Appendix A

Notice of Preparation/Initial Study and Scoping Comments

Notice of Preparation/Initial Study

Terminal Island Maritime Support Facility Project

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Application for Port Permit No. 230131-011

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Appendices

Appendix A. Los Angeles Department of Transportation - Transportation Assessment Guidelines Plan Consistency Worksheet

Acronyms and Abbreviations

AB	Assembly Bill
APC	Area Planning Commission
APN	Assessor's Parcel Number
BMP	best management practices
CCC	California Coastal Commission
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CTP	Clean Truck Program
CY	cubic yards
DOC	Department of Conservation
DTSC	Department of Toxic Substances Control
ECOS	Environmental Conservation Online System
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FMS	Fenix Marine Services
GHG	greenhouse gas
HCP	Habitat Conservation Plan
IGP	Industrial General Permit
in/sec	Inches per second
IS	Initial Study
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LASAN	Los Angeles Sanitation and Environment
lf	Linear foot or feet
LID	Low-Impact Development
MBTA	Migratory Bird Treaty Act
MSF	Maritime Support Facility
MSL	mean sea level
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NOP	Notice of Preparation
NPDES	National Pollution Discharge Elimination System
PAH	polycyclic aromatic hydrocarbon
PCB	polychlorinated biphenyls
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB	Port of Long Beach

PRC	Public Resources Code
RCP	reinforced concrete pipe
RFID	Radio Frequency Identification
SB	Senate Bill
SEA	Significant Ecological Area
sf	square foot or feet
SR	State Route
SVOCs	semi-volatile organic compounds
SWIRP	Solid Waste Integrated Resources Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAG	Transportation Assessment Guidelines
TIWRP	Terminal Island Water Reclamation Plant
TPH	total petroleum hydrocarbons
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
UTR	utility tractor rigs
VOC	volatile organic compound

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NOTICE OF PREPARATION / INITIAL STUDY

Pursuant to the California Environmental Quality Act (Division 13, Public Resources Code)

1.0 PROJECT OVERVIEW AND BACKGROUND

This Notice of Preparation (NOP)/Initial Study (IS) is to inform responsible and trustee agencies, public agencies, and the public that the Los Angeles Harbor Department (LAHD), as the Lead Agency under the California Environmental Quality Act (CEQA), has independently determined that there are potential significant environmental impacts associated with the proposed Terminal Island Maritime Support Facility (MSF) (MSF Project or "Proposed Project"), and an Environmental Impact Report (EIR) is required. The Project site is approximately 80 acres located at 740 Terminal Way, San Pedro, at the Port of Los Angeles (Port) Terminal Island. LAHD has prepared, as part of this NOP, an Initial Study Checklist for the EIR determination in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of 1970 (Article I): the State CEQA Guidelines (Title 14, California Code of Regulations); and the California Public Resources Code (Section 21000, et seq.).

LAHD administers the Port under the California Tidelands Trust Act of 1911 and the Los Angeles City Charter. LAHD develops and leases Port property to tenants who operate the facilities. The Port provides a major gateway for international goods and services. The Port includes 23 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities. In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, boat repair facilities, and recreational, community, and educational facilities.

The Proposed Project consists of the development and operation of a chassis support and container storage facility on an approximately 80-acre site. The Proposed Project would construct and install two 10-foot by 40-foot office trailers, maintenance and repair facilities, container stalls, and appurtenant water and electrical infrastructure. The existing vacant Eldridge Street office building (750 Eldridge Street, San Pedro) would also be refurbished to support operations. The chassis support facility could be operated by multiple companies, each of which would likely conduct chassis support operations out of separately built infrastructure. While not certain at this time, it is assumed that up to four different companies could operate on the site at once; however, use of the site by a single operator would yield higher throughput and therefore is the case analyzed. Ancillary use of the site may include the storage of empty containers. The Proposed Project would be operated for up to 25 years.

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT PROCESS

One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision-makers. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section 15367 of the CEQA Guidelines (14 CCR 15000 et seq.), LAHD is the lead agency for the

Proposed Project. As the lead agency, LAHD must complete an environmental review to determine if implementation of the Proposed Project would result in significant adverse environmental impacts. To fulfill the purpose of CEQA and assist in making that determination in accordance with CEQA Guidelines Section 15063, an IS was prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.), the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.), and the City of Los Angeles CEQA Guidelines.

This NOP/IS, along with public comments received during the scoping period, will determine what environmental issue areas may be adversely impacted by the Proposed Project. These issue areas will be assessed in the EIR to be prepared for the Proposed Project. The EIR will determine the nature and extent of any potential environmental impacts and establish any necessary and appropriate mitigation measures. The EIR will also include an evaluation of alternatives to the Proposed Project that would reduce or avoid significant impacts, including a No Project Alternative. A preliminary evaluation of the potentially affected environmental resources is included in IS Section 5.0, Environmental Analysis.

Consistent with State CEQA Guidelines Section 15082(a)(1), LAHD has identified the following potentially significant environmental effects of the Proposed Project, which will be addressed in the EIR: Air Quality, Biological Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, and Transportation.

In accordance with CEQA and the State CEQA Guidelines, this NOP/IS will be circulated for a period of 45 days for public comment and scoping. The public comment period for this NOP/IS is scheduled to begin on December 7, 2023, and will conclude on January 22, 2024. This NOP/IS will be distributed to responsible and trustee public agencies and other interested or involved agencies, organizations, and private individuals for review. The NOP/IS is also available for review online at https://www.portoflosangeles.org/ceqa. A copy of the NOP/IS is available for public review at the Harbor Department Environmental Management Division, located at 425 South Palos Verdes Street, San Pedro, CA 90731. Please send your request to ceqacomments@portla.org or call (310) 732-7673 to schedule an appointment to review or pick up a copy.

During the 45-day public scoping period, the public has an opportunity to provide written comments on the information contained within this NOP/IS. Comments on the NOP/IS should be submitted in writing prior to the end of the 45-day public review period and must be postmarked by January 22, 2024.

Please submit written comments to:
Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, California 90731

Written comments may also be sent via email to ceqacomments@portla.org. Comments sent via email should include the project title, “Terminal Island Maritime Support Facility Project,” in the subject line. For additional information, please contact Jeremy Silva at (310) 732-7673 or ceqacomments@portla.org.

A virtual public scoping meeting for the Proposed Project will be held on Zoom on January 9, 2024.

1.2 DOCUMENT FORMAT

This NOP/IS contains the following five sections:

- **Section 1.0. Project Overview and Background.** This section provides an overview of the Proposed Project and the CEQA environmental documentation process.
- **Section 2.0. Project Description.** This section provides a detailed description of the Proposed Project's objectives and components.
- **Section 3.0 Project Permits and Approvals.** This section lists approvals and permits that could be required for the Proposed Project.
- **Section 4.0 Initial Study Checklist.** This section presents the CEQA checklist for all impact areas and mandatory findings of significance.
- **Section 5.0 Environmental Analysis.** This section presents the environmental analysis for each issue area identified on the environmental checklist. If the Proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no or less -than -significant impacts are expected. If the Proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and the issue area will be evaluated further in the EIR.
- **Section 6.0. Preparers and Contributors.** This section lists professional staff involved in the preparation of the NOP/IS.
- **Section 7.0 References.** This section provides a list of reference materials used during preparation of the NOP/IS.

The environmental analysis included in Section 5.0, Environmental Analysis, is consistent with the CEQA IS format presented in Section 4.0, Initial Study Checklist. Impacts are separated into the following categories:

- **Potentially Significant Impact.** This category is only applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less-than-significant level. Issues considered potentially significant will be further analyzed in the EIR.
- **Less-than-Significant Impact With Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less-than-Significant Impact." The lead agency must describe the mitigation measure(s) and briefly explain how they would reduce the effect to a less -than -significant level (mitigation measures from earlier analyses may be cross -referenced). Given that this is an IS, potentially significant impacts that require mitigation will be carried forward to the EIR for further analysis.
- **Less-than-Significant Impact.** This category is identified when the Proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required.

Issues considered less than significant are discussed in this IS and will not be carried forward to the EIR.

- **No Impact.** This category applies when the Proposed Project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency that show that the impact does not apply to the specific project (e.g., the project falls outside of a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors and general standards (e.g., the Proposed Project would not expose sensitive receptors to pollutants based on a project-specific screening analysis). Issues considered to have no impact are discussed in this IS and will not be carried forward to the EIR.

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This Initial Study (IS)/Checklist has been prepared to evaluate the reasonably foreseeable and potentially significant adverse environmental impacts associated with the development and operation of a chassis support facility on an approximately 80-acre site (also referred to as the Terminal Island Maritime Support Facility [MSF] Project or "Proposed Project"). Due to the speculative nature of future operations at the site, the chassis support facility could be operated by multiple companies. While not certain at this time, it is assumed that up to four different companies could operate on the site at once utilizing separately built infrastructure, including separate charging stations and electric hook ups at the site. Chassis facilities operated by multiple companies would not generate more truck trips than with the site being operated by a single operator. This is because each operator would need to have their own separate infrastructure (such as ingress/egress gates, internal circulation roadways, and electrical infrastructure) which reduces the area available for chassis storage and other operational needs. This reduction equates to a reduced overall throughput for the Project site for the Port of Los Angeles (POLA). As such, trucking assumptions are based on a single operator (i.e., worst-case condition).

By nature of its operation, as explained herein, the chassis facility would generate more truck trips than the existing use of the site as an empty container storage facility. The environmental review for the Proposed Project therefore primarily assumes use of the site as a chassis support facility to ensure all potentially significant adverse impacts are identified as a worst-case condition. The site may also be used, entirely or in part, for storage of empty containers, in which case the resultant truck traffic (and related impacts) would be less than identified under the primary proposed use (chassis support). The Proposed Project, therefore, includes both types of future potential uses. The site is located at 740 Terminal Way in San Pedro, CA 90731 on Terminal Island in the Port of Los Angeles (Port). There are three non-exclusive right-of-way roads leading to the Project site, which would be utilized for access.

For the purposes of this analysis, the Proposed Project would require the issuance of a Los Angeles Harbor Department (LAHD) Entitlement for the site preparation and operation of the MSF, which would be active for up to 25 years. Therefore, this IS/Checklist assumes 25 years of operation for the analysis.

This section discusses the location, description, background, and objectives of the Proposed Project. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), (Pub. Resources Code, § 21000 *et seq.*) as implemented by the State CEQA Guidelines (Cal. Code Regs., tit. 14, §15000 *et seq.*).

2.1.1 Existing Conditions

The approximately 80-acre Project site includes access roads (Terminal Way to the tunnel and Eldridge Street to the existing rail crossing) (Figure 2) and approximately 30 acres covered in unbound crushed miscellaneous base. The 80-acre site consists of an unoccupied parcel that is

currently unused. This site was recently used for empty container storage. Ancillary empty container storage operations began in 2021, and was operated Monday through Friday from 7:30 a.m. to 4:00 p.m., and 7:30 a.m. to 4:00 p.m. on Saturdays and Sundays as needed. Up to 7,090 containers were stored on the Project site as part of these past operations. The site was operating at full capacity in August 2022, with approximately 600 single gate-in moves (i.e., one gate-in occurs when a full cargo container is delivered to or shipped out of a terminal) occuring during peak operations. A roadability facility is located on site and consists of a corrugated metal shed and k-rail dividers. It was previously operated to verify that chassis were safe for the road. Approximately 11.2 acres were used for administrative purposes and queueing on site, where on-site trailers were used for office and administrative operations by approximately three employees. Guard shacks were also previously used for security at the site. The Project site is currently available for entitlements for temporary uses.

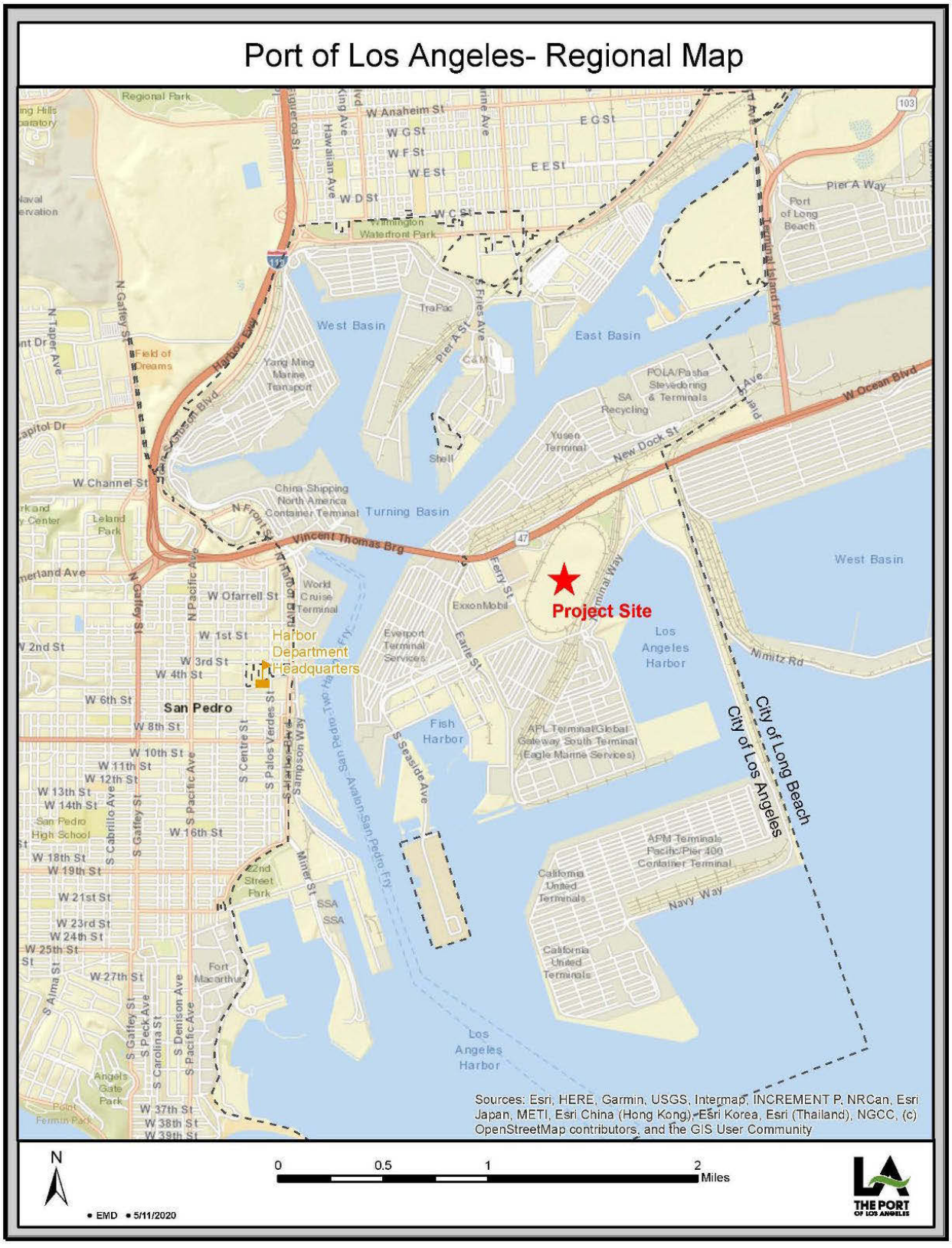
2.1.2 Project Location

Regional Setting

The Proposed Project would be located at the Port, on Terminal Island, 20 miles south of downtown Los Angeles (Figure 2-1). The Port encompasses 7,500 acres, including 3,300 acres of water and 43 miles of waterfront. It has approximately 270 commercial berths and 27 terminals, including leased facilities to handle containers, automobiles, dry bulk, breakbulk and liquid bulk products, as well as cruise ships and extensive transportation infrastructure for intermodal cargo movement by truck and rail. The Port also accommodates boat repair yards and provides slips for 3,800 recreational vessels, 78 commercial fishing boats, 35 miscellaneous types of small-service craft, and 15 charter vessels for sport fishing and harbor cruises. Additionally, the Port accommodates water-dependent recreational, visitor-serving, community, and educational facilities, such as a public beach, the Cabrillo Beach Youth Waterfront Sports Center, Cabrillo Marine Aquarium, Los Angeles Maritime Museum, 22nd Street Park, and Wilmington Waterfront Park.

The LAHD, a proprietary department of the City, is charged with operation, maintenance, and management of the Port. As a landlord, the LAHD leases properties to more than 300 tenants, including private terminal, tug, marine cargo, and cruise industry operators. The LAHD administers operations and projects at the Port under California Constitution Article X, California PRC Section 6306 (“Tidelands Trust Statute”), as granted by the City from the California legislature. The LAHD is therefore chartered to develop and operate the Port in a manner that benefits maritime uses, including the support and access facilities needed to accommodate the demands of import and export waterborne commerce.

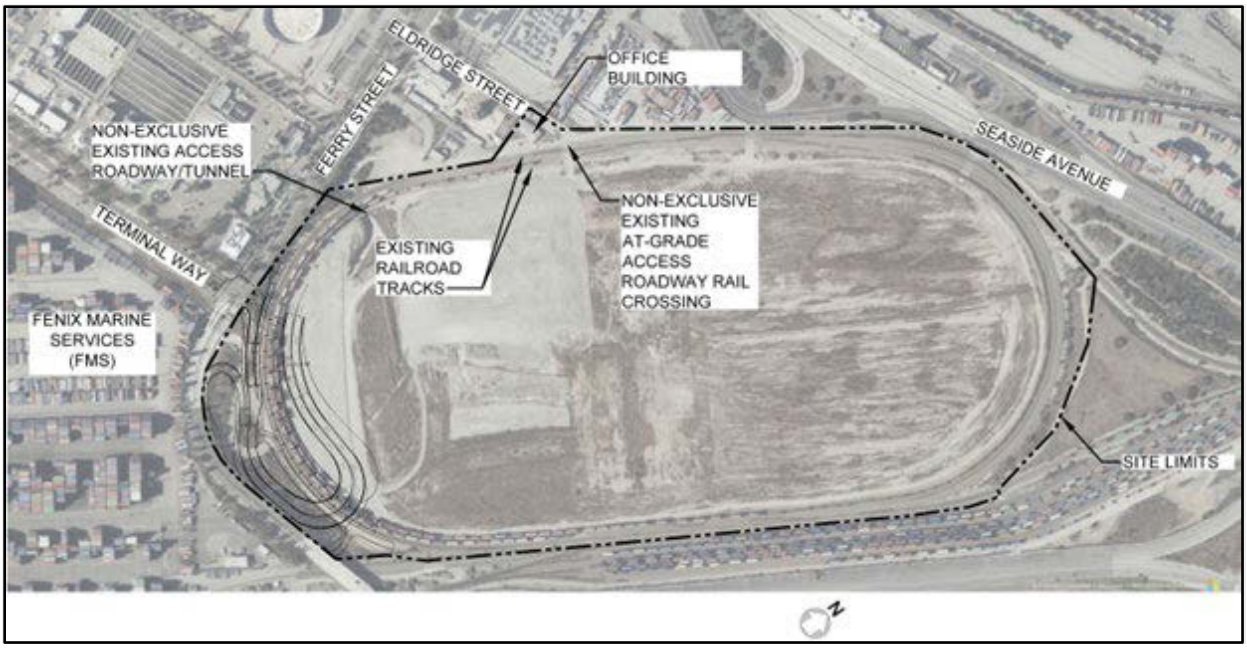
Figure 2-1. Regional Location of the Proposed Project



Project Setting and Rail Grade Separation

The Project site is located at 740 Terminal Way, San Pedro, CA 90731. The site is bounded by Navy Way to the east, Ferry Street to the west, Terminal Way to the south, and State Route (SR) 47 to the north (Figures 2-1 and 2-2). The Port would be constructing a rail grade separation roadway that would serve as the site access (Figure 2-2). This grade separation is not part of the Proposed Project, as the modifications are required to allow for safe traffic patterns for future site usage.

Figure 2-2. Proposed Project Site



The Project site is comprised of approximately 80 acres, with three supporting access roads. The total acreage to be permitted for use under the Proposed Project amounts to approximately 80 acres of land. Approximately 41.2 acres of the site have been operated as an empty container storage yard with a roadability center, trailer office space, and guard shacks for security (see also Section 2.1.1, Existing Conditions).

Operations staff would be housed in the existing single-story Eldridge Street office building (750 Eldridge Street, San Pedro), located immediately west and across the street from the Project site. The Eldridge Street office building was originally used as an administrative office for the petroleum coke plant formerly operated by Los Angeles Export Terminal.

Land Use and Zoning

The Proposed Project is located within the Port. The site is held in trust by LAHD on behalf of the State of California, is a part of the City of Los Angeles General Plan and governed by the Los Angeles Board of Harbor Commissioners. The Port Master Plan (PMP) establishes policies and guidelines to direct the future development of the Port (LAHD, 2018). The PMP includes five planning areas and establishes the policies and guidelines to direct the future development of the Port pursuant to the California Coastal Act and consistent with The State Tidelands Trust.

The Project site is within Planning Area 3 of the PMP. Planning Area 3 is the largest planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable waterfront. This planning area focuses on container operations. The Project site is subject to both the Maritime Support and Liquid Bulk land use designations as indicated in the PMP (LAHD, 2018). Of the 80-acre site, 24 acres are zoned Maritime Support, and 56 acres are zoned Liquid Bulk. Under the Proposed Project, the land use designation of Liquid Bulk would be changed to Maritime Support through a PMP Amendment. The Project site is on Assessor's Parcel Number (APN) 7440-022-BRK, which is designated General/Bulk Cargo – Non-Hazardous (Industrial and Commercial) and is zoned qualified-heavy industrial ([Q]M3-1) under the City of Los Angeles Zoning Ordinance (City of Los Angeles, 2023a).

2.1.3 Project Background and Objectives

Project Background

The entire Port, including the Proposed MSF, is part of the United States Department of Transportation (USDOT) designated National Multimodal Freight Network. The MSF would be improved and expanded to provide 71 net acres of chassis/empty container storage for all 12 container terminals located in the POLA and Port of Long Beach (POLB). These terminals, combined, handle 35 percent of all waterborne containers entering and exiting the entire United States (U.S.). With the development of this MSF, chassis can be stored off-terminal, allowing for additional storage of containers and increased efficiency on-terminal.

A variable amount of the available 30 acres of the MSF site area was previously used for the temporary storage of empty containers. Figure 2-3 illustrates the Proposed Project's site plan.

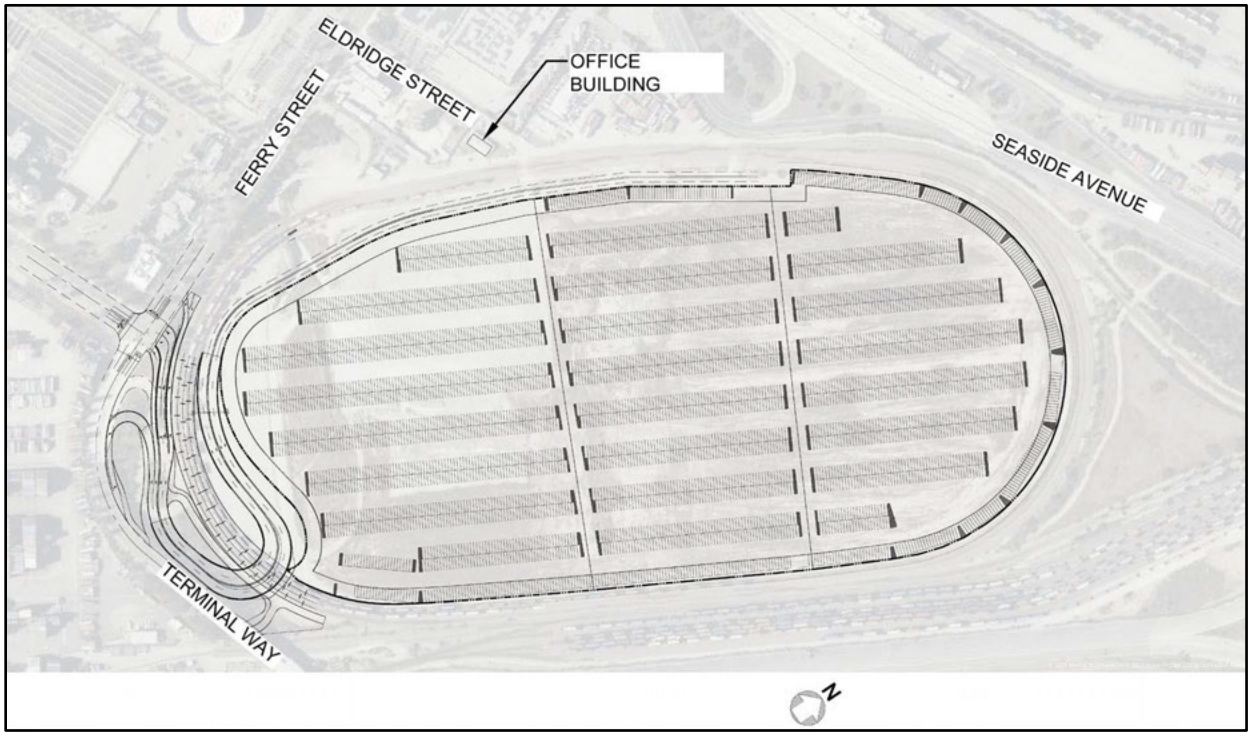
Project Objectives

The objectives of the Proposed Project are the following:

1. issue a Term Permit for the operations of the chassis support facility for up to 25 years;
2. optimize the use of existing land to support chassis storage at the Project site;
3. reduce import container dwell time (i.e., the time that a container spends at a terminal);
4. reduce container terminal visit time (and idling) due to eliminated chassis retrieval;
5. reduce inefficient chassis trips: currently, bobtails (truck tractors) are sometimes not able to obtain a chassis in the terminal and need to go to another terminal to retrieve a chassis and then return to the same terminal to retrieve a container, thus resulting in additional truck trips and vehicle miles traveled;
6. reduce double handling of empty containers at container terminals in POLA-POLB;
7. increase on-terminal efficiency by providing a centralized location with readily available chassis, compared to congested on-terminal chassis storage;
8. provide a full-service depot that would increase the efficiency of terminal operations by providing storage, maintenance, repair, and stop/start functions of chassis and/or empty containers on chassis storage;

9. increase the efficiency of goods movement in the Port by providing off-terminal maritime support to help meet the demands of Port marine terminals now and in the future; and
10. meet the POLA's zero emissions cargo handling equipment requirements by January 1, 2030.

Figure 2-3. Project Site Plan



For the purposes of CEQA, the Proposed Project assumes as a worst-case use of the Project site as a chassis support facility and ancillary empty container storage facility, operated by a single operator. Use of the site by multiple operators or for the storage of empty containers would result in fewer daily truck trips to the site. In this evaluation, the Proposed Project involves the storage, repair, and maintenance of chassis as well as the operation of supporting office space(s) both on site (office trailers) and off site (Eldridge Street office building).

2.2 CEQA BASELINE

CEQA provides for an EIR to assess the significance of a project's impacts in comparison to a baseline that consists of the existing physical environmental conditions at and near the Project site. Baseline conditions are normally measured at the time of commencement of environmental review of a Proposed project. CEQA Guidelines, Section 15125, subdivision (a), provides:

> *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 environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.*

The baseline conditions for the Proposed Project includes the existing conditions of the site, which consists of an unoccupied parcel that is currently unused. No construction or employee trips currently occur. The Proposed Project would represent a new use at the site and generate new chassis and storage container facility activities and both passenger vehicle and truck trips.

2.3 PROJECT DESCRIPTION

2.3.1 Construction

The Proposed Project would include development of the approximately 80-acre site for the use as a chassis depot and ancillary empty container storage facility. This chassis depot may be operated by up to four separate operators. Empty containers may be stacked on site up to five high. Proposed construction activities for the site include:

- construction of two 10-foot by 40-foot office trailers;
- interior modification (e.g., replace carpet, repair utilities, repaint interior, etc.) of an approximately 2,900-square-foot (sf) office building at 750 Eldridge Street that can be shared among up to four operators (existing potable water connection, toilets, sinks, and sanitary sewer are available);
- installation of up to four corrugated metal Maintenance and Repair facilities;
- installation of approximately 3,600 container stalls (e.g., parking spaces) at 90 degrees;
- installation of 40 high mast light poles (maximum height of 100 feet);
- as-needed installation of vaults, switchgears, transformers, associated concrete pads/ foundations, and conduit;
- installation of approximately 7,000 linear feet (lf) of chain-link fencing;
- construction of one approximately 30-foot tall, 16,000 sf, neutral tone steel canopy structure above a concrete foundation for use as a roadability canopy, two approximately 200-sf longshore restrooms, and two approximately 300-sf guard booths;
- installation of stormwater drainage and sewage systems;
- installation of approximately 40 fire hydrants; and
- installation of asphalt concrete to pave approximately 75 acres of the 80-acre site for backland storage use.
- Installation of charging and fueling infrastructure.

The remaining 5 acres would be added to the existing tunnel area as part of the future rail grade separation. The sewage system would include 3,000 lf of 15-inch vitrified clay pipe. For the Project's potable water supply, construction would include 11,000 lf of 12-inch ductile iron pipe, and 320,000 gallons of water would be used during construction activities.

Other Project-related construction activities include asphalt concrete repairs, 530,000 lf of four-inch striping, 4,000 sf of operational striping, and operational signage would be performed on non-exclusive access roads leading to and from the Project site (see Figure 2-2). Removal of trees

and brush would be performed. Based on the Terrestrial Biological Characterization Survey for the Project site, tree species observed include Australian wattle, Mexican fan palm, lemon-gum eucalyptus, Canary Island pine tree, carrotwood, jacaranda, tree tobacco, willow, Peruvian pepper, Brazilian pepper, and salt cedar (LAHD, 2023). A total of 239 non-native ornamental individual trees were recorded in the Project area. Although these trees are not native, each individual tree surveyed had a cumulative diameter at breast height of over eight inches and are therefore considered non-protected significant trees (LAHD, 2023). Authorizations from the City for the removal and trimming of non-protected significant trees would be required prior to construction activities. The size and number of replacement trees would be determined based on the tree subject to removal (LAHD, 2023). An approximately 3-acre laydown area would be utilized for proposed construction operations. Low-Impact Development (LID) water drainage capture infrastructure would be installed as needed throughout the site. This would include 4,600 lf of 36-inch reinforced concrete pipe (RCP), 4,500 lf of 18-inch RCP, 4,500 lf of 8-inch trench drains, 4,700 lf of longitudinal curb and gutter, 20 catch basins, seven maintenance holes and storm drain filtration trenches for LID compliance.

Preliminary soil testing would be completed prior to construction ground disturbance to characterize the absence or presence of any contaminants and aid in determining handling and disposal protocols. Additionally, the Environmental Baseline Investigation indicates low levels of contaminants within the property, including total petroleum hydrocarbons (TPH), metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polycyclic aromatic hydrocarbons (PAHs), and polychlorinated biphenyls (PCBs) (LAHD, 2017). These contaminants would be handled and disposed of in compliance with existing regulations related to hazardous waste.

Construction would regrade approximately 60,000 CY of material and require approximately 270,000 CY of exported material. Excavation is expected to be up to 5 feet.

2.3.2 Construction Schedule

Construction of the Proposed Project would span approximately 24 months, beginning in September 2025 and concluding in August 2027. Construction activities would take place between 7:00 a.m. and 4:00 p.m. Monday through Friday and between 8:00 a.m. and 4:00 p.m. on Saturdays, as needed. Up to 60 construction workers would be needed. Temporary construction lighting would be required. Relocation of existing utilities would not be required.

2.3.3 Operation

Under the Proposed Project, a chosen tenant or tenants would operate a chassis depot(s), which would provide chassis storage, maintenance, and repair facilities as noted above. An ancillary use of the facility would be for the storage of empty cargo containers, up to five containers high. Yard equipment to support chassis depot operations would include fourteen 30,000-pound zero-emission forklifts, fourteen 10,000-pound zero-emission forklifts, and two zero-emission utility tractor rigs (UTRs). All yard equipment would be required to be zero emissions by January 1, 2030. Any diesel operations would cease by December 31, 2029, and would be tracked and enforced once an entitlement is issued. The Permit/Lease would require 100 percent transition to

zero emissions by January 1, 2030, and any non-conforming equipment would be a breach of the Permit/Lease.

Should the site be used as empty container storage, additional pieces of equipment would be needed, including two top handlers and eight additional UTRs. Mobile fuel service trucks would provide diesel and propane for on-site equipment until 100 percent of yard equipment is transitioned to zero emissions by January 1, 2030. Electric charging infrastructure would also be constructed in order to meet the energy demand of on-site equipment and to meet zero emissions regulations. No additional on-site equipment is anticipated to support Proposed Project operations.

A total of 80 employees are estimated to be required for the Proposed Project. Additionally, the Proposed Project would comply with the Clean Truck Program (CTP). Only drayage trucks registered in the Ports Drayage Truck Registry or having a day pass would be admitted to the Project site. This would be achieved by installing a Radio Frequency Identification (RFID) reader at the entrance to the Project site or having a gate attendant confirm truck status to ensure that only drayage trucks compliant with the CTP enter.

When operated entirely as a chassis yard, the MSF would serve up to 3,200 and 5,900 truck trips per day, under opening day (year 2027) and year 2046 conditions, respectively. These are not new truck trips generated to/from the POLA-POLB. Rather, the MSF merely results in the minor geographic diversion of existing bobtails. The diversion would direct bobtails to the MSF site to retrieve chassis. The bobtails would then travel to their respective POLA-POLB container terminals. For example, existing westbound bobtail trips on SR 47-Seaside Avenue destined to the adjacent Fenix Marine Services (FMS) terminal in the POLA would proceed to the MSF via the driveway on Ferry Street to retrieve chassis and then proceed back to the FMS terminal using Ferry Street/Avenue/Terminal Way.

Operations under the Proposed Project would occur under a new entitlement for up to 25 years.

3.0 PROJECT PERMITS AND APPROVALS

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the Proposed Project. Pursuant to State CEQA Guidelines Section 15367, the CEQA lead agency for the Proposed Project is the LAHD.

Anticipated permits and approvals that may be required to implement the Proposed Project are listed below.

- LAHD Entitlement
- LAHD Coastal Development Permit
- LAHD Harbor Engineer Permit
- Los Angeles Department of Building and Safety (LADBS) Building Permit
- Los Angeles Department of Transportation (LADOT) B-Permit
- California Coastal Commission Port Master Plan Amendment (with concurrence by the California Coastal Commission)
- State Water Resources Control Board (SWRCB) Construction General Permit
- State Water Resources Control Board Industrial General Permit

4.0 INITIAL STUDY CHECKLIST

1	**Project Title:**	Terminal Island Maritime Support Facility Project
2	**Lead Agency Name and Address:**	Los Angeles Harbor Department (LAHD) Environmental Management Division 425 South Palos Verdes Street San Pedro, California 90731
3	**Contact Person and Phone Number:**	Jeremy Silva (310) 732-7673
4	**Project Location:**	740 Terminal Way San Pedro, California 90731
5	**Project Sponsor's Name and Address:**	LAHD 425 South Palos Verdes Street San Pedro, CA 90731
6	**Port Master Plan Designation:**	Planning Area 3, Maritime Support and Liquid Bulk
7	**Zoning:**	Qualified Heavy Industrial ([Q] M3-1)
8	**Description of Project:**	The Proposed Project consists of the development operation of a chassis support and container storage facility on an approximately 80-acre site. The Proposed Project would construct and install two on-site office trailers, maintenance and repair facilities, container stalls, and appurtenant water and electrical infrastructure. The chassis support facility could be operated by up to four different companies, each of which would likely conduct chassis support operations out of separately built infrastructure and the existing vacant office building on Eldridge Street. The site may also be used for storage of empty containers. The Proposed Project would be operated for up to 25 years.
9	**Surrounding Land Uses/Setting:**	The Project site is surrounded primarily by container operations. Los Angeles Fire Department Station 40 is located adjacent to the west of the Project site, east of Ferry Street. The Terminal Island Water Reclamation Plant is located to the west of the Project site, west of Ferry Street.
10	**Other Public Agencies Whose Approval Is Required:**	• LAHD Entitlement • LAHD Coastal Development Permit • LAHD Harbor Engineer Permit • Los Angeles Department of Building and Safety (LADBS) Building Permit • Los Angeles Department of Transportation (LADOT) B-Permit • California Coastal Commission Port Master Plan Amendment (with concurrence by the California Coastal Commission) • State Water Resources Control Board (SWRCB) Construction General Permit • State Water Resources Control Board Industrial General Permit

11	**Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21808.3.1?**	No (refer to Section 5.18, Tribal Cultural Resources)

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project (i.e., the Proposed Project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☒ Energy
- ☐ Geology and Soils
- ☒ Greenhouse Gas Emissions
- ☒ Hazards and Hazardous Materials
- ☐ Hydrology and Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

4.2 DETERMINATION

On the basis of this initial evaluation:

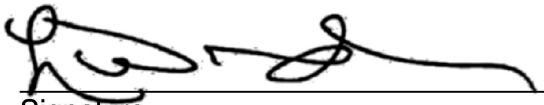
I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☐

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☒

I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required. ☐



11/30/2023

Signature

Date

Lisa Wunder, Acting Director
Environmental Management Division
City of Los Angeles Harbor Department

4.3 ENVIRONMENTAL CHECKLIST

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “no impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “no impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “no impact” answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially significant impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “potentially significant impact” entries when the determination is made, an EIR is required.
4. “Negative declaration: less than significant with mitigation incorporated” applies when the incorporation of mitigation measures has reduced an effect from a “potentially significant impact” to a “less-than-significant impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less -than -significant level.
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:
    (a) Earlier analysis used. Identify and state where earlier analyses are available for review.
    (b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    (c) Mitigation measures. For effects that are “less than significant with mitigation incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site -specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting information sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   (a) the significance criteria or threshold, if any, used to evaluate each question, and
   (b) the mitigation measure identified, if any, to reduce the impact to a less-than-significant level.
10. The evaluations within this IS assume compliance with all applicable federal, state, and local laws, regulations, rules, and codes. In addition, the evaluation assumes that all conditions in applicable agency permits are complied with, including but not limited to local permits, air quality district permits, water quality permits and certifications, United States (U.S.) Army Corps of Engineers permits, and other agency permits, as applicable.

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, **would the project:**				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. 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 points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland-zoned Timberland Production (as defined by Government Code §51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. 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?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
4. BIOLOGICAL RESOURCES. Would the project:				
a. 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?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		☐	☒	☐
c. 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?	☐	☐	☒	☐
d. 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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?	☐	☐	☐	☒
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒
6. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
7. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on geologic units or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
(iii) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒
11. LAND USE PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. 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?	☐	☐	☒	☐
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
13. NOISE. Would the project result in:				
a. 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?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. 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 2 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?	☐	☐	☒	☐
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒
16. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒
17. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒
18. TRIBAL CULTURAL RESOURCES				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
(ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, **would the project:**				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

5.0 ENVIRONMENTAL ANALYSIS

5.1 AESTHETICS

Discussion:

a. Would the project have a substantial adverse effect on a scenic vista?

Less-than-Significant Impact. The Conservation Element of the City of Los Angeles General Plan defines a scenic vista as a panoramic public view with access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles, 2001). While there are views of the Port and Pacific Ocean from the eastern end of the Project site, these views are interrupted by Port infrastructure such as tanks, gantry cranes, and cargo containers. The general Project area is highly developed and characterized by industrial uses and does not consist of any protected or designated scenic vistas. The Project site is located within the Port's Planning Area 3, Terminal Island, which focuses on container operations. It contains six of the Port's nine container terminals. The PMP identifies Terminal Island as an area for opportunities to provide additional space for expanding container and liquid bulk cargoes (LAHD, 2018). The Project site is currently unoccupied, and the Proposed Project would include new structures and activities. The Project site would be used for chassis operations (i.e., storage, maintenance, repair, and stop/start functions) and container storage. These activities would be visible primarily from adjacent roads including SR-47, Ferry Street, and Terminal Way. The tallest proposed structures at the Project site would be the mast light poles, which would be up to 100 feet tall. These which would not substantially obscure public views of the Pacific Ocean and would be consistent with the general views of adjacent terminals.

Project construction would include shallow excavation, grading, compacting, installation of equipment, canopy, and buildings to support the proposed chassis and container storage facility, followed by operations, none of which would have any substantial adverse effects on a scenic vista. During operations, empty containers may be stacked up to five high. Container storage operations would be similar to the existing visual landscape of container storage operations to the north, west, and south of the Project site. The Proposed Project would result in activities consistent with those that currently exist within the Port. Impacts to a scenic vista would be less than significant, and this issue will not be addressed further in the EIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. The Project site is not visible from an eligible or designated State scenic highway. The nearest designated State scenic highway is located approximately 28 miles northwest of the Project (State Highway 27 post miles 1.0-3.5) (Caltrans, 2023). The nearest eligible State scenic highway (State Highway 1 from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) is approximately 7 miles northeast of the Project site (Caltrans, 2023). In addition to California Department of Transportation (Caltrans)-designated State scenic highways, the City of Los Angeles has city-designated scenic highways, but the

Project site is not visible from any of these highways (City of Los Angeles, 2016). As such, there are no scenic resources, including but not limited to trees, rock outcroppings, or historic buildings, within a State scenic highway that could be substantially damaged by the Project. No impact would occur, and this issue will not be addressed further in the EIR.

c. Would the project, 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?

No Impact. The Project site is located in an urbanized area and would not conflict with any applicable zoning and land use regulations governing scenic quality. The Project site is currently zoned for heavy industrial use, and the Proposed Project would not require any changes to the existing zoning. The Proposed Project does not involve the construction of any large obtrusive structures that would conflict with or degrade the existing visual character or quality of the surrounding area. The proposed structures, including the 100-foot-tall high mast lighting structures, would be consistent with the surrounding industrial and terminal uses and would not conflict with heavy industrial zoning. No impacts to existing visual character or quality would result from the Proposed Project, and the Proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. This issue will not be addressed further in the EIR.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-than-Significant Impact. The Project site is currently unoccupied and does not contain lighting. Forty new high mast light poles would be installed as part of the Proposed Project. The nighttime lighting environment in the Project vicinity consists mainly of ambient light produced from street lighting adjacent to the Project site, terminals, and other facility lighting at the Port. The primary source of nighttime illumination at the Port is the extensive system of down lights and flood lights attached to the tops of tall light poles throughout the terminals. Bright, high-intensity boom lights are attached on top of shipping cranes along the edge of terminals and channels along the harbor. The proposed high mast light poles would not be as bright or intense as boom lights. Therefore, while the Proposed Project would install new lighting structures, the design would follow backlight, up light, and glare (collectively referred to as “BUG”) requirements, building code requirements, and Title 24 requirements which restrict lighting on the water. As such, the Proposed Project would not produce substantial light or glare which would affect day or nighttime views of the area. Impacts would be less than significant. This issue will not be addressed further in the EIR.

5.2 AGRICULTURE AND FORESTRY RESOURCES

Discussion:

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program identifies the Project site within Urban and Built-Up Land, which is defined as land occupied by residential, industrial, commercial, institutional, or other similar structures with a building density of approximately six structures to a ten-acre parcel (DOC, 2022). The Project site is located within an industrial area, and does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance that would be converted to accommodate the Proposed Project. Therefore, no impact on designated farmland would occur, and this issue will not be addressed further in the EIR.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Williamson Act aims to preserve agricultural and open space lands by restricting use to farming and ranching uses through a contract between local governments and private landowners (DOC, 2023a). The Project site is zoned qualified-heavy industrial in Height District 1 ([Q]M3-1), and there are no agricultural zoning designations or agricultural uses within the Project limits or adjacent areas (City of Los Angeles, 2023a). No agricultural or open space land with Williamson Act contracts is located within the Project site. As such, no impact on existing zoning for agricultural use or a Williamson Act contract would occur, and this issue will not be addressed further in the EIR.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?

No Impact. As discussed in Section 5.2(b) above, the Project site is zoned for qualified-heavy industrial in Height District 1 ([Q]M3-1), and no forest land is within or near the Project site. Therefore, the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impact on land zoned for forest land would occur, and this issue will not be addressed further in the EIR.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site is located at the Port which does not include forest land. As such, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact on forest land would occur, and this issue will not be addressed further in the EIR.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed in Sections 5.2(a) through (d) above, no farmland or forest land is within the Project site or the surrounding area. The Project site is located in a highly urbanized and industrial area. As such, the Proposed Project would not involve changes in the existing environment that could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impact on agricultural or forest land uses or activities would occur, and this issue will not be addressed further in the EIR.

5.3 AIR QUALITY

Discussion:

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Proposed Project would result in increased emissions of criteria air pollutants associated with construction activities and operation as a chassis depot and container storage facility. Project construction activities are estimated to take approximately 24 months. Emissions from operations as a chassis support facility would occur for up to 25 years. The EIR will evaluate whether the Proposed Project would conflict with applicable air quality plans, including the Air Quality Management Plan for the South Coast Air Basin and the San Pedro Bay Ports Clean Air Action Plan.

b. Would the project 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?

Potentially Significant Impact. The South Coast Air Basin has a history of non-attainment conditions and violations of the ambient air quality standards. The Proposed Project, in conjunction with other related projects, has the potential to contribute to significant cumulative air quality impacts. Therefore, the EIR will evaluate whether the Proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors are people that are particularly susceptible to adverse health impacts from air contaminants. The following are land uses where sensitive receptors are typically located: residences, schools, playgrounds, childcare centers, and health care facilities such as hospitals. Construction activities may expose sensitive receptors to air pollution in the form of diesel-powered equipment exhaust and fugitive dust emissions. Operational activities, including use of the site as a chassis depot with maintenance and repair facilities and container storage facility, may also cause emissions that can expose sensitive receptors to increased levels of air pollutants, including toxic air contaminants. Therefore, the EIR will evaluate whether the Proposed Project would expose sensitive receptors to substantial pollutant concentrations.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. Construction of the Proposed Project may temporarily cause odors from the use of diesel-powered equipment and vehicles. Odors from operation of the Proposed Project could be caused by the chassis maintenance and repair facilities before the facility fully transitions to zero-emissions equipment by 2030. However, there are no sensitive receptors (i.e., homes, hospitals, schools, nursing homes, etc.) that are located within 0.25 mile of the Project site. The nearest sensitive receptors are liveaboards in Newmarks Yacht Centre, approximately 1 mile north of the Project site. Odors generated during construction and operation would adequately disperse over this distance to levels below objectionable odor levels. By January 1, 2030, zero-emissions equipment would be required for 100 percent of all yard equipment and would generate no odorous emissions. Therefore, this impact would be less than significant, and this issue will not be addressed further in the EIR.

5.4 BIOLOGICAL RESOURCES

Discussion:

a. 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 Impact. The Project site is heavily disturbed and provides very little wildlife or native plant habitat. No special-status plants were observed during surveys in early 2023 and none are expected to be present. No special-status wildlife species were observed during the surveys in early 2023. However, one species, brown pelican, has a low potential to occur in the vicinity of the Project site or may potentially fly over the Project site. The species is not expected to nest or roost in the Project area or nearby areas, nor is suitable nesting or roosting habitat present. Therefore, California brown pelican is not likely to be impacted by the Proposed Project, and no avoidance or minimization measures are recommended. No other special-status wildlife species have potential to occur within or

adjacent to the Project area based upon known ranges, habitat preferences for the species, and species occurrence records from the California Natural Diversity Database.

Given the limited extent of native habitat in the Project area, the absence of special-status plants and wildlife, and the nature of the Project activities, the Proposed Project's impacts to special-status species would be less than significant. This issue will not be addressed further in the EIR.

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

Less-than-Significant Impact. Mulefat thickets were mapped within several low-lying areas within the Project site. This vegetation community is ranked G4S4 and is not considered sensitive by the California Department of Fish and Wildlife (CDFW). No sensitive plant communities were observed in the study area of the Terrestrial Biological Characterization Survey completed for the Proposed Project (LAHD, 2023). Therefore, impacts would be less than significant, and this issue will not be addressed further in the EIR.

c. 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?

Less-than-Significant Impact. The Biological Characterization Survey prepared for the Project site (LAHD, 2023) evaluated two "freshwater ponds" and one "lake" that were observed on site. Although a number of excavated basins contained mulefat, the mulefat was not a reliable indicator in the Project area because it was also present in upland areas. Additionally, no hydric soils were found at soil sampling points, and no primary or secondary indicators of hydrology were observed. All excavated basins and a stormwater conveyance feature were determined to be non-jurisdictional. Surface water that was observed on site was attributed to a heavy rain event 10 days prior to the jurisdictional delineation or was observed in areas where water percolation was limited. Therefore, Project activities would not require permits under Sections 401 or 404 of the Clean Water Act and Porter-Cologne Water Quality Control Act, Fish and Game Code Section 1600 *et seq.*, or California Coastal Commission (LAHD, 2023). Therefore, impacts would be less than significant, and this issue will not be addressed further in the EIR.

d. 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 Impact. There are no known terrestrial or marine mammal migration corridors within the Port Complex, including the Project site, because the Port is not located between natural resource areas that terrestrial wildlife would need to traverse. Therefore, the Proposed Project would not interfere with terrestrial wildlife migration, and no impacts would occur. This issue will not be addressed further in the EIR.

Project activities within the Project site may impact nesting birds protected by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code. The MBTA prohibits the take (including killing, capturing, selling, trading and transport) of protected migratory bird species, including active nests, without prior authorization by the Department of Interior U.S. Fish and Wildlife Service. California Fish and Game Code Section 3503.5 prohibits take or possession of birds of prey or their eggs; and Section 3513 prohibits take or possession of any migratory nongame bird. Most birds on the Project site could easily fly around or over the work area, but nesting birds in the vegetation, old structures, or on the ground may be impacted if Project activities start during the nesting season (February 15 – September 1).

As part of the Proposed Project and in compliance with state and federal laws protecting nesting birds, LAHD would conduct pre-construction surveys and monitoring for nesting birds if construction activities are conducted between February 15 and September 1. If nesting birds are detected, LAHD would implement no-disturbance buffers until the nestlings have fledged. The size of the buffers would be based on the judgment of a qualified biologist. The biologist would determine the buffer based on the species' ecology, their tolerance to disturbance, and the type of construction activity that is occurring. Periodic monitoring would be conducted to ensure the nest is not disturbed. Potential impacts to wildlife nursery sites, specifically nesting bird habitat, would be less than significant. This issue will not be addressed further in the EIR.

Given the limited extent of the Project area, the absence of wildlife corridors and nesting habitat, and the short duration of construction activities, the Proposed Project's impacts on the movement of any native resident or migratory fish or wildlife species would be less than significant. This issue will not be addressed further in the EIR.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Project is located in a highly developed area with very little native vegetation present. A limited number of non-native plants and ornamental trees are expected to be removed as part of the Proposed Project. The only biological resources protected by the City Ordinance (Ordinance No. 177404) pertain to specific tree species including oak trees, Southern California black walnut, Western sycamore, and California Bay. All trees observed onsite are non-native, such as Australian wattle, Mexican fan palm, lemon-gum eucalyptus, and Canary Island pine tree, and none of these are protected by City Ordinance. Therefore, the Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, no impacts would occur, and this issue will not be addressed further in the EIR.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that overlap with the Project area (USFWS, 2023). The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan area, which is located approximately 5 miles west of the Project area (City of Rancho Palos Verdes, 2019). The County of Los Angeles (County) has established official, designated areas, referred to as Significant Ecological Areas (SEAs), within the County that contain rare or unique biological resources. The Terminal Island (Pier 400) California least tern nesting site is the only SEA in the Port and is located approximately 2 miles south of the Project site. The Proposed Project would have no impact on Pier 400. As such, the Proposed Project would not conflict with adopted conservations plans related to biological resources, and this issue will not be addressed further in the EIR.

5.5 CULTURAL RESOURCES

Discussion:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?

No Impact. The Proposed Project would not cause a substantial adverse change or effect to a historical resource. The Proposed Project area is located on the northern portion of Terminal Island, which is an artificial landform composed of harbor dredged and industrial-grade fill. The Port provided the results of a recent cultural resources record search, and no identified reports have been located that discuss the presence of historically eligible or listed resources at 740 Terminal Way. The Eldridge Street office building was built in 2001 and is not a historical resource. Since there are no significant historical resources located within the Project area, the Proposed Project would not cause a substantial adverse change in the significance of an historical resource. Therefore, no impacts would occur, and no mitigation is required. This issue will not be addressed further in the EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

No Impact. The Proposed Project would not cause a substantial adverse change or effect to an archaeological resource. As discussed above, the Project area is located on the northern portion of Terminal Island, which is an artificial landform composed of harbor dredged and industrial grade fill. No identified reports have been located that discuss the presence of historically eligible, listed, or unique archaeological resources at 740 Terminal Way. Because the Project site is composed of harbor dredged material and industrial-grade fill, it can be anticipated that the Proposed Project would not cause a substantial adverse change in the significance of an archaeological resource. No impacts would occur, and no mitigation is required. This issue will not be addressed further in the EIR.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. The Proposed Project would not disturb human remains. As discussed above, the Project area is within an already disturbed and developed context, and the soil within the Project area is composed of industrial-grade fill. Background archival research failed to find any potential for human remains (e.g., the existence of formal cemeteries). Therefore, no impact would occur, and this issue will not be addressed in the EIR.

5.6 ENERGY

Discussion:

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. The Proposed Project would consume energy resources in the form of non-renewable fossil fuels and electricity during construction and operations. Construction would involve the short-term consumption of transportation fuels and electricity by equipment and vehicles. Construction would take approximately 24 months. Construction would not require a substantial use of electricity as most equipment would be powered by diesel, gasoline, or propane. Operations would require electric power for zero-emission yard equipment and transportation fuels, primarily diesel, propane, and gasoline, due to truck trips, workers commuting to the site, the office, and the maintenance and repair facilities for up to 25 years. The EIR will evaluate whether energy use to support the Proposed Project would constitute wasteful, inefficient, or unnecessary consumption of energy resources.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The Proposed Project would involve the construction and operation of a chassis depot and container storage facility, including construction of charging stations and electric hook ups at the Project site. The Proposed Project would not conflict with adopted state or local renewable energy plans or any of the Port's energy plans. The Proposed Project would not cause any change in existing renewable energy infrastructure, such as solar or wind-powered electric generating facilities. The City of Los Angeles would need to issue Building and Safety Permits for new buildings and would ensure compliance with energy efficiency requirements under the California Green Building Code and Appliance Efficiency Regulations (Title 24 and Title 20 of the California Code of Regulations, respectively). LAHD is responsible for design, inspection, management, and oversight of construction projects to ensure projects comply with energy efficiency requirements. Energy consumption would be minimized in accordance with energy efficiency standards, and energy used during construction and operation would facilitate achieving the objectives of the Proposed Project, which include reducing inefficient chassis support operations. Therefore, these uses do not conflict with or obstruct energy plans, and this impact would be less than significant. This impact will not be addressed further in the EIR.

5.7 GEOLOGY AND SOILS

Discussion:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. No known faults cross or are immediately adjacent to the Project site. The closest known active fault is the Palos Verdes fault zone, located approximately 0.5 miles west of the Project site (USGS, 2023a), and the closest Alquist-Priolo zoned fault is the Newport-Inglewood fault zone approximately 6 miles northeast of the Project site (CGS, 2023). The offshore potentially active (late Quaternary) THUMS-Huntington Beach fault is mapped approximately 0.5 miles west of the Project site trending generally toward the southern end of the Project site. However, the fault is not mapped onshore, nor does it traverse the Project site (USGS, 2023a). No impact would occur from rupture of a known fault, and this issue will not be addressed further in the EIR.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. The Proposed Project is located in a seismically active area of Southern California with numerous on- and offshore active faults capable of generating large earthquakes and significant seismic ground shaking in the Project area. Onshore faults in the Project area include the Palos Verdes fault zone, Newport-Inglewood fault zone, Santa Monica fault, Hollywood fault, Malibu Coast fault, Sierra Madre fault zone, Elsinore fault zone, Puente Hills Blind Thrust, and Lower Elysian Park Blind Thrust. Offshore faults in the Project area include the offshore sections of the Palos Verdes and Newport-Inglewood fault zones, San Diego Trough fault, THUMS-Huntington Beach fault, San Clemente fault, Oceanside fault, Santa Cruz-Catalina Ridge fault, and Thirty Mile Bank fault. The Project site may experience strong to very strong ground shaking from a large earthquake on any of these faults. The exposure of people and structures to seismic ground shaking is a potential risk with or without the Proposed Project and cannot be avoided. However, incorporation of modern standard engineering and safety standards in Project design and compliance with LAHD engineering criteria and current Los Angeles Building and Municipal Codes would minimize adverse effects to people and structures. Emergency planning and coordination would also reduce injuries to on-site personnel during seismic activity. With incorporation of emergency planning and compliance with current regulations and standard engineering practices, this impact is considered less than significant. This issue will not be addressed further in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. The Proposed Project is located within a mapped California Geological Survey liquefaction hazard zone (CGS, 2023). Hydraulic and alluvial fill are common in the Port and harbor areas, and in conjunction with shallow groundwater levels, are subject to liquefaction and lateral spreading in the event of large earthquakes. However, incorporation of modern standard engineering and safety standards in Project design, and compliance with LAHD engineering criteria and current Los Angeles Building and Municipal Codes would minimize adverse effects to people and structures. Therefore, this impact is considered less than significant. This issue will not be addressed further in the EIR.

iv) Landslides?

No Impact. The topography of the Project site and surrounding area is primarily flat to gently sloping. Portions of the Project area have been graded with elevations of approximately 12 to 15 feet above mean sea level (MSL); the remainder of the site is relatively flat, although uneven, with elevations ranging from 13 to 20 feet elevation. The Project site and immediately surrounding area would not be subject to landslides or other slope failures due to natural causes, Project construction or operation, or seismic events. As such, there is no impact related to landslides, and this issue will not be addressed further in the EIR.

b. Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. The Proposed Project would include grading and excavation activities during construction that would loosen soils and could contribute to surface erosion. The Proposed Project would be subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Stormwater Program, which requires obtaining coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, and the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). A new Project-specific SWPPP compliant with the requirements of the State Water Resources Control Board (SWRCB) Industrial General Permit (IGP) Order No. 2014-0057-DWQ and Construction General Permit (CGP) Order 2009-0009-DWQ and the NPDES Permit would be required to cover the Project. Compliance with NPDES and SWPPP requirements, including any erosion and sediment controls identified in the SWPPP, would further reduce potential impacts. After construction, the Project site would be completely paved which would prevent erosion. The impact would be less than significant, and this issue will not be addressed further in the EIR.

c. Be located on geologic units or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. As discussed in Section 5.7(a)(iv), the Project site would not be subject to landslides. The Project site is not on or near any free facing slopes or banks and would therefore not be subject to lateral spreading. However, as discussed in Section 5.7(a)(iii), the site would be subject to liquefaction in the event of a large earthquake on nearby or regional faults. Adverse effects due to liquefaction would be minimized due to

incorporation of modern standard engineering and safety standards in Project design, and compliance with LAHD engineering criteria and current Los Angeles Building and Municipal Codes. Therefore, this impact is considered less than significant.

Although areas of regional subsidence due to groundwater and oil extraction (USGS, 2023b) are mapped in the POLA area and in close proximity to the Proposed Project (0.3 miles east, 0.7 miles northwest, and 1.25 miles west), the Proposed Project is not mapped within a subsidence area. Additionally, the Proposed Project does not include a groundwater supply well or oil wells. Groundwater extraction for construction activities with excavations may be required due to the presence of shallow tidally influenced groundwater. However, this groundwater extraction would be limited and temporary, as excavation depths are expected to be up to five feet. Therefore, the Proposed Project would not contribute to subsidence in the area. The impact would be less than significant. This issue will not be addressed further in the EIR.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less-than-Significant Impact. Expansive soils may exist at the Project site that could result in adverse impacts to Project structures such as cracking and distress of foundations. The required geotechnical investigation to comply with County of Los Angeles and LAHD building codes and design requirements would identify any expansive soils, and appropriate design measures would be incorporated as part of Project design. Recommendations from the geotechnical investigation regarding expansive soils would be implemented in compliance with City of Los Angeles and LAHD design guidelines, LAHD Engineering review recommendations, and the Los Angeles Building and Municipal Codes. Compliance with geotechnical recommendations, standard engineering practices, and design guidelines and regulations would minimize impacts related to expansive soils. Therefore, the impact would be less than significant. This issue will not be addressed further in the EIR.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Proposed Project would be connected to municipal sanitary sewer lines. Septic tanks and alternative wastewater disposal would not be used. No impact would occur, and this issue will not be addressed further in the EIR.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The Proposed Project site is underlain by artificial fill. Artificial fill has no paleontological sensitivity, and therefore, proposed ground disturbing activities have no potential to damage or destroy unique paleontological resources. No impact would occur, and this issue will not be addressed further in the EIR.

5.8 GREENHOUSE GAS EMISSIONS

Discussion:

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Construction and operation activities would result in direct and indirect GHG emissions from use of fuels and electricity by equipment and vehicles and use of energy by the office building and chassis maintenance and repair facilities. Sources of direct GHG emissions during construction would include the off-road equipment and on-highway vehicles. Construction would take approximately 24 months. Operations would generate GHG emissions for up to 25 years from truck trips and from the use of diesel, propane, gasoline, and electricity by yard equipment, workers commuting to the site, the office, and the maintenance and repair facilities. Provision of water, wastewater, and solid waste services would also indirectly generate GHG emissions. The EIR will evaluate whether the direct and indirect GHG emissions of the Proposed Project may have a significant impact on the environment.

b. 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?

Potentially Significant Impact. The sources of GHG emissions caused by the Proposed Project during development of the site and operation as a chassis depot and container storage facility may have the potential to conflict with plans or policies adopted for the purpose of achieving GHG emission reductions. This impact will be discussed in the EIR.

5.9 HAZARDS AND HAZARDOUS MATERIALS

Discussion:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact. The Proposed Project would involve limited transport, storage, use, and disposal of hazardous materials during construction and operation. Some examples of hazardous materials handling during construction include the transport of fuels, lubricants, and solvents associated with construction equipment, as well as the transport of potentially contaminated soils excavated from the Project site. Potentially contaminated soil may be encountered during Project construction and may need to be handled and disposed of at an appropriate landfill permitted to accept the waste. Hazardous materials that could be used during the Proposed Project operation include lubricants, solvents, acids, paints, and fuels. When not in use, these hazardous materials would be stored in approved containers and in a proper manner to prevent leakage or accidents as required by State and local regulations. Operational vehicles and equipment would be fueled at the charging and fueling infrastructure or by mobile fuel service trucks. Project construction may expose sensitive receptors and the environment, including soil, groundwater, and the harbor to hazardous

materials. During storm events, spills or leaks of hazardous materials could infiltrate soils causing contamination of underlying soil or the groundwater, or runoff into the harbor and adversely affect harbor water quality and marine life. However, standard best management practices (BMPs) would be implemented to address these incidents, such as using drip pans to catch leaks or spills during refueling activities and requiring on-site fuels to be stored in secured and enclosed containers. Implementation of the Project-specific SWPPP would also reduce impacts related to polluted runoff. During Project operation, spills or leaks would not infiltrate soils, as all operations would occur on paved surfaces that are maintained and periodically inspected and repaired as needed to ensure integrity. Therefore, impacts would be less than significant, and this issue will not be addressed further in the EIR.

b. 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. As described in Section 5.9(a), Project construction and operation activities would require the limited use of hazardous materials, such as fuels, lubricants, and solvents. The storage and use of hazardous materials during construction and operation could result in the accidental release of hazardous materials typically associated with minor spills or leaks. However, standard BMPs would be implemented to address these incidents, such as using drip pans and storing on-site fuels in secured and enclosed containers. Implementation of the Project-specific SWPPP would also reduce impacts related to polluted runoff. Therefore, impacts would be less than significant, and this issue will not be addressed further in the EIR.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools within one-quarter mile of the Proposed Project. No impact would occur, and this issue will not be addressed further in the EIR.

d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. The Proposed Project site is currently listed on the California Department of Toxic Substances Control (DTSC) Envirostor website as a No Further Action Military Evaluation site due to the Project and surrounding area's previous use by the Navy from 1935 until 1980 (DTSC, 2023). Areas east and southeast of the Project site were used for various arms, explosives, and munitions storage and a practice bomb range and small arms shooting range (USACE, 2006). A review and inspection of the site as part of the Formerly Used Defense Site Military Munition Response Program did not find any munitions or explosives of concern (USACE, 2006) and in 2007, based on site surveys and limited soils testing, the DTSC listed the site as No Further Action (DTSC, 2007). The Project site is not listed on any other environmental database sites.

Historically, from approximately 1997 until 2006, the Project site was used for petroleum coke bulk storage where coal was shipped by rail to the site, stored in massive, covered pads, and then transferred by conveyor belt to a specialized crane to be loaded onto ships. Remnant and residual levels of soil and groundwater contamination that would result in adverse impacts to sensitive receptors may be encountered during ground disturbing construction activities. The Environmental Baseline Investigation prepared by Pacific Edge Engineering, Inc. determined that the Project site has a low potential for human health risk (LAHD, 2017). Preliminary soil testing would be conducted prior to construction ground disturbance and any contaminants would be removed or remediated according to current local, State, and federal regulations.

The EIR will evaluate whether the Proposed Project would expose sensitive receptors to adverse impacts from existing environmentally contaminated soil and groundwater.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The closest airports to the Proposed Project site are the Torrance Municipal Airport - Zamperini Field, located just over 5 miles to the northwest, and the Long Beach Airport, located approximately 7.5 miles to the northeast. The Project is not within or near the Planning Boundaries for either airport (ALUC, 2004). No impact would occur, and this issue will not be addressed further in the EIR.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. While most construction activities would take place outside of public roadways, periodic temporary construction or maintenance activities may temporarily block or close local access routes. The Proposed Project would not physically interfere with an adopted emergency response plan, as coordination with both the Los Angeles Fire Department and the Los Angeles Port Police would occur prior to construction activities. Emergency access in the vicinity of the Project site would be maintained for emergency service vehicles during construction activities, as construction traffic would be intermittent and temporary, and any road closures would be temporary during construction activities. The Proposed Project is not expected to substantially affect traffic circulation or increase demand on existing emergency response services during construction or operation. Therefore, the Proposed Project would not interfere or impair implementation of emergency response or evacuation plans, and impacts would be less than significant. This issue will not be addressed further in the EIR.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. The Proposed Project is not located within a wildland area. Additionally, the Port and Project area are listed as "not burnable" on the US Forest Service Wildfire Hazard Potential website (USFS, 2023). The Los Angeles Fire Department (LAFD) provides fire protection services within the Port. No impact would occur, and this issue will not be addressed further in the EIR.

5.10 HYDROLOGY AND WATER QUALITY

Discussion:

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?

Less-than-Significant Impact. The Proposed Project would require grading and shallow excavation during construction to install utilities such as stormwater drainage and sewage systems. Ground disturbing activities near the water could result in discharges of sediment to harbor waters that could cause temporary water quality impacts such as sedimentation and contamination. The Proposed Project would be subject to the requirements of the NPDES Stormwater Program, which requires obtaining coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, and the development and implementation of a SWPPP. The new Project-specific SWPPP compliant with the requirements of the SWRCB IGP, CGP, and NPDES Permit would be required for the Project. Compliance with the NPDES and SWPPP requirements would reduce potential impacts to less than significant.

Depending on the Project site's infiltration rates, during operations, the Proposed Project may include Low-Impact-Development (LID) water drainage capture infrastructure, such as catch basins and storm drain filtration trenches, which would capture on-site stormwater flows and prevent them from entering the harbor. This new LID water drainage capture system would reduce stormwater-related impacts to marine water quality. Alternatively, if infiltration is infeasible at the Project site, an on-site artificial stormwater basin would be constructed to direct flows to a pipe that would divert stormwater to the off-site storm drain system. Wastewater generated by on-site office facilities would be connected to the municipal wastewater treatment provider, and no wastewater would be stored or disposed of on site or into the harbor. The impact would be less than significant, and this issue will not be addressed further in the EIR.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. Groundwater in the harbor area is located south of the Dominguez Gap Barrier and experiences seawater intrusion from San Pedro Bay, rendering it unsuitable for potable uses. Further, the Project site is not used or designated for groundwater recharge. Shallow

excavation would be necessary to construct the LID water drainage capture system and underground utilities; however, dewatering would not be required due to the minimal excavation depths (up to 5 feet). Because the Project site is not used for groundwater recharge or other groundwater-related beneficial uses, construction and operation activities at the site would not interfere with groundwater supplies. The Project would have no impact on groundwater supplies or recharge, and no mitigation is required. This issue will not be addressed further in the EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site.

Less-than-Significant Impact. The Proposed Project would have no impact on the course or configuration of any waterbody because there are no streams or rivers on the site, and in-water work would not occur.

The Proposed Project would increase impervious areas through the pavement of approximately 75 acres. Paving the site could alter the existing draining patterns. Construction would comply with the stormwater-related requirements in the NPDES Permit, which would minimize the amount of runoff and the potential for substantial erosion or siltation to occur. During construction, LAHD contractors would develop and follow a SWPPP compliant with the requirements of the SWRCB CGP Order 2009-0009-DWQ, as amended. Compliance with this construction SWPPP, including any erosion and sediment controls identified in the SWPPP, would further reduce potential impacts.

During operation, LAHD would be required to obtain coverage under the SWRCB IGP Order No. 2014-0057-DWQ, as amended, and as required under the IGP, a SWPPP would be developed and implemented. During operations, the Proposed Project's drainage would be handled by the on-site LID water drainage capture system, which would comply with the City's LID requirements. The LID system would minimize off-site erosion and siltation and ensure sufficient drainage. Implementation of the SWPPP and LID system would reduce impacts to less than significant, and this issue will not be addressed further in the EIR.

(ii) substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;

Less-than-Significant Impact. The Proposed Project would not change the vulnerability of the Project site to flooding because it would not lower the site's elevation, remove barriers to flooding, or install features that could substantially increase flood flows. Surface runoff would increase because of the increased amount of impervious paving. However, the existing storm drain system would convey flows off site, and the Proposed Project may install a LID-compliant drainage system or alternative artificial infiltration drainage system that would ensure additional flow capacity and proper conveyance of surface runoff. This would reduce the potential for flooding on or off site and improving the capacity of the stormwater drainage systems. This issue will not be further addressed in the EIR.

(iii) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less-than-Significant Impact. The Proposed Project has the potential to increase storm-water runoff with the addition of new impervious areas, and stormwater runoff may contain particulate matter or industrial chemicals that could enter harbor waters. There is a potential for hazardous material to enter harbor water during construction. The Proposed Project would be subject to the requirements of the NPDES Stormwater Program, which requires obtaining coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, and the development and implementation of a SWPPP. Compliance with NPDES and SWPPP requirements would reduce potential impacts related to polluted runoff. On-site drainage systems would be constructed such that storm flows and dry-weather runoff would not enter harbor water. If feasible, the LID water drainage capture system would prevent flows from entering harbor water and would include LID features such as catch basins and storm drain filtration trenches to improve water quality of runoff. Alternatively, if infiltration is infeasible on site, an artificial infiltration basin and additional storm drainpipes would be installed to divert water to the existing off-site storm drain system. Additionally, as discussed in Section 5.10(c)(i), LAHD would be required to obtain coverage under the SWRCB IGP, and as required under the IGP, a SWPPP would be developed and implemented to reduce pollution in runoff. The Proposed Project would not exceed the capacity of the new stormwater drainage systems nor create substantial additional sources of polluted runoff. Therefore, impacts would be less than significant, and this issue will not be further addressed in the EIR.

(iv) impede or redirect flood flows?

No Impact. The Project site is not within a flood hazard zone according to Federal Emergency Management Agency (FEMA) National Flood Hazard Layer Viewer (FEMA, 2021). The site is relatively flat to gently sloping. The Proposed Project would grade the site to generally match grades and include new structures, pavement, and underground utilities. These features would not increase the vulnerability of the site to flooding and would not substantially affect flood flows. Accordingly, no impact would occur. This issue will not be further addressed in the EIR.

d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-than-Significant Impact. The Project site is approximately 400 feet west of Seaplane Lagoon and approximately 1,200 feet northwest of Pier 300 Shallow Water Habitat (LAHD, 2018). These bodies of water are partially enclosed and may result in seiches during certain conditions. However, the Project has a low risk of releasing pollutants in the event of a seiche, as the site would be used for chassis operations and storage of containers, and hazardous materials, such as acetylene, diesel fuel, ethylene glycol, gasoline, motor oil, oxygen, and propane would be properly stored on site during fueling activities. Fossil fueling activities would cease on January 1, 2030, when 100 percent of yard equipment would be required to

be zero emissions. If the site were inundated by a seiche, the on-site drainage system would properly convey flows offsite without releasing pollutants to the harbor.

According to the California Department of Conservation (DOC), the Project site is located within a tsunami inundation area (DOC, 2023). However, the *Tsunami Hazard Assessment for the Ports of Los Angeles and Long Beach* (Moffatt and Nichol, 2007) modeled the possibility of tsunami propagation into the Ports and concluded that a tsunami caused by local seismic activity, or an underwater landslide would be unlikely to occur more than once every 10,000 years. Under the most severe tsunami scenario modeled, the Port Complex model predicts a maximum tsunami wave height of approximately 1.79 meters at Pier 300 (where the Project is located) (Moffatt and Nichol, 2007, Table 4-1). This wave height would not cause overtopping of the site, as the adjacent lowest deck elevation at Pier 300 is 3.71 meters, which is greater than the modeled maximum tsunami wave height. The risk of releases is expected to be low due to the low maximum tsunami wave height in comparison to the lowest deck elevation. Therefore, impacts would be less than significant, and this issue will not be evaluated further in the EIR.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. Responsibility for the protection of surface water and groundwater quality in California rests with the SWRCB and nine Regional Water Quality Control Boards. According to regulatory requirements and as part of its management of stormwater runoff, construction of the Proposed Project would require a SWRCB CGP, and operations would require coverage under the IGP and development of a new project specific SWPPP. LID requirements would also be implemented as required. These regulatory requirements would minimize pollutant loading. The Proposed Project would not interfere with any water quality or groundwater management plan, and no impact would occur. This issue will not be further addressed in the EIR.

5.11 LAND USE PLANNING

Discussion:

a. Would the project physically divide an established community?

No Impact. The Project site is located within the Port in an industrial area that does not contain any established communities. Residential communities are located to the north, east, and west of the Project site, with the nearest community, San Pedro, approximately 1.2 miles to the west. These communities are currently separated from the Project site by roadways, channel waters, and existing Port facilities. The physical division of an established community typically refers to the construction of a linear feature, such as a major highway or railroad tracks or removal of a means of access, such as a local road or bridge that would impair mobility within an existing community or between a community and outlying area. Under existing conditions, the Project site is not used as a connection between established communities. Instead, connectivity in the surrounding area is facilitated via regional and local roadways, such as SR-47, Interstate 110, and Interstate 710. Construction and operation of

the Proposed Project would not affect the connectivity between residential communities and these roadways because the Project site is located more than one mile away from these communities and is surrounded on all sides by channel waters, as well as existing Port facilities and operations. In addition, the Proposed Project would occur on a parcel that has been used for existing Port operations and would include construction and operation activities that remain consistent with existing and surrounding uses. The Proposed Project would not physically divide an established community. Therefore, no impacts would occur, and no mitigation is required. This issue will not be addressed further in the EIR.

b. 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. Applicable land use plans and regulations for the Project site include the PMP and the City of Los Angeles General Plan and Zoning Ordinance. The Project site is within Planning Area 3 of the PMP. Planning Area 3 is the largest planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable waterfront. This planning area focuses on container operations. Of the 80-acre Project site, 24 acres are zoned Maritime Support, and 56 are zoned Liquid Bulk; as such, the Project site is subject to both the Maritime Support and Liquid Bulk land use designations as indicated in the PMP (Figure 4-1) (LAHD, 2018). Operations associated with the chassis support facility and container storage facility would be consistent with the Maritime Support land use, which is defined as "water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities" (LAHD, 2018).

However, the existing Liquid Bulk designation is not consistent with proposed facilities, as this designation is for "water-dependent uses focused on storage, receipt, and delivery of liquid bulk commodities." Per the PMP, a Plan amendment is required if a new land use is proposed on a site that is inconsistent with its land use designation(s). Therefore, under the Proposed Project, a PMP Amendment would be necessary to change the land use for 56 acres of the Project site from Liquid Bulk to Maritime Support (Figure 4-2).

The Project site is on Assessor's Parcel Number (APN) 7440-022-BRK, which is designated General/Bulk Cargo – Non Hazardous (Industrial and Commercial) and is zoned qualified-heavy industrial ([Q]M3-1) under the City of Los Angeles Zoning Ordinance (City of Los Angeles, 2023a). In addition, the Project parcel is zoned qualified-heavy industrial in Height District 1 ([Q]M3-1) under the City of Los Angeles Zoning Ordinance (City of Los Angeles, 2023b). The "qualified" designation, as shown with the symbol [Q], indicates that a property so designated might be restricted or prohibited for some uses ordinarily permitted in the underlying zone classification, and/or that development on such designated sites may be required to conform to certain additional use standards. The [Q] in this zone restricts uses to General Cargo, limited Port-related commercial, industrial, and support uses. The zone limits the storage of hazardous materials, liquid, or solid bulk that is flammable, explosive, or produces a flammable, toxic, or suffocating gas.

Figure 4-1. Existing PMP Land Use Designation



Figure 4-2. PMP Amendment



The Proposed Project would not conflict with this designated zoning because the proposed uses are consistent with the permitted uses in this zone, including cargo container storage within the boundaries of the Port of Los Angeles Community Plan area.[1]

In addition, the proposed structures, including the office building and canopy structure, would conform to the height requirements associated with Height District 1, which are dependent on the zoning classification of adjacent properties, distance from those properties, and surrounding topography. Finally, the proposed uses would not include the storage of flammable or explosive substances, or substances that would produce flammable, toxic, or suffocating gases. Therefore, the Proposed Project would be consistent with the City of Los Angeles General Plan and Zoning Ordinance.

The rationale for the Proposed Project's consistency with each policy is as follows:

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. (California Coastal Act Section 30250)

Rationale: The Proposed Project includes the construction and operation of a chassis support facility and container storage facility adjacent to existing developed areas on a site that has been partially operated as an empty container storage yard with a roadability center, trailer office space, and guard shacks for security. The Proposed Project includes the installation of stormwater drainage and sewage systems, and electrical infrastructure. However, the installation of these public services is minimized because the Project site is located adjacent to existing developed areas.

Policy 1.2 – Protect coastal areas for port-related developments and water-dependent developments. (California Coastal Act Section 30255)

Rationale: The Proposed Project would be constructed in a developed area of the Port to support water-dependent maritime uses.

Policy 1.3 – The Port is encouraged to modernize and construct necessary facilities within the boundaries of the Port in order to minimize or eliminate the necessity for future dredging and filling to create new ports in new areas of the state. (California Coastal Act Section 30701)

Rationale: The Proposed Project would be constructed within the Port boundaries, which would eliminate future dredging and filling to create new ports in the state.

While a Plan amendment would be required, the Proposed Project would not conflict with any of the PMP Section 7.2 policies relating to land use or the location, design, and

[1] According to the City of Los Angeles Zoning Ordinance, a cargo container storage yard is defined as: "An open-air site or facility, the primary use of which is the keeping of empty cargo containers, and equipment, and may have as accessory uses the storage of container chassis and truck cabs, repair facilities, warehouses and offices associated with the movement or storage of cargo containers. This definition does not include draying, freighting or trucking yards or terminals."

construction of development. Therefore, under a Plan Amendment, the Proposed Project would not conflict with the land use of the site or its surroundings and would not conflict with the PMP land use policies (LAHD, 2018) or any applicable land use plans. The Proposed Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant, and this issue will not be addressed further in the EIR.

5.12 MINERAL RESOURCES

Discussion:

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. According to the DOC Geologic Energy Management Division, the Project site is not within an oil field, and no oil and gas wells are located within the site boundaries (DOC, 2023b). According to the City of Los Angeles General Plan Conservation Element, the Project site is not located in a Mineral Resource Zone (City of Los Angeles, 2001). The nearest well, City of Los Angeles Well 2, is located approximately 0.3 mile west of the Project site (DOC, 2023b). The Proposed Project would not conflict with existing oil extraction land uses or prevent future oil extraction. As such, the Proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. Therefore, no impacts would occur, and this issue will not be addressed further in the EIR.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. As described in Section 5.12(a), the Project site is not located within a Mineral Resource Zone, oil field, or an area that contains oil and gas wells. The Proposed Project would not conflict with existing oil extraction land uses or prevent future oil extraction. As such, the Proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts would occur, and this issue will not be addressed further in the EIR.

5.13 NOISE

Discussion:

a. 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 Impact. Vibration-sensitive land uses include high-precision manufacturing facilities or research facilities with optical and electron microscopes. None of these occur in the Project area. Therefore, the significance threshold for "excessive ground-borne vibration" depends on whether a nuisance, annoyance, or physical damage to any buildings could occur. The City of Los Angeles does not specify a significance criterion of vibration, but Caltrans developed guidelines for construction activities and estimates that vibration levels exceeding 0.3 inches per second (in/sec) can damage older residential structures and cause substantial annoyance to humans (Caltrans, 2020). Such vibration levels would not occur in any offsite location in the vicinity of the Project site. The impact of groundborne vibration would be less than significant, and no mitigation is required.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. Vibration-sensitive land uses include high-precision manufacturing facilities or research facilities with optical and electron microscopes. None of these land uses occur in the Project area. Therefore, the significance threshold for "excessive ground-borne vibration" depends on whether a nuisance, annoyance, or physical damage to any buildings could occur. The City of Los Angeles does not specify a significance criterion of vibration, but Caltrans developed guidelines for construction activities and estimates that vibration levels exceeding 0.3 in/sec can damage older residential structures and cause substantial annoyance to humans (Caltrans, 2020). Such vibration levels would not occur in any offsite location in the vicinity of the Project site. The impact of groundborne vibration would be less than significant, and no mitigation is required.

c. 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?

Less-than-Significant Impact. The Project site is not located within an airport land use plan. The Catalina Sea and Air Terminal Heliport is a private heliport, located approximately one mile west of the Project site at Berth 95. Helicopters normally travel to Catalina Island over the Main Channel, which is about 3,000 feet from the Project site. The nearest public airports are Torrance Municipal Airport – Zamperini Field Airport – located over 5 miles to the north-northwest, and Long Beach Airport, located over 7 miles to the northeast. Given the distance between the Project site and the identified airports and heliport, and the infrequent nature of helicopter operations, workers at the Project site would not be exposed to excessive noise levels from airplanes or helicopters. The impact of airport noise levels would be less than significant, and no mitigation is required.

5.14 POPULATION AND HOUSING

Discussion:

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Proposed Project would not develop any new residential facilities, extend any roads, or develop other growth-accommodating infrastructure. Up to approximately 60 workers are estimated to be employed for the 24-month construction period, based on the assumed number of crews for excavation, truck trips needed for hauling material, and the number of proposed buildings. Additionally, approximately 154 workers would be employed for operation of the Proposed Project. The Project site is within the Port and proximate to a well-established, heavily populated urban community that provides sufficient existing housing stock and established infrastructure. Additionally, there is an adequate supply of workers in the vicinity of the Project given the urban setting. The population of the City of Los Angeles is expected to grow by approximately eight percent between 2020 and 2030, and this growth has been planned for in the General Plan Housing Element (City of Los Angeles, 2021). The majority of the Project's workers would likely come from the existing local workforce, and the number of new workers requiring relocation would be negligible compared to the City's projected population growth. As such, the Proposed Project would not induce substantial unplanned population growth in the area either directly or indirectly. Therefore, no impacts on housing would occur, and this issue will not be addressed further in the EIR.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. No housing is present within the boundaries of the Project site that would be displaced, and no replacement housing would be necessary. There is no formal housing within the Port, although there are liveaboard tenants at the marinas to the southwest of the Project site. The Proposed Project would not displace the marina liveaboards. As such, the Proposed Project would not result in the displacement of any people or housing or necessitate the construction of replacement housing elsewhere. No impacts on housing would occur, and this issue will not be addressed further in the EIR.

5.15 PUBLIC SERVICES

Discussion:

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a. Fire Protection?

Less-than-Significant Impact. LAFD provides fire protection and paramedic services within the City and the Port. LAFD Station 40 (330 Ferry Street), which is located immediately adjacent west of the Project site, provides fire protection and paramedic services to the Project site (LAFD, 2023). Emergency access in the vicinity of the Project site would be maintained for emergency service vehicles during construction, as construction traffic would be intermittent and temporary, and road closures, if necessary, would also be temporary. During operations, 40 fire hydrants on site would provide water for fire suppression. No substantial adverse physical impacts for new or altered fire protection services would occur during construction and operations. As discussed in Section 5.14(a), the Proposed Project would not directly or indirectly induce unplanned population growth in the City, and thus, would not necessitate new or altered fire protection facilities. Therefore, it is anticipated that the existing LAFD Station 40 would be able to adequately serve the Proposed Project. Although the Proposed Project could potentially result in a slight increase in demand for emergency service due to the new activities at the site, this increase is expected to be limited as operational activities would comply with State and City fire codes, standards, and regulations. As such, the Proposed Project would not result in the need for new or physically altered governmental facilities that would cause significant environmental impacts. Impacts would be less than significant, and this issue will not be addressed further in the EIR.

b. Police Protection?

No Impact. The Los Angeles Port Police (Port Police) provides the primary law enforcement and security for the Port including 7,500 acres along 43 miles of waterfront (POLA, 2023). The Port Police headquarters is located approximately 1.3 miles west of the Project site at 330 South Centre Street, Los Angeles. The Port Police Dive Unit facility boats and offices/ lockers are located approximately 1 mile southwest of the Project site at 954 South Seaside Avenue, Los Angeles. Additionally, the Los Angeles Police Department (LAPD) provides law enforcement for 21 community areas including San Pedro (LAPD, 2032). The Project site is located within the LAPD Harbor Division Area, which covers 27.5 square miles including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island (LAPD, 2021).

Similar to fire protection services, the Project site is already within the Port Police and LAPD service areas, and once operational, would continue to be served. As discussed in Section 5.14(a), the Proposed Project would not directly or indirectly induce unplanned population growth in the City, and therefore, would not increase the demand for new police protection services. As such, the Proposed Project would not increase the demand for police services, require the expansion of existing police facilities, or necessitate the construction of new police facilities. Therefore, no impact would occur, and this issue will not be addressed further in the EIR.

c. Schools?

No Impact. The need for new schools is generally associated with an increase in the school-aged population or a decrease in the accessibility and availability of existing schools. The additional employees hired for construction and operation of the Proposed Project would likely come from the local regional area, and any of the employees' school-age children would likely already attend schools in the vicinity. An increase in school-age children requiring public education is not expected to occur as a result of the Proposed Project. Therefore, no impacts to existing schools or need for new school facilities would occur, and this issue will not be addressed further in the EIR.

d. Parks?

No Impact. The Proposed Project would not develop new parks or reduce existing park facilities. Furthermore, the Project site would be confined to the Port and would not induce population growth that would increase demand for parks. Therefore, no impacts to existing parks, or the need for new parks would occur, and this issue will not be addressed further in the EIR.

e. Other Public Facilities?

No Impact. As previously discussed in Section 5.14(a), the Proposed Project does not include development that would induce substantial unplanned population growth that would increase the use of libraries, community centers, hospitals, or other public facilities. As such, a substantial increase in use of these public facilities is not anticipated. Therefore, no impacts on other public facilities would occur, and this issue will not be addressed further in the EIR.

5.16 RECREATION

Discussion:

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. An increased demand for neighborhood or regional parks and other recreational facilities is generally associated with an increase in permanent residents. As discussed in Section 5.14(a) the Proposed Project would not include the development of new residential facilities, and no substantial population growth would occur. As such, no increase in the use of existing neighborhood and regional parks or other recreational facilities is anticipated, and no substantial physical deterioration of existing facilities would occur. Therefore, no impacts would occur to recreational facilities, and this impact will not be addressed further in the EIR.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts would occur, and this impact will not be addressed further in the EIR.

5.17 TRANSPORTATION

Discussion:

The City of Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG) (LADOT, 2022) requires a transportation assessment for development projects that meet the following criteria:

- If the Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action.
- A transportation assessment is required by City ordinance or regulation.

The Proposed Project is expected to generate a net increase of 160 daily one-way vehicle trips as a result of employee commute trips, which is below LADOT's 250-trip threshold (Appendix A). However, in order to provide a conservative assessment of the potential impacts of the Proposed Project, a transportation assessment for the following criteria have been conducted in accordance with the LADOT TAG:

a. Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

No Impact. The TAG states 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 is not in conflict with applicable programs, plans, ordinances, or policies addressing the circulation system. The TAG provides a Plan Consistency Worksheet (Appendix A) to aid in determining whether the Proposed Project would have an impact; as seen in the completed Worksheet, the Proposed Project does not conflict with the City's circulation system policies, and therefore does not have an impact under this threshold.

b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)(1)?

Less-than-Significant Impact. The intent of this threshold is to assess whether the Project causes substantial vehicle miles traveled (VMT). The TAG prescribes the use of the VMT Calculator developed by LADOT to determine if the employee work trip (commute trip) per employee would exceed 15 percent below the existing average work VMT per employee for the Area Planning Commission (APC) area in which the Project is located. In other words, is the Proposed Project's employee work trip per employee greater than 85 percent of the existing average work VMT per employee for the Harbor APC? The TAG identifies the Harbor APC VMT threshold as 12.3 daily work VMT per employee. The VMT Calculator does not

provide an estimate for daily work VMT for the anticipated 160 daily vehicle trips since it is below the 250 daily vehicle trip threshold. Therefore, the VMT Calculator was run with an assumption of more daily vehicle trips so that a daily work VMT per employee would be estimated for the Proposed Project's location by the VMT Calculator. With this assumption, the VMT Calculator estimates the Proposed Project to produce 11.0 daily work VMT per employee which is below the threshold for the Harbor APC. As such, the Proposed Project would have a less-than-significant impact for this criterion. A screenshot of the LADOT VMT Calculator is included as Appendix A.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves

No Impact. Impacts regarding the potential increase of hazards due to a geometric design feature relate to the design of access points to and from the Project site. The TAG provides the following screening criteria for this threshold; if the answer is "yes" to either of the following questions, further analysis would be required to assess whether the Project would cause a significant impact:

- 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 make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

The Proposed Project does not include either of these changes, so the answer is "no" to both questions, and no impact would occur. This issue will not be addressed further in the EIR.

d. Result in inadequate emergency access?

No Impact. The Proposed Project would not alter or close existing roadways or access roads, or block emergency access points. LAHD will be constructing a rail grade separation roadway that will serve as the site access as a separate action. This grade separation is not part of the Proposed Project, as the modifications are required to allow for safe traffic patterns for current and future site usage. Emergency access would be unaffected by the Proposed Project, and no impact would occur. This issue will not be addressed further in the EIR.

5.18 TRIBAL CULTURAL RESOURCES

Discussion:

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or

No Impact. On December 8, 2022, the Native American Heritage Commission (NAHC) responded to the Port's request to conduct a Sacred Lands File search. The NAHC's Sacred Lands File search was negative. On January 5, 2023, the Port sent Assembly Bill 52 notification letters to California Native American Tribes with cultural affiliations with the Project site. One response for consultation was received on January 20, 2023, from the Gabrieleno Band of Mission Indians-Kizh Nation (Kizh Nation). The Port reached out to the Kizh Nation on February 21, 2023, to initiate consultation. During the correspondence, the Port informed the Kizh Nation that the Project was located entirely on artificial fill soil, and it was determined that no formal meeting was necessary, and consultation was concluded. Thus, no Tribal Cultural Resources were identified, and due to the unlikely chance of encountering significant prehistoric resources, no impact would occur. This issue will not be addressed further in the EIR.

(ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. As discussed in Section 5.18(a)(i), no Tribal Cultural Resources were identified, and the Project site has a low likelihood of containing significant prehistoric resources due to the man-made fill on site. No impact would occur, and this issue will not be addressed further in the EIR.

5.19 UTILITIES AND SERVICE SYSTEMS

Discussion:

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-Significant Impact. The Project site is located on an unoccupied parcel that contains existing utility connections. The surrounding area is also highly developed and already served by utility providers. Paving of the Project site would result in increased impermeable surfaces that could increase the rate or volume of stormwater runoff. Additionally, operation of the offices and restrooms would generate wastewater. The buildings and restrooms would be connected to new sewer lines that would tie into the existing sewer system. The Proposed Project may also include installation of a LID water drainage capture system that would convey stormwater and dry-weather flows to the existing storm drainage system. The Project would not create excessive quantities of runoff or effluent, as water use on site would be limited to municipal water use in the office buildings and restrooms. Thus, the Proposed Project would not require expanded wastewater treatment. The Proposed Project would not substantially increase the rate or volume of stormwater runoff that would adversely affect the stormwater drainage system. Although additional

stormwater drainage systems would be installed, environmental effects would be insubstantial due to construction being limited to the Project site, which already contains an existing limited storm drain system. As such, the Proposed Project would not require any new or expanded wastewater treatment, stormwater drainage, electrical power, natural gas, or telecommunications facilities that could cause significant environmental effects. The Proposed Project would require electricity for lighting and equipment and connection to the municipal water supply. Site preparation would include installation of new utility systems to support the increased demand for electricity and municipal water. Although the Project constitutes an increased use in electricity, water, and wastewater treatment services, it would not substantially increase the area's population such that these service systems would require relocation or expansion. The site contains existing potable water and sanitary sewer connections. The existing power supply infrastructure would be adequate to serve the proposed uses, as the Los Angeles Department of Water and Power (LADWP) has an 8,019-megawatt electric capacity for the City of Los Angeles (LADWP, 2023). Therefore, the Proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities that could cause significant environmental effects. Impacts would be less than significant, and this impact will not be addressed further in the EIR.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-than-Significant Impact. The Proposed Project would require about 320,000 gallons of water for temporary grading, compacting, and dust suppression during construction. Water use during operations would consist of typical municipal water use in the office building, restrooms, and fire hydrants. Up to 80 operational employees would not substantially increase demand for water compared to the overall demand within the Port. Therefore, the Proposed Project would have a less-than-significant impact on water supplies. This impact will not be addressed further in the EIR.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-than-Significant Impact. The Project site is serviced by the Los Angeles Sanitation and Environment (LASAN) Terminal Island Water Reclamation Plant (TIWRP). The TIWRP serves the Harbor Area (San Pedro, Harbor City, and Wilmington) in the City of Los Angeles and has the capability of treating up to 30 million gallons of municipal and industrial flows daily (LASAN, 2023a). The TIWRP currently treats an average of approximately 15 million gallons per day. The Proposed Project would include the operation of an office building and restrooms for employees, generating domestic wastewater that would be treated by LASAN. An estimated maximum of 60 workers is anticipated on any given day during construction, and a maximum of 80 employees is anticipated per day in one shift during operations. This increase in wastewater production would not be substantial given the TIWRP's treatment capacity. Additionally, as previously discussed in Section 5.14(a), the Proposed Project

would not directly or indirectly induce population growth in the area. Therefore, the Proposed Project would not exceed or substantially alter wastewater treatment requirements of the City's sewage collection and treatment system per the Los Angeles Municipal Code Industrial Waste Control Ordinance. Although the Project would be a new use at the existing unoccupied site, the TIWRP would have adequate capacity to treat the temporary wastewater generated during construction and permanent wastewater generated during operations. The Proposed Project would not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the Proposed Project's projected demand. Impacts would be less than significant, and this impact will not be addressed further in the EIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. The Proposed Project would temporarily generate solid waste associated with vegetation removal, grading and light excavation for utility installation. Construction would generate the majority of solid waste. This waste would be hauled and disposed of at a licensed waste disposal facility, permitted to accept the waste. Currently, known soil contaminants include various concentrations of TPH, VOCs, SVOCs, PAHs, metals, and PCBs that may require removal and disposal at an appropriate landfill (LAHD, 2017). Due to the presence of potentially hazardous existing fill on site, excavated soil is not anticipated to be recycled or reused and would be disposed of at a suitable waste disposal facility.

During operations, solid waste generated by the Proposed Project would be limited to trash from on-site employees as well as chassis repair operations (i.e., discarded broken parts) that would be adequately serviced by a landfill with sufficient permitted capacity. The Proposed Project would not generate solid waste in excess of State or local standards or impair solid waste reduction goals. Impacts would be less than significant, and this impact will not be addressed further in the EIR.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. The Proposed Project would be required to conform to the policies and programs of the Solid Waste Integrated Resources Plan (SWIRP). The SWIRP proposes an approach for the City to achieve a goal of 90 percent solid waste diversion by 2025 (LASAN, 2022b). Compliance with the SWIRP would ensure sufficient permitted capacity to service the Proposed Project. As discussed in Section 5.19(d), solid waste associated with construction activities would be disposed of at a County of Los Angeles-approved waste disposal facility. The Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste, as construction-generated waste would be disposed of at suitable facilities. More specifically, the Proposed Project would be compliant with all applicable codes pertaining to solid waste disposal. These codes include Chapter VI Article 6 Garbage, Refuse Collection of the LAMC, Part 13 Title 42 - Public Health and Welfare of the California Health and Safety Code, and Chapter 39 Solid Waste Disposal

- of the United States Code. The Proposed Project would also be compliant with AB 939, the California Solid Waste Management Act, which requires each city in the State to divert at least 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate from landfill disposal. The Proposed Project would implement and be consistent with the procedures and policies detailed in these codes, the City's recycling and solid waste diversion efforts, and related laws pertaining to solid waste disposal. Therefore, the impact would be less than significant, and this impact will not be addressed further in the EIR.

5.20 WILDFIRE

Discussion:

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. PRC Sections 4201-4204 direct the California Department of Forestry and Fire Protection to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Port is not located in or near a state responsibility area or lands classified as a Very High Fire Severity Zone within its Local Responsibility Area (CAL FIRE, 2023). Additionally, as discussed in Section 5.9(g), the Port and Project area are listed as "not burnable" on the US Forest Service Wildfire Hazard Potential website (USFS, 2023). Therefore, the Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. No impacts would occur, and this issue will not be addressed further in the EIR.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

Discussion:

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less-than-Significant Impact. As discussed in Section 5.4, Biological Resources, the Project site is heavily disturbed and supports little wildlife or native plant habitat, and no special-status wildlife species were observed during surveys conducted in 2023. No listed, candidate, sensitive, or special-status plant species are known to occur on the Project site, and there is no habitat that would support such species within the Project site. No other special-status wildlife or plant species have potential to occur within or adjacent to the Project area based on known ranges, habitat preferences, and records from the California Natural Diversity Database. LAHD would conduct pre-construction surveys for nesting birds as part of the Proposed Project and in compliance with State and federal laws protecting nesting birds. Pre-construction surveys for nesting birds would minimize potential impacts to nesting birds that may occur on the site. Construction activities would comply with the MBTA and Fish and Game Code to avoid disturbing any active nests on site.

As discussed in Sections 5.4(b) and 5.4(c), although two “freshwater ponds,” and one “lake” were observed on site, they were determined not to be jurisdictional waters. Mulefat thickets were not reliable hydrology indicators because they were also present in uplands areas, and no hydric soils or primary or secondary indicators of hydrology were observed. Therefore, Project activities would not require permits under Sections 401 or 404 of the Clean Water Act and Porter-Cologne Water Quality Control Act, Fish and Game Code Section 1600 *et seq.*, or California Coastal Commission (LAHD, 2023). Impacts to State or federally protected wetland habitat would not occur. This issue will not be addressed further in the EIR.

The Proposed Project would involve ground disturbing activities. The area being developed has been previously disturbed and is underlain by harbor dredged and industrial-grade fill. As discussed in Section 5.5, Cultural Resources, cultural resources records search did not identify any reports of present historically eligible or listed resources at the Project site. Therefore, no impact would occur related to the elimination of examples of major periods of California history or prehistory.

b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. As discussed in Section 5, Environmental Analysis, the Proposed Project may have potentially significant impacts to Air Quality, Energy, Greenhouse Gas Emissions, and Hazards and Hazardous Materials. These potentially significant impacts of the Proposed Project would be potentially cumulatively considerable. Generally, contributions to air quality and greenhouse gas emissions impacts are cumulative due to the regional and global nature of air pollution and climate change, respectively. As described in Sections 5.3, Air Quality, and 5.8, Greenhouse Gas Emissions, the Proposed Project would have potentially significant impacts to these issue areas. Therefore, the Proposed Project would potentially have a cumulatively considerable impact regarding these issues, and cumulative impacts will be evaluated further in the EIR.

c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As discussed in Section 5.21(b), the Proposed Project may have potentially significant impacts to Air Quality, Energy, Greenhouse Gas Emissions, and Hazards and Hazardous Materials that may constitute an adverse direct or indirect effect on human beings. These potentially significant impacts will be analyzed further in the EIR.

6.0 PREPARERS AND CONTRIBUTORS

Per State CEQA Guidelines Section 15063(d)(6), this Initial Study was prepared by LAHD with assistance by Aspen Environmental Group. Members of the professional staff are listed below.

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Appendix A

Los Angeles Department of Transportation – Transportation Assessment Guidelines Plan Consistency Worksheet

Proposed Project - 80 employees

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: LAXT loop MSF

Scenario:

Address: 33.747318, -118.257315



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
(custom) Marine Support Facility | Daily	160	Trips
(custom) Marine Support Facility | HBW-Attrac	50	Percent
(custom) Marine Support Facility | HBO-Attract	0	Percent
(custom) Marine Support Facility | NHB-Attract	0	Percent
(custom) Marine Support Facility | HBW-Produ	50	Percent
(custom) Marine Support Facility | HBO-Produ	0	Percent
(custom) Marine Support Facility | NHB-Produc	0	Percent
(custom) Marine Support Facility | Daily	0	Residents
(custom) Marine Support Facility | Daily	80	Employees
(custom) Marine Support Facility | Daily	Non-Retai	Retail/Non-Re

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	140 Daily Vehicle Trips
0 Daily VMT	1,595 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	140 Net Daily Trips
The net increase in daily VMT ≤ 0	1,595 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

11/8/2023

Conservative Analysis: Daily Trips >250 to Estimate Work VMT per Employee

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: LAXT loop MSF

Scenario:

Address: 33.747318, -118.257315



Proposed Project Land Use Type	Value	Unit
(custom) Marine Support Facility | Retail/Non-F	Non-Retai	LU type
(custom) Marine Support Facility | Residents	0	Person
(custom) Marine Support Facility | Employees	154	Person
(custom) Marine Support Facility | Daily	462	Trips
(custom) Marine Support Facility | HBW-Attrac	33	Percent
(custom) Marine Support Facility | HBO-Attract	17	Percent
(custom) Marine Support Facility | NHB-Attract	0	Percent
(custom) Marine Support Facility | HBW-Produ	33	Percent
(custom) Marine Support Facility | HBO-Produ	17	Percent
(custom) Marine Support Facility | NHB-Produc	0	Percent

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
417 Daily Vehicle Trips	417 Daily Vehicle Trips
4,423 Daily VMT	4,423 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
11.0 Work VMT per Employee	11.0 Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.2 15% Below APC	Household: No Threshold = 9.2 15% Below APC
Work: No Threshold = 12.3 15% Below APC	Work: No Threshold = 12.3 15% Below APC

Measuring the Miles

8/14/2023

Scoping Comments

From:	abel alvarez
To:	Ceqacomments
Subject:	Terminal Island Maritime Support Facility
Date:	Wednesday, January 17, 2024 8:05:25 PM

Im reaching out to you guys as a S.A. recycle employee to tell you guys that terminal island is needed because it helps by getting the unneeded material out, Also the city would benefit of it in many ways. People also rellly on the island for their Jobs many being there many years. For those reasons I would like to vote for the terminal island to Stay. Thanks

From:	Sam Wang
To:	Ceqacomments
Subject:	South Coast AQMD Staff's Comments on Notice of Preparation of a Draft Environmental Impact Report for the Terminal Island Maritime Support Facility Project
Date:	Tuesday, January 23, 2024 12:09:02 AM
Attachments:	LAC231212-04 NOP Terminal Island Maritime Support Facility Project#.pdf

Dear Mr. Silva,

Attached are South Coast AQMD staff's comments on Notice of Preparation of a Draft Environmental Impact Report for the Terminal Island Maritime Support Facility Project (South Coast AQMD Control Number: LAC231212-04). Please contact me if you have any questions regarding these comments.

Regards,
Sam

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
(909) 396
swang1@aqmd.gov

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
ceqacomments@portla.org
Jeremy Silva, Planning Assistant
The Port of Los Angeles
425 S. Palos Verdes Street
P.O. Box # 151
San Pedro, CA 90733-0151

January 22, 2024

Notice of Preparation of a Draft Environmental Impact Report for the Terminal Island Maritime Support Facility Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses (electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files, not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website[1] as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod[2] land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds[3] and localized significance thresholds (LSTs)[4] to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of

[1] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[2] CalEEMod is available free of charge at: www.caleemod.com.
[3] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[4] South Coast AQMD's guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA ***operational*** thresholds to determine the level of significance.

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,[5] South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2022 Air Quality Management Plan,[6] and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.[7].

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at swang1@aqmd.gov.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW
LAC231212-04
Control Number

[5] https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook

[6] South Coast AQMD's 2022 Air Quality Management Plan can be found at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan (Chapter 4 - Control Strategy and Implementation).

[7] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

Marcos Holguin (Boardroom Local 94): Question – Has the Port identified an operator for this project yet?

Terminal Island Maritime Support Facility Project

From: Doug Corbett <doug@chassissystems.com>
Sent: Tuesday, January 16, 2024 11:51 AM
To: Ceqacomments
Subject: 740 Terminal Way-Vertical Chassis Storage
Attachments: 4,000 chassis @BNSF LPC.pdf; 4,000 Chassis @ BNSF.pdf; Chassis Racks BNSF #3.pdf; acre.pdf; portable rack plan.pdf

Hi, I wanted to introduce our Vertical Chassis storage system. This is the same product used by BNSF at their Los Angeles Commerce main yard.

Our Vertical Chassis Racks store 9 empty container chassis in the area of one parking stall. This is over 725 chassis per acre of paving. The rack system also allows sorting and organizing large groups of chassis for faster access to a specific chassis. It also helps accommodate multiple users on the site.

Our product will increase the capacity of the proposed project. A rough maximum chassis capacity is proposed 3600 parking capacity x 9 per space = 32,400 chassis possible. The current design is a movable rack that does not require foundations (no terminal modifications needed).

The environment benefit of higher chassis density gets the most value out of the proposed project, and saves enough space to allow other uses (such as empty containers storage) on the site.

Here are some more photos and drawings of our product. I hope the Port will consider the benefits. Let me know if any interest.

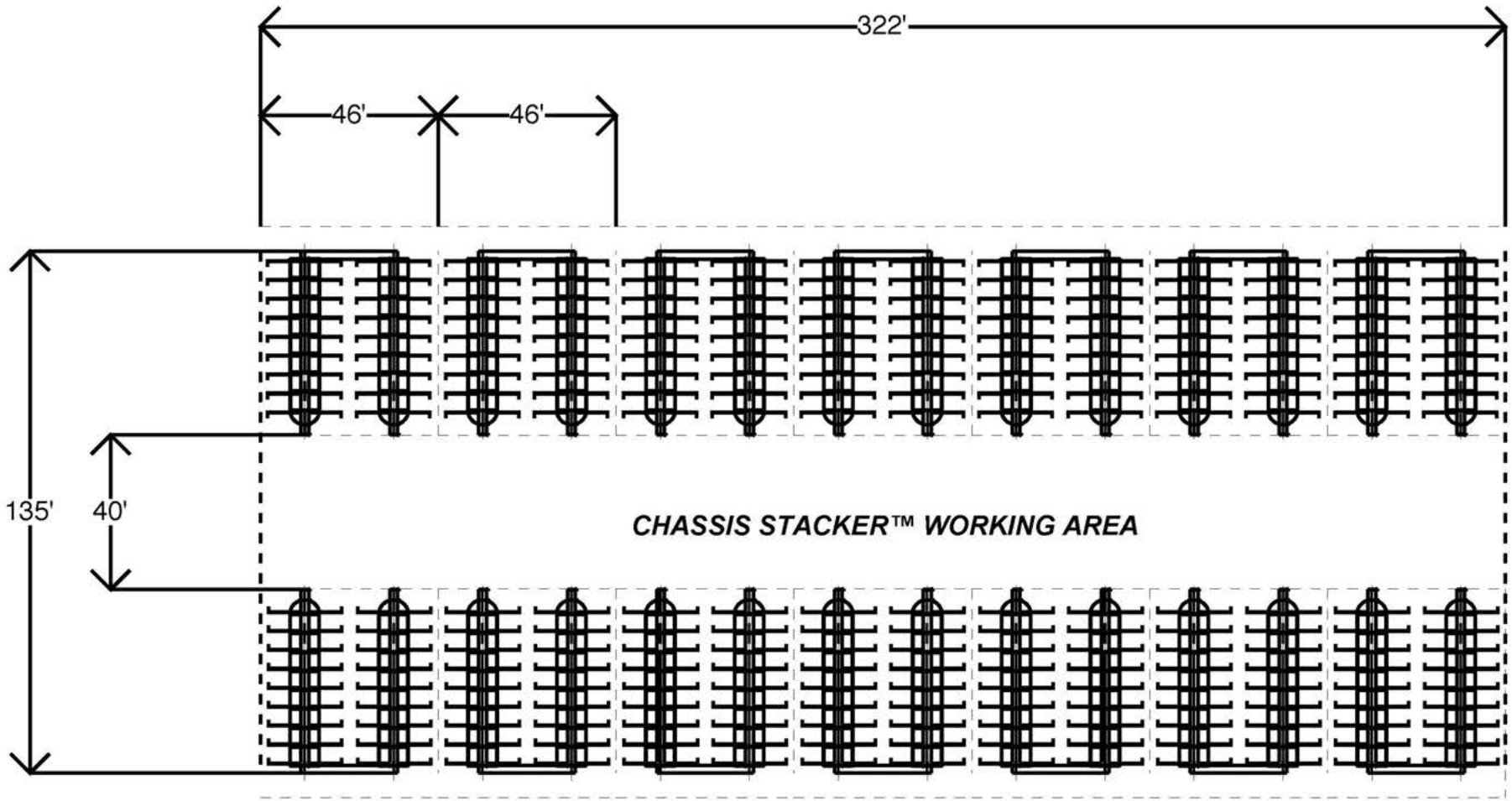
Regards,
Chassis Systems, Inc.
Doug Corbett
President
503-641-0343
doug@chassissystems.com




HYUNDAI
04/11/2008


04/11/2008

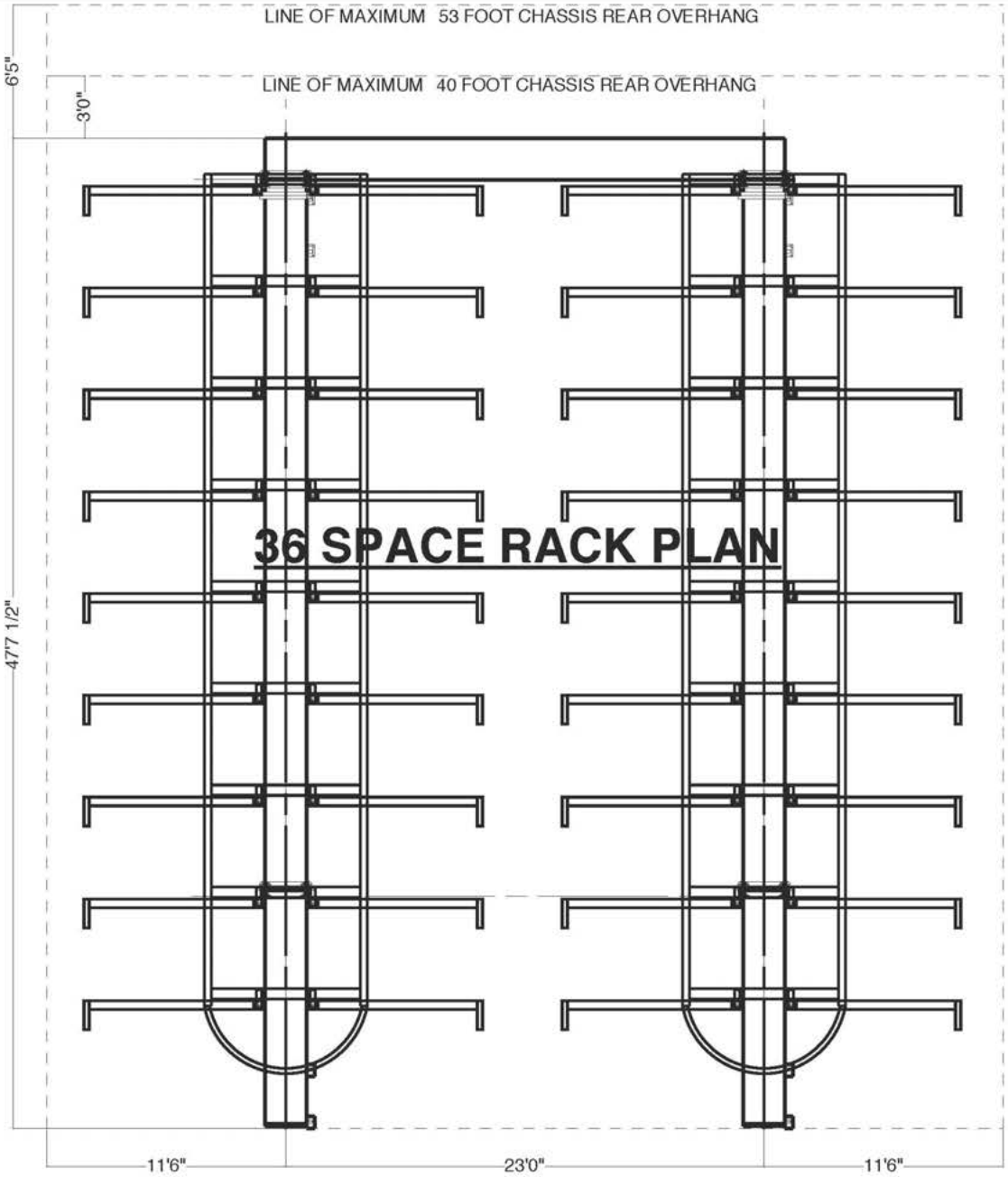

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WT 0800
TAYLOR
TAYLOR
C R
80
A B
MAERSK



135' x 322' = 43,470 sq. ft.
14 UNITS = 28 RACKTOPS = 504 CHASSIS (20-53FT)

CHASSIS SYSTEMS, INC. (503) 641-0343
www.chassissystems.com





36 SPACE RACK PLAN

DRAWN DCC 5/4/06
SCALE 1/8" = 1'-0"

CHASSIS SYSTEMS, INC. (503)641-0343 www.chassissystems.com

Public Scoping Meeting for the Terminal Island Maritime Support Facility
January 9, 2024

WEBVTT

1

00:00:14.420 --> 00:00:20.700

Nicole Enciso: Good afternoon, everyone. We'll go ahead and wait a few moments for folks to join, and then we'll get started.

2

00:00:22.600 --> 00:01:00.500

Spn Interp Eduardo Kogan: Buenas tardes a todos. Gracias por unirse a la reunion del dia de hoy.

Vamos a esperar unos minutitos para que sigan en la gente y vamos a comenzar para aquellos que necesitan interpretacion en espanol. Se va a activar una function donde van a ver dos cartelito bien pequenos en la parte baja en la parte inferior de la pantalla en la cual puede oprimir espanol o ingles. Prima espanol y van a escuchar esta presentacion simultanea en espanol tambien.

3

00:01:00.510 --> 00:01:02.870

Spn Interp Eduardo Kogan: Por favor si pueden poner en mudo o silenciar

4

00:01:02.880 --> 00:01:06.570

Spn Interp Eduardo Kogan: el audio original. Muchas gracias.

5

00:01:07.440 --> 00:01:08.340

Spn Interp Eduardo Kogan: Thank you.

6

00:01:10.810 --> 00:01:15.099

Nicole Enciso: Thank you, Eduardo. That was just giving some instructions for the Spanish Channel.

7

00:01:24.120 --> 00:01:37.450

Nicole Enciso: Since we do have Spanish translation available, those of us who would like to listen in English if you'd go ahead and click that interpretation, icon, and join the English Channel that will allow for you to hear any translation that may come through later.

8

00:01:49.640 --> 00:01:56.849

Nicole Enciso: So we will go ahead and get started with this presentation. Welcome, everyone. My name is Nicole Enciso.

9

00:01:56.920 --> 00:02:03.630

Nicole Enciso: and I'm the Marine Environmental Supervisor over the CEQA/NEPA team in the Environmental Management Division at the Port of LA.

10

00:02:04.350 --> 00:02:10.800

Nicole Enciso: This is the Terminal Island maritime support facility project notice of preparation and initial study

11

00:02:10.919 --> 00:02:14.330

Nicole Enciso: public scoping meeting. next slide.

12

00:02:19.540 --> 00:02:33.060

Nicole Enciso: Here we have a brief agenda of what we'll be going over today. The first item will be going over the California Environmental Quality Act or Ceqa process. We'll then move on to the presentation of the proposed project.

13

00:02:33.810 --> 00:02:36.790

Nicole Enciso: Then we'll move to the Nopis determinations.

14

00:02:37.240 --> 00:02:40.579

Nicole Enciso: We'll also have the opportunity for public comments.

15

00:02:40.860 --> 00:02:44.320

Nicole Enciso: And then we'll have closing remarks. Next slide

16

00:02:48.340 --> 00:02:56.430

Nicole Enciso: Again, this is the public scoping meeting for the Terminal Island maritime support facility project. Once we do open up the comment

17

00:02:56.480 --> 00:03:00.969

Nicole Enciso: Portion of this meeting, oral comments will be limited to 3 min each.

18

00:03:01.010 --> 00:03:06.580

Nicole Enciso: and Spanish interpretation is available by clicking on the interpretation icon at the bottom of the screen.

19

00:03:07.470 --> 00:03:15.600

Nicole Enciso: Written public comments for this project will be accepted via mail or email until January 22nd, 2024

20

00:03:16.590 --> 00:03:23.039

Nicole Enciso: comments should be limited to the environmental issues related to the proposed project as disclosed in the Nopis.

21

00:03:23.350 --> 00:03:27.380

Nicole Enciso: and as a reminder all comments received will be part of the public record.

22

00:03:28.720 --> 00:03:30.160

Nicole Enciso: Next slide.

23

00:03:33.310 --> 00:03:44.449

Nicole Enciso: This is an overview of the Ceqa process, and where we are today. The first step is the notice of preparation and initial study which was released on December 7th.

24

00:03:44.850 --> 00:03:58.169

Nicole Enciso: That item is out for public review and comment for a period of 45 days, and during that time we had a scoping meeting to inform the public of the proposed project, and that's where we are today.

25

00:03:58.740 --> 00:04:08.999

Nicole Enciso: Comments received will be considered when preparing the draft EIR. And once finalized, that draft EIR will be put out for public comment once more.

26

00:04:09.400 --> 00:04:12.769

Nicole Enciso: During that time we'll have another public meeting

27

00:04:12.900 --> 00:04:23.380

Nicole Enciso: to provide opportunity to hear verbally the proposed project, and provide comment. And all comments will then be considered and incorporated into the final Eir

28

00:04:23.730 --> 00:04:27.740

Nicole Enciso: before it is brought to our Board of Harbor Commissioners

29

00:04:27.970 --> 00:04:29.520

Nicole Enciso: for consideration.

30

00:04:31.410 --> 00:04:32.480

Nicole Enciso: Next slide.

31

00:04:35.870 --> 00:04:41.730

Nicole Enciso: as mentioned, the Nopis for the proposed project was released on December 7,

32

00:04:41.940 --> 00:04:43.289

Nicole Enciso: 2023.

33

00:04:44.360 --> 00:04:49.050

Nicole Enciso: The document can be found on the port's website at WWW

34

00:04:49.060 --> 00:04:52.680

Nicole Enciso: Dot, port of Los angeles.org forward slash ceqa.

35

00:04:54.000 --> 00:05:00.089

Nicole Enciso: The Harbor Department is holding this public scoping meeting to provide the public information about the proposed project.

36

00:05:00.780 --> 00:05:07.159

Nicole Enciso: offer the public an opportunity to provide input on environmental issues raised in the NOP/IS

37

00:05:07.730 --> 00:05:17.580

Nicole Enciso: and discuss potential alternatives to consider in the draft EIR. written comments will be accepted until Monday, January 22nd, 2024.

38

00:05:18.390 --> 00:05:19.320

Nicole Enciso: Next slide.

39

00:05:22.410 --> 00:05:30.819

Nicole Enciso: This slide is showing you a overview of where the proposed project is located in the context of the port of Los Angeles complex.

40

00:05:33.780 --> 00:05:34.920

Nicole Enciso: Next slide.

41

00:05:37.310 --> 00:05:41.929

Nicole Enciso: This slide is showing the draft conceptual plan for the proposed project.

42

00:05:42.100 --> 00:05:51.679

Nicole Enciso: The access roadway shown is not a part of the proposed project, and is a separate project under CEQA, but is being shown here as a potential

43

00:05:51.790 --> 00:05:54.639

Nicole Enciso: future access point for the proposed project.

44

00:05:56.090 --> 00:06:01.539

Nicole Enciso: and the proposed project also includes the office building shown at the top of the slide.

45

00:06:02.870 --> 00:06:03.850

Nicole Enciso: Next slide.

46

00:06:07.090 --> 00:06:15.570

Nicole Enciso: The project proposes to construct and operate a new chassis support facility on an 80 acre site located at 740 terminal way.

47

00:06:16.200 --> 00:06:22.540

Nicole Enciso: The facility would be a full service depot to provide storage, maintenance, and repairs of chassis.

48

00:06:22.830 --> 00:06:25.539

Nicole Enciso: refurbishment of the nearby office facility.

49

00:06:26.560 --> 00:06:41.000

Nicole Enciso: It would increase efficiency at container terminals through storing chassis at off-site adjacent properties ancillary use of this facility could also be for the storage of empty cargo containers stacked up to 5 high.

50

00:06:41.920 --> 00:06:49.109

Nicole Enciso: and would also construct electric charging infrastructure to support the energy demand of on-site equipment

51

00:06:49.130 --> 00:06:53.860

Nicole Enciso: and to meet the clean air action plan or CAAP zero emission goals by 2030

52

00:06:54.450 --> 00:06:55.430

Nicole Enciso: next slide

53

00:06:58.990 --> 00:07:05.120

Nicole Enciso: project objectives are included on this slide. But there are more in the environmental document itself.

54

00:07:05.660 --> 00:07:20.470

Nicole Enciso: These include optimizing the use of existing land to support chassis storage at the project site. Reducing container dwell time. Reducing container terminal visit time. And idling due to eliminated chassis retrieval on terminal

55

00:07:21.250 --> 00:07:23.690

Nicole Enciso: reducing inefficient chassis trips.

56

00:07:24.670 --> 00:07:32.289

Nicole Enciso: reduce double handling of empty containers at terminals in the port of LA and port of Long Beach

57

00:07:32.920 --> 00:07:38.399

Nicole Enciso: meet the CAAP's zero emission cargo handling equipment goal by January 1st, 2030,

58

00:07:38.970 --> 00:07:48.030

Nicole Enciso: and increase the efficiency of good movement in the port by providing off-terminal maritime support to help meet the current and future demands of marine terminals.

59

00:07:49.300 --> 00:07:50.330

Nicole Enciso: Next slide

60

00:07:52.840 --> 00:08:02.110

Nicole Enciso: facility construction would include modifying the interior of an approximately 2,900 square foot office building at 750 Eldridge Street.

61

00:08:02.720 --> 00:08:07.489

Nicole Enciso: and would install 2 office trailers approximately 10 foot by 40 foot.

62

00:08:07.850 --> 00:08:13.780

Nicole Enciso: 4 corrugated metal maintenance and repair facilities. a roadability canopy

63

00:08:14.170 --> 00:08:17.880

Nicole Enciso: of 16,000 square feet and 30 feet tall.

64

00:08:18.050 --> 00:08:28.759

Nicole Enciso: with a concrete foundation. 2 restroom buildings. 2 guard booths. Approximately 40 high mass light poles up to a hundred feet tall.

65

00:08:29.840 --> 00:08:33.440

Nicole Enciso: approximately 7,000 linear feet of chain link fencing

66

00:08:34.370 --> 00:08:37.310

Nicole Enciso: pave 75 acres of the 80 acre site.

67

00:08:38.900 --> 00:08:44.709

Nicole Enciso: charging and fueling infrastructure as well as storm water, drainage, and sewage systems.

68

00:08:45.770 --> 00:08:46.750

Nicole Enciso: Next slide

69

00:08:49.690 --> 00:08:58.060

Nicole Enciso: facility operations would be those of a chassis support depot, which would include storage, maintenance, and repair of chassis.

70

00:08:58.700 --> 00:09:13.940

Nicole Enciso: who would employ approximately 80 individuals. And there could be up to 4 different operators that could operate the facility at one time with up to 3,200 truck trips per day under opening day conditions in 2027

71

00:09:14.520 --> 00:09:20.550

Nicole Enciso: and up to 5,900 truck trips projected under 2046 conditions.

72

00:09:21.460 --> 00:09:26.219

Nicole Enciso: Again, ancillary use of the space could be for storage of empty containers

73

00:09:26.300 --> 00:09:29.029

Nicole Enciso: which could be stacked up to 5 containers high.

74

00:09:29.380 --> 00:09:35.139

Nicole Enciso: and a hundred percent of the yard equipment would be zero emission by January 1st, 2030.

75

00:09:35.390 --> 00:09:36.510

Nicole Enciso: Next slide.

76

00:09:39.930 --> 00:09:46.899

Nicole Enciso: This slide summarizes the CEQA issues that were determined to have no impact or less than significant impact

77

00:09:47.450 --> 00:09:50.419

Nicole Enciso: through the initial study analysis.

78

00:09:51.660 --> 00:09:55.870

Nicole Enciso: These impact areas are aesthetics.

79

00:09:55.980 --> 00:10:08.009

Nicole Enciso: agriculture and forestry resources. biological resources. cultural resources. geology and soils. hydrology and water quality

80

00:10:08.760 --> 00:10:12.920

Nicole Enciso: land use and planning. mineral resources.

81

00:10:14.050 --> 00:10:15.140

Nicole Enciso: noise

82

00:10:16.300 --> 00:10:29.570

Nicole Enciso: population and housing. public services. recreation. transportation and traffic. utilities and service systems. and wildfire.

83

00:10:30.470 --> 00:10:35.319

Nicole Enciso: These resource areas will not be evaluated further in the draft environmental impact report.

84

00:10:36.220 --> 00:10:37.169

Nicole Enciso: Next slide.

85

00:10:39.610 --> 00:10:45.239

Nicole Enciso: this slide is summarizing the CEQA issues that will be analyzed further in the draft EIR.

86

00:10:45.560 --> 00:10:54.410

Nicole Enciso: they were analyzed and determined to result in potentially significant impacts. For at least one of the significance criterion in the Ceqa checklist.

87

00:10:54.660 --> 00:11:08.330

Nicole Enciso: And those areas are air quality. energy. greenhouse gas emissions, and hazards and hazardous materials. Again, these resource areas will be analyzed in more depth in the draft EIR.

88

00:11:12.330 --> 00:11:16.510

Nicole Enciso: so we have now reached the portion of the meeting for our public comments.

89

00:11:16.840 --> 00:11:19.770

Nicole Enciso: Speakers will be given 3 min to speak.

90

00:11:20.350 --> 00:11:24.959

Nicole Enciso: If you wish to speak, please press the raise hand button to provide verbal comments.

91

00:11:25.430 --> 00:11:38.109

Nicole Enciso: Once your name is called, it will be stated that you have been unmuted to speak. Please state your first and last name clearly. spell your name for the record. and identify if you are representing an agency or organization.

92

00:11:38.930 --> 00:11:52.620

Nicole Enciso: If you have joined by dialing in and wish to speak. please raise your hand by pressing Star 9. Once it is your turn to speak. you will hear the prompt. You have been unmuted. Please unmute yourself by pressing Star 6.

93

00:11:53.200 --> 00:11:55.440

Nicole Enciso: State your first and last name clearly.

94

00:11:55.930 --> 00:11:57.449

Nicole Enciso: spell your name for the record

95

00:11:57.550 --> 00:12:01.319

Nicole Enciso: and identify. If you are representing an agency or organization.

96

00:12:03.380 --> 00:12:07.910

Nicole Enciso: I'll now hand it over to Lisa to facilitate the public comments

97

00:12:14.860 --> 00:12:20.649

Lisa Blewitt: as Nicole mentioned. If you have any comments. please raise your hand

98

00:12:22.060 --> 00:12:24.259

Lisa Blewitt: by pressing Star 9,

99

00:12:25.580 --> 00:12:30.499

Lisa Blewitt: or by using the raise hand function through zoom.

100

00:12:40.070 --> 00:12:42.440

Lisa Blewitt: We have one raised hand.

101

00:12:44.120 --> 00:12:47.689

Lisa Blewitt: I will go ahead and allow you to talk. Again,

102

00:12:48.110 --> 00:12:51.780

Lisa Blewitt: Please unmute yourself to provide your comment.

103

00:12:52.290 --> 00:13:04.300

Lisa Blewitt: state your first and last name clearly. spell your name for the record and identify If you're representing an agency or organization. The 3 minute timer

104

00:13:04.460 --> 00:13:06.679

Lisa Blewitt: will start once you begin.

105

00:13:15.290 --> 00:13:37.600

Boardroom Local 94: Hi, good afternoon. This is Marcos Holguin, M A R C O S H O L G U I N. Council for ILWU local 94 which represents the foremen at the port of La. Just a question, if the port has identified a attendant or an operator for this project yet. Thank you.

106

00:13:46.310 --> 00:13:47.480

Lisa Blewitt: Thank you.

107

00:13:58.140 --> 00:14:04.379

Lisa Blewitt: Are there any other questions or comments at this time. Please raise your hand

108

00:14:06.150 --> 00:14:09.740

Lisa Blewitt: or press 9. If you're calling in by phone

109

00:14:12.500 --> 00:14:15.440

Lisa Blewitt: doesn't look like anyone's called in by phone.

110

00:14:25.650 --> 00:14:29.699

Lisa Blewitt: We will wait for another minute or so to see if anyone

111

00:14:30.010 --> 00:14:34.379

Lisa Blewitt: has any questions or comments they would like to raise at this time.

112

00:14:38.920 --> 00:14:44.280

Lisa Blewitt: Otherwise you have the opportunity to submit comments through email

113

00:14:44.310 --> 00:14:47.920

Lisa Blewitt: or snail mail as well.

114

00:15:10.380 --> 00:15:15.070

Nicole Enciso: All right, seeing as there's no other comments, I think we can go ahead and move to the next slide.

Public Scoping Meeting for the Terminal Island Maritime Support Facility
January 9, 2024

115

00:15:20.880 --> 00:15:25.550

Nicole Enciso: We would like to thank everybody for their time today. As a reminder,

116

00:15:25.620 --> 00:15:33.429

Nicole Enciso: public review period for this project is open and we will be accepting comments until January 22nd, 2024

117

00:15:34.310 --> 00:15:40.070

Nicole Enciso: written comments can be sent via mail or email to Director of Environmental Management

118

00:15:40.210 --> 00:15:42.330

Nicole Enciso: City of Los Angeles Harbor Department

119

00:15:42.640 --> 00:15:45.140

Nicole Enciso: 425 South Palos Verdes Street.

120

00:15:45.210 --> 00:15:48.810

Nicole Enciso: San Pedro, California 90731.

121

00:15:49.250 --> 00:16:03.390

Nicole Enciso: or emailed to CEQAcomments@portlae.org. Please include the project title in the subject line, which is the Terminal Island maritime support facility project. All comments received will become part of the public record.

122

00:16:04.230 --> 00:16:08.179

Nicole Enciso: This concludes the public meeting, thank you, and have a good rest of your day.