanitation would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate less wastewater than the Proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of Chiquita Canyon Sanitary Landfill and Sunshine Canyon Landfill capacity. Overall, this alternative would result in fewer impacts than the Proposed Project and would result in less-than-significant impacts related to utilities and service systems.

Wildfire

Under this alternative, the Project site would be developed as an open space and recreational area. The Proposed Project is not located within or near a wildfire hazard zone of State or Local Responsibility (CAL FIRE, 2023). Similar to the Proposed Project, this alternative would result in the same impacts related to wildfire. The proposed construction activities, including equipment and materials staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles through/around any required temporary road restrictions in accordance with Section 503 of the California Fire Code (Title 24, CCR, Part 9). Similar to the Proposed Project, this alternative would result in no impacts related to wildfire.

7.7.2 Conclusion

Ability to Reduce Impacts

The No Project/Buildout of the Port of Los Angeles Master Plan Designation Alternative would develop the Project site consistent with the underlying POLA PMP land use designation of Open Space. This alternative would decrease impacts related to air quality, energy, greenhouse gas emissions, hazards, noise, public services, transportation, and utilities and service systems. In addition, this alternative would require the same mitigation measures as the Proposed Project (see Table 7-4).

Ability to Achieve Project Objectives

As shown in Table 7-5, below, the No Project/Buildout of Port of Los Angeles Master Plan Designation Alternative would not meet any of the Proposed Project objectives. This alternative would develop an underutilized property with areas for active recreation, walking paths, and landscaping. This alternative would not increase the efficiency of goods movement in the POLA as it would not develop a truck trailer and chassis parking lot on the Project site. Additionally, this alternative would not provide a facility that could increase efficiency of terminal operations or alleviate truck traffic congestion. Furthermore, an underutilized property would not be developed to accommodate the growing need for goods movement within Southern California.

7.8 ALTERNATIVE 3: REDUCED PROJECT ALTERNATIVE

This Reduced Project Alternative consists of developing a 10-acre truck and chassis parking lot with 196 parking spaces accommodating chassis with shipping containers up to 40 feet long and landscaping. Consistent with the Proposed Project, development of this alternative would include 39 percent landscaping coverage. Thus, 3.9 acres of the Project site would consist of landscaping. Development of the Project site under this alternative would be similar to the Proposed Project, but with a substantial reduction in square footage of the parking lot and operational intensity. Additionally, development under this alternative would result in a maximum of six employees during peak construction and a maximum of two employees would be on site at any given time during operations. the Reduced Project Alternative would reduce the Proposed Project footprint by approximately 54 percent. The remaining 8.63 acres of the developable portion of the Project site would be left in its existing vacant and undeveloped condition.

Infrastructure and circulation improvements would still be required to adequately serve the development; however, stormwater facilities would be sized smaller due to the decrease in impervious areas. This alternative would also include intersection modifications, including installation of a northbound left turn pocket and signals to provide full access to the site.

7.8.1 Environmental Impact Comparison

Aesthetics

Under this alternative, the Project site would be developed with a 10-acre parking lot with approximately 196 parking spaces accommodating chassis with shipping containers up to 40 feet long. Development under the Reduced Project Alternative would reduce the Proposed Project footprint by approximately 54 percent. This alternative would develop parking spaces and landscaping on 10 acres of the 18.63-acre Project site. While the alternative would result in a smaller developed area, the alternative would be visually similar to the Proposed Project. This alternative would introduce new sources of light and glare but would also be subject to the Los Angeles Municipal Code. This alternative would result in less-than-significant impacts to aesthetics, and therefore, would result in similar impacts to the Proposed Project.

Agriculture and Forestry Resources

Under this alternative, the Project site would change from undeveloped and vacant conditions to a 10-acre truck trailer parking lot. The Project site does not contain any farmland or forestry land and is not located within an agricultural land use or zoning designation. Although the site was historically used for agriculture between 1896 and 1923, it does not currently support agricultural uses and is surrounded by industrial development with existing container terminal facilities and operations (SCS Engineers, 2017a). According to the California Department of Conservation (DOC) Important Farmland Map, the Proposed Project is located within Urban and Built-Up Land (DOC, 2018). Thus, this alternative would also result in no impacts to agriculture and forestry resources. Therefore, the No Project/Reduced Project alternative would result in the same impacts as the Proposed Project.

Air Quality

Under the Reduced Project Alternative, approximately 54 percent of the Project site would be developed with a parking lot and landscaping. Under this alternative, air quality impacts would be less than those under the Proposed Project due to the decrease in development footprint. This alternative's maximum peak construction and operational emissions would be less than significant. The Reduced Project Alternative would also result in emissions below SCAQMD thresholds. Therefore, this alternative would result in less-than-significant impacts to air quality but would result in less overall air quality impacts compared to the Proposed Project.

Biological Resources

Under this alternative, approximately 54 percent of the Project site would be developed with a parking lot and landscaping. Although this alternative would result in a reduced development footprint, it would require removal of existing vegetation in open areas and could potentially impact special status plants, animals, or sensitive vegetation communities. As such, impacts to biological resources would be similar to the Proposed Project and require the same mitigation measures. These mitigation measures would also reduce potential impacts from this alternative to a less-than-significant level. This alternative would result in less-than-significant impacts to biological resources, and therefore, would be consistent with the Proposed Project's impact.

Cultural Resources

Under this alternative, approximately 54 percent of the developable portion of the Project site would be developed with a parking lot and landscaping. Potential archaeological impacts would be similar to the Proposed Project due to grading and excavation required for development of the parking lot and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the

Project, and mitigation measures would reduce potential impacts from this alternative to a less-than-significant level as with the Proposed Project. This alternative would result in less-than-significant impacts to cultural resources, and therefore, would be consistent with the Proposed Project's impact.

Energy

Under the Reduced Project Alternative, approximately 54 percent of the Project site would be developed with a parking lot and landscaping. Energy use associated with this alternative would generally decrease due to the reduced intensity of development and this alternative would not result in wasteful energy use. This alternative would also be required to follow Title 24 requirements. Therefore, impacts to energy from the Reduced Project Alternative would be less than those associated with the Proposed Project, and remain less than significant. Therefore, while Proposed Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be reduced.

Geology and Soils

Under this alternative, 10 acres of the Project site would be developed with a parking lot and landscaping. Potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Proposed Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measures regarding paleontological resources would be required for this alternative. The Reduced Project Alternative would result in less-than-significant impacts to geology and soils, and therefore, would be consistent with the Proposed Project's impact.

Greenhouse Gases

Under the Reduced Project Alternative, approximately 54 percent less developable area would be developed with a parking lot and landscaping. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development would result in fewer stationary source emissions from on-site equipment, and fewer traffic-generated GHG emissions than the Proposed Project. Therefore, the overall amount of GHG emissions would be reduced compared to the Proposed Project. Due to the large decrease in developable area under the Reduced Project Alternative, emissions of GHG emissions would be reduced and would, like the Proposed Project, be below the 10,000 $MTCO_2e$ threshold set by SCAQMD. Therefore, this alternative would reduce the Proposed Project's GHG emissions but would remain less than significant. Therefore, impacts related to GHG emissions would be less than the Proposed Project.

Hazards and Hazardous Materials

Under this alternative, 10 acres of the Project site would be developed with a parking lot and landscaping. Construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including emissions of diesel particulate matter, as the Proposed Project. Like the Proposed Project, this alternative would require mitigation requiring a Soil Management Plan related to potentially hazardous materials including total petroleum hydrocarbons (TPH) volatile organic compounds (VOCs) and lead. Thus, this alternative would be consistent with the Proposed Project's less-than-significant impact with mitigation.

Hydrology and Water Quality

Under this alternative, 10 acres of the Project site would be developed with a parking lot and landscaping. Due to the decrease in development footprint, this alternative would result in a decrease in impermeable surfaces compared to those required for development of the Proposed Project. Construction of the alternative would still construct the identified stormwater drainage system as the Proposed Project but would require smaller sized chambers. In addition, preparation of a SWPPP and compliance with LID regulations would be required for development of this alternative. Therefore, the Reduced Project alternative would result in similar less-than-significant impacts as the Proposed Project; and therefore, would be consistent with the Proposed Project's impact.

Land Use and Planning

Under this alternative, 10 acres of the 18.63-acre of the Project site would be developed with a parking lot and landscaping. As such, there would be no conflicts with applicable land use plans, policies, or regulations resulting in significant environmental effects. Both the Proposed Project and the Reduced Project Alternative would be fully consistent with the SCAG RTP/SCS. The alternative would be consistent with the M2 and M3 designation for the site and applicable City of Los Angeles General Plan Goals, Policies and Implementation Measures. Like the Proposed Project, this alternative would require a POLA PMP amendment. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Project Alternative would be less than significant; and therefore, would be consistent with the Proposed Project's impacts.

Mineral Resources

The Project site is located immediately adjacent to the Wilmington Oil Field. However, there are no mapped oil or gas wells on the Project site and there are no active mines are located on the Project site or within the vicinity. Therefore, consistent with development of the Proposed Project, this alternative would result in no impacts to the availability of oil, gas, or mineral resources.

Noise

Under this alternative, 10 acres of the Project site would be developed with a parking lot and landscaping. Roadway noise would increase as well from the increase in employee and truck trips compared to the existing condition. However, operation of this alternative would result in approximately 830 fewer daily trips in comparison to the Proposed Project. Therefore, this alternative would result in a decrease in roadway noise when compared to the Proposed Project. Short-term noise and vibration impacts would occur during construction. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City of Los Angeles's daytime or nighttime noise standards; however, due to the less intense development on site under this alternative, impacts would be reduced under the Reduce Project Alternative as compared to the Proposed Project. Therefore, this alternative would result in fewer impacts than those associated with the Proposed Project.

Population and Housing

Under this alternative, 10 acres of the Project site would be developed with a parking lot and landscaping. This alternative would result in a maximum of 20 employees during peak construction and a maximum of two employees would be on site at any given time during operations. A total of six employees would be on site per day. Thus, the number of employees would be the same as the Proposed Project. This employment increase would be within the SCAG growth projections from 2020 to 2045. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less-than-significant impacts as the Proposed Project.

Public Services

Under this alternative, 10 acres of the 18.63-acre developable portion of the Project site would be developed with a parking lot and landscaping. Construction of this alternative would result in generally similar impacts based on the same employment generated. The same fire and police stations would serve the alternative, and the decrease in developed area would likely decrease the amount of service calls received by these public services compared to the Proposed Project. In addition, this alternative would also require the payment of development impact fees pursuant to the POLA and City of Los Angeles and Government Code Section 65995 et seq. Through implementation of regulatory requirements, impacts would less be significant under this alternative but would be less than the Proposed Project.

Recreation

This alternative would not result in a 10-acre truck parking lot, and as such, would not result in increased demand for recreation. Therefore, the No Project/Reduced Project alternative would result in no impacts which is the same as the Proposed Project.

Transportation

Under this alternative, fewer trips would be introduced from developing a 10-acre parking lot with landscaping. Under this alternative, development of 10 acres of with a truck and chassis parking lot would result in approximately 532 daily trips in the opening year and 978 daily trips in the build out horizon year as shown in Table 7-2 and Table 7-3.

Table 7-2: Alternative 3 Trip Generation Opening Year

			Off Peak	AM Peak Hour PCE			PM Peak Hour PCE		
Land Use	**Units**	**Daily**		**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total Vehicle Trip Generation									
Proposed Reduced Trailer Storage Lot	10 Acre								
Vehicle Mix[1]									
Employee Auto		10	2	2	2	4	2	2	4
Vendor Auto		4	4	0	0	0	0	0	0
Truck		518		28	35	63	15	14	29
Total Trip Generation		532		30	37	67	17	16	33

[1]Trip rates and vehicle mix from Los Angeles Harbor Department (LAHD), Goods Movement Division

Table 7-3: Alternative 3 Trip Generation Horizon Year

			Off Peak	AM Peak Hour PCE			PM Peak Hour PCE		
Land Use	**Units**	**Daily**		**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total Vehicle Trip Generation									
Proposed Reduced Trailer Storage Lot	10 Acre								
Vehicle Mix[1]									
Employee Auto		10	2	2	2	4	2	2	4
Vendor Auto		4	4	0	0	0	0	0	0
Truck		964		53	66	119	26	25	51
Total Trip Generation		978		55	68	123	28	27	55

[1]Trip rates and vehicle mix from LAHD, Goods Movement Division

This alternative would result in substantially fewer trips than the Proposed Project, which is calculated to generate 1,808 daily trips including 225 AM peak hour and 11 PM peak hour trips in the horizon year. With respect to VMT, this alternative would result in 830 fewer daily trips and would screen out of conducting a VMT analysis pursuant to the POLA's screening criteria similar to the Proposed Project. Therefore, this alternative would result in less-than-significant impacts related to VMT. This alternative would result in fewer impacts in comparison to the Proposed Project.

Tribal Cultural Resources

Under this alternative, 10 acres of the developable portion of the Project site would be developed with a parking lot and landscaping. Potential tribal cultural resource impacts would be similar to the Proposed Project due to grading and excavation required for development of the parking lot and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the Proposed Project, and no mitigation measures would be required. This alternative would result in less-than-significant impacts to tribal cultural resources, and therefore, would be consistent with the Proposed Project's impact.

Utilities and Service Systems

The level of development on site would be decreased under this alternative as compared to the Proposed Project. Both the Proposed Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be similar and would be less than significant with compliance to existing regulatory requirements. Similar to the Proposed Project, this Alternative proposes an amendment to the PMP, its water use demand would not be accounted for in the 2020 Urban Water Management Plan (UWMP). Water use from the proposed parking lot is anticipated to result in an increase in demand due to the restroom buildings onsite similar to the Proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of Chiquita Canyon Sanitary Landfill and Sunshine Canyon Landfill capacity. However, this alternative would result in a decrease in developed area and would generate less solid waste than the Proposed Project. Overall, this alternative would result in less-than-significant impacts related to utilities and service systems but would result in a decrease in impacts in comparison to the Proposed Project.

Wildfire

Under this alternative, the Project site would be developed as a truck trailer parking lot. The Proposed Project is not located within or near a wildfire hazard zone of State or Local Responsibility (CAL FIRE, 2023). The proposed construction activities, including equipment and materials staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles through/around any required temporary road restrictions in accordance with Section 503 of the California Fire Code (Title 24, CCR, Part 9). Similar to the Proposed Project, this alternative would result in no impacts related to wildfire.

7.8.2 Conclusion

Ability to Reduce Impacts

The Reduced Project Alternative would develop a parking lot with landscaping on 10 acres of the Project site. Development under the Reduced Project Alternative would reduce the Project footprint by approximately 54 percent. This alternative would reduce impacts to air quality, energy, geology, greenhouse gas emissions, noise, public services, transportation, and utilities and service systems. However, mitigation measures would still be required for biological resources, cultural resources, paleontological resources, and hazards and hazardous materials.

Ability to Achieve Project Objectives

As shown in Table 7-5, below, the Reduced Project Alternative would meet the Proposed Project objectives, but to a lesser extent compared to the Proposed Project. This alternative would develop an underutilized property by adding employment-generating uses and would attract new businesses and employment. Furthermore, the Reduced Alternative would reduce the need for the local workforce to commute outside of the Project vicinity. This alternative would develop a parking lot with landscaping in the Port of Los Angeles near port activities with close proximity to I-110. This alternative would meet the Proposed Project objectives but would not be able to support to help meet the demands of current and anticipated containerized cargo to the same degree as the Proposed Project because this alternative would reduce the number of parking stalls to 196.

7.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" when significant environmental impacts result from a Proposed Project. The Environmentally Superior Alternative for this Project would be Alternative 1: No Project/No Development. The No Project/No Development Alternative would avoid the less-than-significant impacts of the Project and would avoid implementation of the mitigation measures that are identified in Chapter 5.0 of this EIR that are related to biological resources, cultural resources, geology and soils, and hazards and hazardous materials.

Additionally, State CEQA Guidelines Section 15126.6(e)(2) states:

> *The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. <u>If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.</u> (Emphasis added.)*

Therefore, pursuant to CEQA, because the No Project/No Development Alternative has been identified as the Environmentally Superior Alternative, the Environmentally Superior Alternative among the other alternatives would be Alternative 2: No Project/Buildout of Port of Los Angeles Master Plan Designation, which would involve developing the Project site with a recreational area inclusive of walking paths, grass areas for active recreation, on-site parking lot, a restroom, and landscaping.

Alternative 2 would reduce impacts to 11 of the 20 environmental topics analyzed in this EIR. However, this alternative would be required to implement applicable mitigation measures regarding biological resources, cultural resources, geology and soils, and hazardous materials. Moreover, the Reduced Project Alternative would not meet any of the Project objectives.

CEQA does not require the Lead Agency (LAHD) to choose the environmentally superior alternative. Instead, CEQA requires LAHD to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the Proposed Project, and make findings that the benefits of those considerations outweigh the significant effects on the environment. Table 7-4 provides, in summary format, a comparison between the level of impacts for each alternative and the Proposed Project. Table 7-5 provides a comparison of the ability of each of the alternatives to meet the Project objectives.

Table 7-4: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1 No Project / No Development	Alternative 2 No Project / Buildout of Port of Los Angeles Master Plan Designation	Alternative 3 Reduced Project
Aesthetics	Less than significant	Less than Project	Less than Project	Less than Project
Agriculture and Forestry Resources	No Impact	Same as Project	Same as Project	Same as Project
Air Quality	Less than significant	Less than Project	Less than Project	Less than Project
Biological Resources	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
Cultural Resources	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
Energy	Less than significant	Less than Project	Less than Project	Less than Project
Geology and Soils	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
Greenhouse Gases	Less than significant	Less than Project	Less than Project	Less than Project
Hazards and Hazardous Materials	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
Hydrology and Water Quality	Less than significant	Less than Project	Same as Project	Same as Project
Land Use and Planning	Less than significant	Less than Project	Same as Project	Same as Project
Mineral Resources	No Impact	Same as Project	Same as Project	Same as Project
Noise	Less than significant	Less than Project	Less than Project	Less than Project
Population and Housing	Less than significant	Less than Project	Same as Project	Same as Project
Public Services	Less than significant	Less than Project	Less than Project	Less than Project
Recreation	No Impact	Same as Project	Same as Project	Same as Project
Transportation	Less than significant	Less than Project	Less than Project	Less than Project
Tribal Cultural Resources	Less than significant	Less than Project	Same as Project	Same as Project
Utilities and Service Systems	Less than significant	Less than Project	Less than Project	Less than Project
Wildfire	No Impact	Same as Project	Same as Project	Same as Project
Reduce Impacts of the Project?		Yes	Yes	Yes
Areas of Reduced Impacts Compared to the Project		16	8	8

Table 7-5: Comparison of the Proposed Project and Alternatives' Ability to Meet Objectives

	Proposed Project	Alternative 1 No Project / No Development	Alternative 2 No Project / Buildout of Port of Los Angeles Master Plan Designation	Alternative 3 Reduced Project
1. Increase the efficiency of goods movement in the POLA by providing off-terminal maritime support to help meet the demands of current and anticipated containerized cargo from the various San Pedro Bay port marine terminals.	Yes	No	No	Yes, but to a lesser extent
2. Provide a facility that increases the efficiency of terminal operations by providing storage and staging of trucks and chassis in the POLA.	Yes	No	No	Yes, but to a lesser extent
3. Provide a facility that alleviates truck traffic congestion and illegal parking by providing trailer parking.	Yes	No	No	Yes, but to a lesser extent
4. Develop an underutilized property conveniently located in vicinity of the I-110 with access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.	Yes	No	No	Yes, but to a lesser extent

7.10 REFERENCES

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SCS Engineers. (June 2017a). *Phase I Environmental Site Assessment*. **(EIR Appendix G)**

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