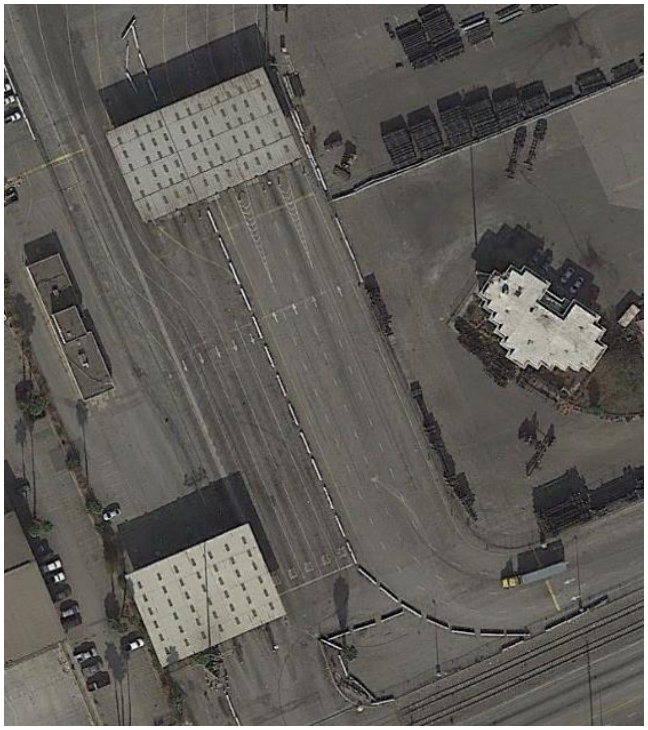
DRAFT
INITIAL STUDY / NEGATIVE DECLARATION
Berths 206-209 Matson Buildings Demolition

Port of Los Angeles

APP No. 180201-013
SCH No. [TBD]



September 2018

THE PORT
OF LOS ANGELES

Port of Los Angeles
Berths 206-209 Matson Buildings Demolition

Draft Initial Study / Negative Declaration

APP No. 180201-013

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

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1. INTRODUCTION

The City of Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Negative Declaration (IS/ND) to address potential environmental impacts associated with the proposed demolition of four former Matson buildings at the Port of Los Angeles' (POLA) Berths 206-209 mixed-use cargo terminal. Demolition material will be hauled offsite for disposal and the affected area, of less than one acre, will be repaved. No additional construction or operational activities are proposed for the affected area.

1.1 CEQA PROCESS

This document has been prepared in accordance with California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq*. and the State CEQA Guidelines, California Code of Regulations (CCR) Section 15000 *et seq*. Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed Project. Pursuant to Section 15367, the CEQA lead agency for the proposed Project is the LAHD. The LAHD will consider the information in this document when determining whether to approve and issue appropriate permits for the proposed Project.

One of the main objectives of CEQA is to disclose to the public and decision-makers potential environmental effects of proposed activities. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. Preparation of an IS is guided by Section 15063 of the CEQA Guidelines, whereas Sections 15070–15075 guide the process for the preparation of a ND or Mitigated ND. Where appropriate and supportive to an understanding of the issues, reference will be made to the statute, the CEQA Guidelines, or appropriate case law. This IS/ND includes a discussion of the proposed Project's potential impact on the existing environment. The LAHD has determined that an IS/ND is the appropriate level of CEQA document for the proposed Project because potential environmental impacts resulting from proposed Project implementation would be below significance thresholds with mitigation.

In accordance with the CEQA statutes and Guidelines, this IS/ND will be circulated for a period of 30 days for public review and comment. The public review period is scheduled to begin on September 27, 2018, and end on October 26, 2018. This Draft IS/ND will be distributed to Responsible public agencies, other interested or involved agencies, organizations, and private individuals for review and will be made available for general public review online at the POLA website at http://www.portoflosangeles.org and in hardcopy at the LAHD Environmental Management Division at 222 W 6th Street, Suite 900, San Pedro; the Los Angeles City Library San Pedro Branch at 931 Gaffey Street, San Pedro; and at the Los Angeles City Library Wilmington Branch at 1300 North Avalon, Wilmington.

In reviewing the IS/ND, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential project impacts on the environment. Comments on the IS/ND should be submitted in writing either through mail or email prior to the end of the 30-day public review period on October 26, 2018. All correspondence, through mail or email, should include the project title "Berths 206-209 Matson Buildings

Demolition" in the subject line. For additional information, please contact the LAHD Environmental Management Division at (310) 732-3675.

Written comments submitted by mail must be postmarked on or before October 26, 2018 and addressed to:

Christopher Cannon, Director
City of Los Angeles Harbor Department Environmental Management Division 425 S. Palos Verdes St.
San Pedro, California 90731

Written comments sent via email on or before October 26, 2018 should be addressed to ceqacomments@portla.org.

Responses to all public comments on the Draft IS/ND will be included in the Final IS/ND and considered by the LAHD prior to making a decision as to whether necessary approvals should be granted for the proposed Project. The project IS/ND will only be approved when the LAHD "finds that there is no substantial evidence that the project will have a significant effect on the environment and that the IS/ND reflects the lead agency's independent judgment and analysis."

1.2 DOCUMENT FORMAT

This IS/ND contains eight sections.

Section 1. **Introduction.** This section provides an overview of the proposed Project and the CEQA environmental documentation process.

Section 2. Project Description. This section provides a detailed description of the proposed Project objectives and components.

Section 3. Initial Study Checklist. This section presents the CEQA checklist for all impact areas and mandatory findings of significance.

Section 4. Potential Impacts and Mitigation Measures. This section presents the environmental analysis for each issue area identified on the environmental checklist form. 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 impacts are expected.

Section 5. Proposed Finding. This section presents the proposed finding regarding environmental impacts.

Section 6. References. This section provides a list of reference materials used during the preparation of the IS/ND.

Section 7. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS/ND.

Section 8. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the IS/ND.

The environmental analyses included in Section 4 are consistent with the CEQA IS/ND format presented in Section 3. 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. Upon completion of the IS, no impacts were identified that fall into this category.

***Less than Significant After 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).

***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.

***No Impact*.** This category applies when a 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.

2. PROJECT DESCRIPTION

This IS/ND has been prepared to evaluate the potential environmental impacts associated with the proposed demolition of four buildings located at Berths 206-209, a former cargo terminal.

2.1 PROJECT LOCATION

Regional Location

POLA is located at the southernmost portion of the City of Los Angeles and encompasses approximately 7,500 acres of land and water along 43 miles of waterfront, with approximately 270 commercial berths and 27 passenger and cargo terminals. It is located approximately 23 miles south of Downtown Los Angeles and is surrounded by the community of San Pedro to the west, the community of Wilmington to the north, the Port of Long Beach (POLB) to the east, and the Pacific Ocean to the south (Figure 1).

POLA operations are predominately centered on shipping activities, cruise ships, and commercial fishing; however, the POLA is an area of mixed uses, supporting various maritime-based activities. The POLA has retail shops and restaurants, primarily located along the west side of the Main Channel. The POLA also includes recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

Project Setting

The Project site is located at the former Matson terminal (POLA's Berths 206-209) in the northern portion of Terminal Island, between New Dock Street and Cerritos Channel (Figure 2). The Project involves demolition of four buildings, which were constructed in the 1970s.Operations in this area include container handling, maritime support, and other mixed uses.

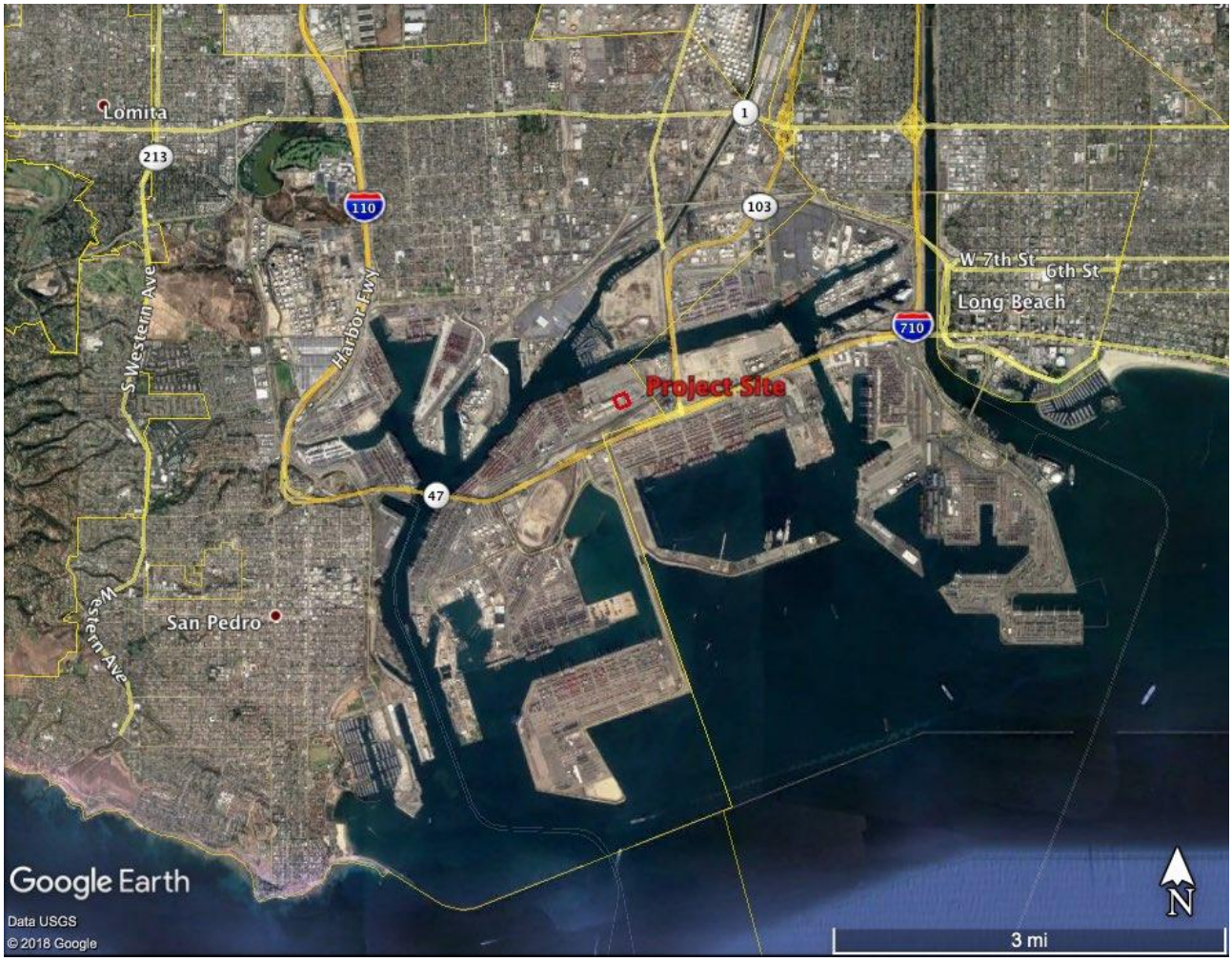


Figure 1 Regional Location

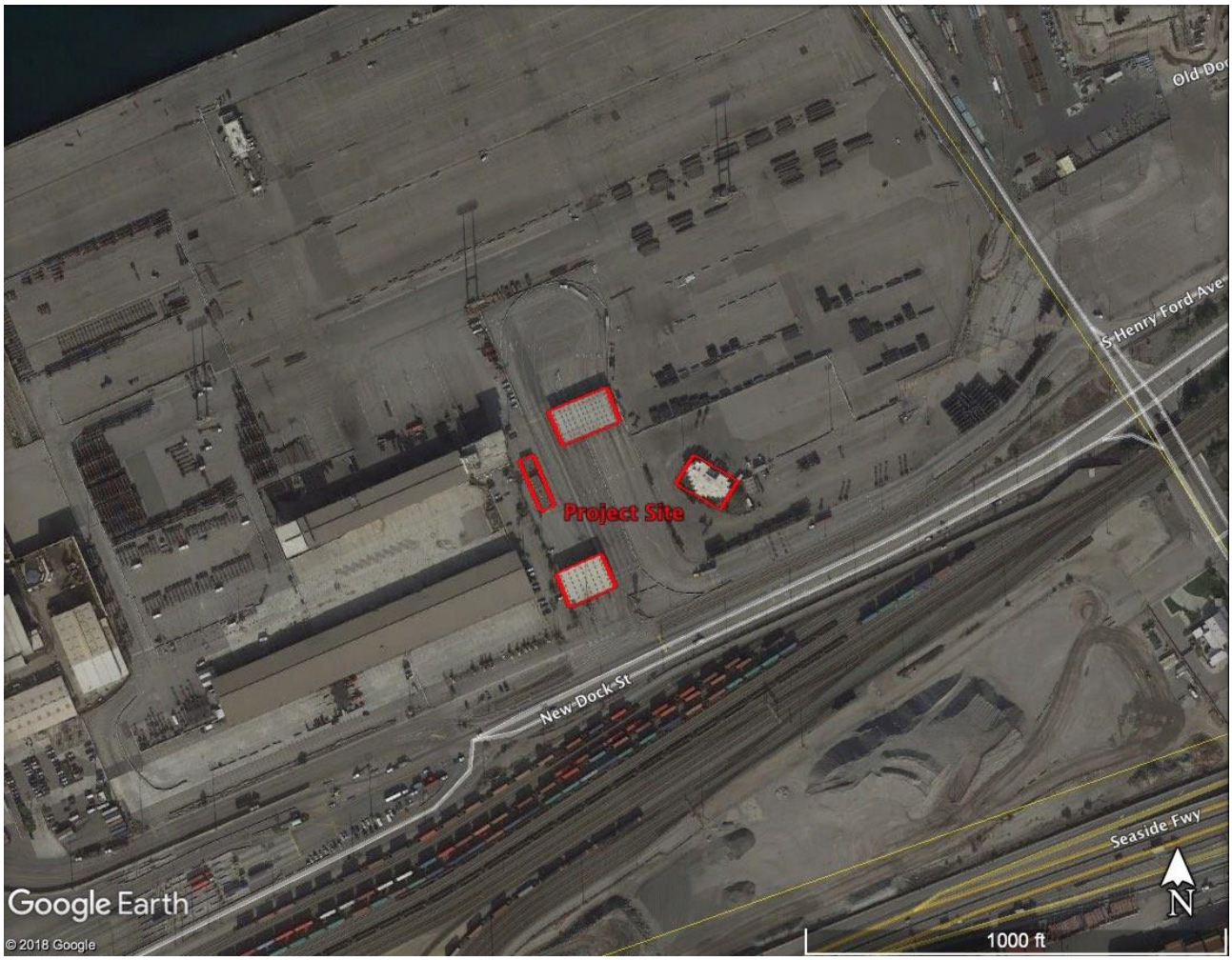


Figure 2 Project Site

Land Use and Zoning

The Project site is located within *Port Master Plan* Planning Area 3 (Figure 3), which includes cargo container handling, maritime support activities, and other mixed uses (LAHD 2014). The Project site is located on Assessor's Parcel Number (APN) 7440-012-902, which is designated General/Bulk Cargo – Non Hazardous (Industrial / Commercial) under the City of Los Angeles General Plan and is zoned qualified-heavy industrial ([Q]M3-1) under the City of Los Angeles Zoning Ordinance (City of Los Angeles 2018).

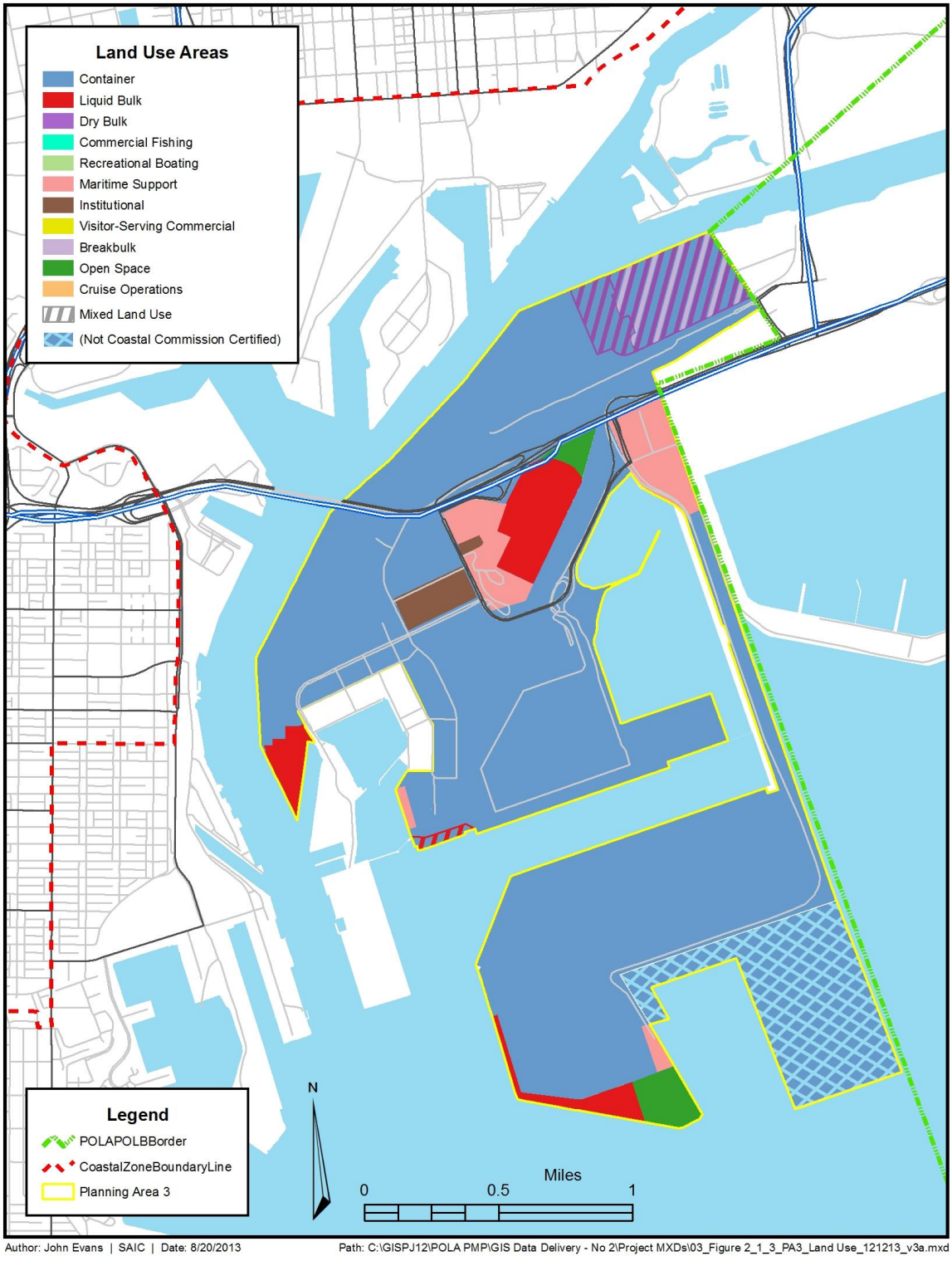


Figure 3 Port Master Plan - Planning Area 3

2.2 PROJECT BACKGROUND AND OBJECTIVES

Project Background

The Project site is located at Berths 206-209, an 86-acre POLA multi-use cargo terminal that was formerly occupied by Matson Navigation Company from 1970 to 2003.

Project Objective

The objective of this project is to prepare the site for future use. There are four obsolete structures located in the middle of the property. These may pose a safety hazard to future tenants. The project includes demolishing the following four structures.

- Gate office building (approximately 3,000 square feet)
- In-bound canopy and gate house (approximately 9,000 square feet)
- Out-bound canopy and gate house (approximately 11,000 square feet)
- Pre-check building (approximately 5,000 square feet)

2.3 PROJECT CONSTRUCTION ACTIVITIES

Construction activities include demolishing the four aforementioned buildings. In addition, the Project would asphalt pave less than one acre of the demolished building footprints and vicinity. Concrete and construction-related debris will be properly disposed of.

Construction activities would use diesel-fueled construction equipment.

2.4 PROJECT PERMITS AND APPROVALS

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed Project. Pursuant to Section 15367, the CEQA lead agency for the Project is the LAHD. Anticipated permits and approvals issued by the lead agency that would be required to implement the Project are listed below. Other permits and approvals required to implement the Project that are issued by other responsible agencies are listed in Section 3, Paragraph 9.

- LAHD Harbor Engineer Permit(s)
- Coastal Development Permit

3. INITIAL STUDY CHECKLIST

This Initial Study is prepared in accordance with CEQA Guidelines Section 15063 and CEQA Guidelines Appendix G.

1.	**Project Title:**	Berths 206-209 Matson Buildings Demolition
2.	**Lead Agency:**	City of Los Angeles Harbor Department Environmental Management Division 425 S. Palos Verdes Street San Pedro, CA 90731
3.	**Contact Person:**	Erin Sheehy Project Manager, Environmental Management Division
4.	**Project Location:**	The Project site is located at POLA's Berths 206-209 multi-use cargo terminal on New Dock Street on Terminal Island, San Pedro, Los Angeles City and County, California. The site is located within *Port Master Plan* Planning Area 3 (LAHD 2014), a 1,940-acre area used for cargo container operations, maritime support, and other mixed land uses.
5.	**General Plan Designation:**	POLA – General/Bulk Cargo
6.	**Zoning:**	(Q)M3-1 – Qualified Heavy Industrial (APN #7440-012-902)
7.	**Description of Project:**	The Project proposes to demolish four buildings at POLA's Berths 206-209 multi-use cargo terminal, which Matson Navigation Company formerly occupied from 1970 to 2003. The buildings were constructed in the 1970s.
8.	**Surrounding Land Uses/Setting:**	The Project site is located within POLA's Berths 206-209 multi-use cargo terminal, which is bordered by Cerritos Channel to the north, SA Recycling (Berths 210-211) to the west, New Dock Street to the south, and the POLB cargo terminal to the east. Landside access to the Project site is provided by a network of arterial routes and freeways, including Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), and the Seaside Freeway (SR-47).

9.	**Other Public Agencies Whose Approval is Required:**	• City of Los Angeles, Department of Building and Safety Permits

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the Project, involving 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 and Traffic	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Mandatory Findings of Significance	

3.2 DETERMINATION

Based on this initial evaluation:

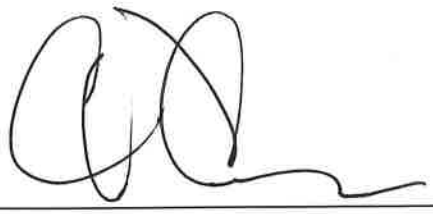
I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☒

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. ☐



Signature
Christopher Cannon, Director
Environmental Management Division
City of Los Angeles Harbor Department

09-24-18

Date

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				x
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				x
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				x
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				x
e. Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?				x
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?				x
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				x

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				x
d. Result in the loss of forest land or conversion of forest land to non-forest use?				x
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?				x
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management 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 or clean air programs?			x	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			x	
c. 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			x	
d. Expose sensitive receptors to substantial pollutant concentrations?				x
e. Create objectionable odors affecting a substantial number of people?			x	
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, regulations or by the California			x	

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
Department of Fish and Game or U.S. Fish and Wildlife Service?				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				x
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				x
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?				x
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				x
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?				x
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				x
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				x
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				x
d. Disturb any human remains, including those interred outside of dedicated cemeteries?				x

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
6. ENERGY. Would the project:				
a. Conflict with adopted energy conservation plans?				x
b. Use non-renewable resources in a wasteful and inefficient manner?			x	
c. Result in a need for new systems, or substantial alterations to power or natural gas?				x
7. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to 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.				x
ii) Strong seismic ground shaking?				x
iii) Seismic-related ground failure, including liquefaction?				x
iv) Landslides?				x
b. Result in substantial soil erosion or the loss of topsoil?				x
c. Be located on a geological unit 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?				x
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				x
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				x

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
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?			x	
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?				x
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?				x
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				x
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				x
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				x
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				x
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				x

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				x
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?				x
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				x
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				x
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				x
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				x
f. Otherwise substantially degrade water quality?				x
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				x
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				x

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				x
j. Inundation by seiche, tsunami, or mudflow?				x
k. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of Sea Level Rise?				x
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				x
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				x
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				x
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?				x
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?				x
13. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				x
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			x	

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				x
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			x	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial 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)?				x
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				x
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				x
15. PUBLIC SERVICES.				
a. 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:				
i) Fire protection?				x

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
ii) Police protection?				x
iii) Schools?				x
iv) Parks?				x
v) Other public facilities?				x
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?				x
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?				x
17. TRANSPORTATION AND TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				x
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				x
c. Result in a change in marine traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				x
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				x

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
e. Result in inadequate emergency access?				x
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				x
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. 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 section 5020.1(k), or				x
b. 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 Section 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.				x
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				x
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x

	Potentially Significant Impact	*Less-than-Significant Impact After Mitigation*	*Less-than-Significant Impact*	*No Impact*
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				x
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				x
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				x
g. Comply with federal, state, and local statutes and regulations related to solid waste?				x
20. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to 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, 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?			x	
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.			x	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			x	

4. IMPACTS

4.1 AESTHETICS

Would the Project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. There are no protected or designated scenic vistas in the Project vicinity. The Project's demolition activities would not 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?

No Impact. The Project site is not visible from any eligible or designated state scenic highway. The nearest designated state scenic highway is located approximately 30 miles north of the Project (Route 2, from La Cañada-Flintridge to the San Bernardino County Line). The nearest eligible state scenic highway (i.e., State Highway 1, from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) is approximately 7 miles east of the Project site (California Department of Transportation [Caltrans] 2011). In addition to Caltrans state scenic highways, the City of Los Angeles has city-designated scenic highways, but the Project site is not visible from any city-designated scenic highways. 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.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The Project primarily involves demolition of four buildings. The Project would not substantially degrade the existing visual character or quality of the site or its surroundings.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

No Impact. The Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

e) Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?

No Impact. The Project would not create any new sources of shade or shadow.

4.2 AGRICULTURE AND FORESTRY RESOURCES

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?

No Impact. There is no farmland at the Project site. The California Department of Conservation's Farmland Mapping and Monitoring Program, which identifies categories of agricultural resources that are significant and require special consideration (Department of Conservation 2016a), shows the Project site is not located in an area designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is located on a parcel zoned heavy industrial. The Project would not conflict with existing zoning or a Williamson Act contract (Department of Conservation 2016b).

c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production?

No Impact. The Project site is located on a developed, industrial-zoned parcel that does not have forest land, timberland, or timberland zoned timberland production.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site does not have forest land.

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?

No Impact. The Project site does not have farmland.

4.3 AIR QUALITY

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact.

Air Quality Management Plan

The federal Clean Air Act (CAA) of 1969 and its significant amendments (1990) form the basis for the nation's air pollution control effort. The United States Environmental Protection Agency (USEPA) is responsible for implementing most aspects of the CAA. A key element of the CAA is the national ambient air quality standards (NAAQS) for major air pollutants. The CAA delegates enforcement of the NAAQS in California to the California Air Resources Board (CARB). CARB, in turn, delegates to local air agencies the responsibility of regulating stationary emission sources.

The South Coast Air Quality Management District (SCAQMD) is responsible for attainment of the clean air standards within the South Coast Air Basin (Basin), which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. All POLA projects are located within the Basin. Areas not in attainment with the ambient air quality standards must prepare Air Quality Management Plans (AQMP) which includes proposed measures designed to bring the region into compliance.

The 2016 AQMP (adopted March 2017) proposes emission-reduction measures that are designed to bring the Basin into attainment of the national and state air quality standards. AQMP attainment strategies include mobile source control measures and clean fuel programs that are enforced at the state and federal levels on engine manufacturers and petroleum refiners and retailers.

As a result, the proposed Project construction activities would be required to comply with these any and all applicable regulations currently in existence or promulgated as a result of this most current AQMP. Compliance with AQMP requirements would further ensure that the proposed Project's activities would not obstruct with the plan's implementation. Therefore, the proposed Project would not conflict with or obstruct implementation of the AQMP, the State Implementation Plan (SIP), and the CAA. Impacts would be less than significant and no mitigation is required.

Clean Air Action Plan

The most recent version of the Clean Air Action Plan (CAAP) for the San Pedro Bay Complex was approved by the Boards of Harbor Commissioners for both the POLB and the POLA on November 2, 2017 (POLA and POLB 2017). The CAAP is a plan designed to reduce the health risks posed by air pollution from all port-related emissions sources, including ships, trains, trucks, terminal equipment, and harbor craft.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. Table 4.3-1 presents SCAQMD's CEQA significance thresholds for assessing potential air quality impacts.

Table 4.3-1
SCAQMD Significance Thresholds
for Daily Emissions and Ambient Pollutant Concentrations

Daily Emission Significance Thresholds		
Air Pollutant	**Construction Threshold (lb/day)**	**Operation Threshold (lb/day)**
NO_X	100	55
Volatile Organic Compounds (VOC)	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550
Ambient Pollutant Concentration Thresholds		
Air Pollutant	**Ambient Concentration Thresholds**	
Nitrogen dioxide (NO_2)[a]		
1-hour average	0.18 ppm (339 µg/m^3) (State)	
1-hour average	0.100 ppm (188 µg/m^3)[b] (Federal)	
Annual average	0.03 ppm (57 µg/m^3) (State)	
Particulate matter (PM_{10})[b]		
24-hour average	10.4 µg/m^3 (construction)	
24-hour average	2.5 µg/m^3 (operation)	
Annual average	1.0 µg/m^3	
Particulate matter ($PM_{2.5}$)[b]		
24-hour average	10.4 µg/m^3 (construction)	
24-hour average	2.5 µg/m^3 (operation)	
Sulfur Dioxide (SO_2)		
1-hour average	0.25 ppm (state) & 0.075 ppm (Federal – 99th percentile)	
24-hour average	0.04 ppm (State)	
Carbon monoxide (CO)[a]		
1-hour average	20 ppm (23,000 µg/m^3) (State)	
8-hour average	9.0 ppm (10,000 µg/m^3) (State/Federal)	
Toxic Air Contaminant and Odor Thresholds		
Toxic air contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2015.

[a] The nitrogen dioxide and carbon monoxide thresholds are absolute concentration thresholds, meaning that the maximum predicted Project incremental concentration relative to baseline is added to the background concentration for the Project vicinity, and the total concentration is compared to the threshold.

[b] The PM_{10} and $PM_{2.5}$ thresholds are incremental concentration thresholds, meaning that the maximum predicted Project incremental concentration relative to baseline is directly compared to the threshold without adding the background concentration.

Construction Impacts

Project construction activities include demolition of four buildings and are anticipated to occur over a two-month period beginning in late 2018.

Emission estimates using CARB's **Cal**ifornia **E**missions **E**stimator **Mod**el (CalEEMod) were completed for all criteria pollutants associated with the use of construction equipment and construction worker commute vehicles. Construction air emission calculations are included as Appendix A.

Emissions from off-road equipment were calculated using estimated engine horsepower rating, load factors and usage hours.

SCAQMD's CEQA Air Quality Handbook requires that maximum daily construction emissions be compared to their published CEQA thresholds (SCAQMD 1993). If emissions are greater than the thresholds, the project is deemed to have significant air quality impacts. Table 4.3-2 below summarizes estimated maximum daily construction emissions. The table shows construction emissions would be below the daily significance thresholds.

Table 4.3-2
Peak Daily Construction Emissions (pounds per day)

	NO_x	VOC	SO_X	CO	PM_{10}	$PM_{2.5}$
Peak Total Day	28.4	2.6	<0.1	17.5	2.8	1.4
SCAQMD Max. Daily CEQA Significance Threshold[1]	100	75	150	550	150	55
Above CEQA Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Prepared by: Environmental Compliance Solutions, Inc.
[1] SCAQMD 2015

In addition to regional emission standards as presented above, SCAQMD has developed a voluntary program to determine whether or not projects trigger the need for air dispersion modeling. SCAQMD's Localized Significance Thresholds (LST) methodology is based on maximum daily allowable emissions, the area of the emissions source, and the distance to the nearest exposed individual. The LST is set up as a series of look-up tables for emissions of NO_x, CO, PM_{10}, and $PM_{2.5}$. If anticipated emissions are below the LST look-up table emission levels then the proposed activity is considered not to violate or substantially contribute to an existing or projected air quality standard. This IS/ND conservatively assumes the nearest sensitive receptors are the marina liveaboard tenants approximately 2,000 feet to the north, across the Cerritos Channel.

Table 4.3-3 summarizes the onsite peak daily emissions associated with construction of the proposed Project. The table shows that all pollutant emissions would be below the LSTs without mitigation.

Table 4.3-3
Peak Daily Construction Emissions – Localized Significance Thresholds

	NO_X	VOC	SO_X	CO	PM_{10}	$PM_{2.5}$
Peak Daily Construction	28.4	2.6	<0.1	17.5	2.8	1.4
SCAQMD Localized Significance Threshold[1]	142	NA	NA	7,558	158	93
Exceeds Threshold?	No	No	No	No	No	No

Prepared by: Environmental Compliance Solutions, Inc.
[1] SCAQMD Localized Significance Thresholds Guidance, July 2008 – Final Localized Significance Threshold Methodology, Tables C-1, C-2, C-4, and C-6 based on Source Receptor Area 4 (South Coastal Los Angeles County). Assumes 1-acre site area, nearest sensitive receptor = 500 meters (~2,000 feet)

Operational Impacts
There are no operational activities or impacts associated with the Project.

The Project's peak daily construction emissions are below both the SCAQMD's daily CEQA significance thresholds and LSTs, indicating short-term air quality impacts would not violate any air quality standards and are a less than significant impact.

c) 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact. The Basin is designated as a federal nonattainment area for ozone and $PM_{2.5}$, and a state nonattainment area for ozone, PM_{10}, and $PM_{2.5}$.[1] The Project's criteria pollutant emissions are below applicable pollutant standards established by SCAQMD.

Cumulative impacts may result from individually minor but collectively significant projects. CEQA Guidelines Section 15355 define cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines Section 15064(h)(4) also state that "the mere existence of cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed Project's incremental effects are cumulatively considerable."

The Project was evaluated against SCAQMD's cumulative impacts policy (SCAQMD 2003) and no significant cumulative air quality impacts were identified.

d) Expose sensitive receptors to substantial pollutant concentrations?

No Impact. The Project would not expose sensitive receptors to substantial pollutant concentrations. The Project's air pollutant emissions are below SCAQMD's CEQA significance

[1] *The Los Angeles area is designated nonattainment for the lead AAQS, mainly due to two lead-acid battery recyclers. Lead emissions would not be expected from Project activities.*

standards, including the LST standards used as surrogates for pollutant concentration modeling. In addition, the construction emissions would be short-term, occurring over an approximately two-month period.

The nearest sensitive receptors are the liveaboard tenants (people that live on their boats) approximately 2,000 feet north of the Project site, in the marinas across the Cerritos Channel. The marina locations include Newmarks Yacht Centre (Berth 204), Lighthouse Yacht Landing (Berth 205), Pacific Yacht Landing (Berth 203), Yacht Haven Marina (Berth 202), California Yacht Marina - Wilmington (Berth 202), and Holiday Harbor – Wilmington (Berth 201).

The nearest Kindergarten through 12th grade (K-12) school is George De La Torre Junior Elementary School (500 Island Avenue, Wilmington), approximately 1.5 miles to the northwest.

e) Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. Operation of diesel-powered construction equipment will generate odors at the Project site, but no objectionable odors are anticipated to affect a substantial number of people given the nearest sensitive receptors are approximately 2,000 feet away.

4.4 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?

Less than Significant Impact. The Project involves demolition of four buildings at a paved, multi-use cargo terminal that does not support riparian habitat or other sensitive natural communities. No trees or other vegetation would be removed as part of the Project, therefore no potential nesting habitat would be impacted. Given the developed nature of the Project site, the likelihood is low that any sensitive or special status species would be present at the Project site.

As there is no in-water work proposed as part of the project, no impacts to marine special status would occur.

Impacts associated with listed and other sensitive species would be less than significant.

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

No Impact. As discussed in Section 4.4(a) above, the Project site is located at a paved multi-use

cargo terminal and does not contain riparian habitat or other sensitive communities. There is some landscaping present.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are no wetlands on the Project site. The nearest recognized saltwater wetland is located approximately 3.5 miles southwest near the Cabrillo Marina. The Project would not have a substantial adverse effect on federally protected wetlands 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?

No Impact. The Project site is located at a paved, multi-use cargo terminal that does not support special status species and is not a major migration corridor or wildlife corridor. The Project would not interfere substantially with the movement of any native resident or migratory fish or wildilfe 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?

No Impact. The Project site is located at a paved, multi-use cargo terminal on Terminal Island. The Project does not involve vegetation or tree removal. The Project would not 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?

No Impact. No habitat for any special status or sensitive biological species exists at the Project site or in its vicinity. There are no Habitat Conservation Plans (HCPs) currently in place at the POLA. This Project does not trigger an HCP, Natural Community Conservation Plan (NCCP), or any other approved habitat conservation plan. The proposed Project is not located in a Significant Ecological Area (SEA). The nearest SEA is the California least tern nesting area at the southern tip of Pier 400, approximately 3 miles to the south. The Project would not conflict with the provisions of an HCP, NCCP, or other approved local, regional, or state habitat conservation plan.

4.5 CULTURAL RESOURCES

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact. A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historic resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for inclusion in the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

A historic resource assessment completed for the Project found that the buildings to be demolished have no historic significance. Therefore, the Project would have a less than significant impact on historical resources. A complete historic resource assessment report was completed for the Project and is available as Appendix B.

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

Less than Significant Impact. The potential to discover an unknown archaeological resource within the Project site is highly unlikely given the scope of the Project and the fact that the Project site is a developed, active, previously disturbed cargo terminal and the Project site is underlain by manmade fill. Nevertheless, the Project would adhere to CEQA Guidelines (CCR Title 14, Section 15064.5), which states that construction activities would cease in the affected area in the highly unlikely event an archaeological discovery is made. Once the discovery has been evaluated by a qualified archaeologist, (see 36 Code of Federal Regulations [CFR] 800.11.1 and CCR, Title 14, Section 15064.5 [f]) and if the resource is found to not be significant, the work can resume. If the resource is found to be significant, they shall be avoided or shall be treated consistent with Section 106 of State Historic Resource Preservation Officer Guidelines.

By adhering to these guidelines, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The Project site is located at an existing cargo terminal on the northern portion of Terminal Island, a heavy industrial area that is mostly paved and underlain by manmade fill. No unique paleontological resources or sites or geologic features are known to exist at the Project site.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. No human remains are known to exist at the Project site. The Project would not be expected to encounter any human remains given the nature of the demolition activities and the fact that the site was disturbed previously during construction of the Matson cargo terminal. Nevertheless, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate that in the event of an inadvertent or unanticipated discovery of any human remains in a location other than a dedicated cemetery, work shall stop immediately. If the coroner determines the remains are Native American, the coroner shall contact the Native American Heritage Council (NAHC). The NAHC shall identify the most likely descended from the deceased Native American and make recommendations for means of treating or disposing of the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. By complying with the regulations prescribed in California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, the Project would have a less than significant impact should human remains be encountered.

4.6 ENERGY

a) Would the project conflict with adopted energy conservation plans?

Less than Significant Impact. The Project would not conflict with adopted energy conservation plans. The Project would require minimal energy (in terms of fuel consumption) for demolition and paving activities. Total fuel consumption is estimated to be approximately 4,800 gallons (4,600 gallons diesel, 200 gallons gasoline). This energy consumption was calculated using the construction equipment assumptions in the Air Quality Technical Appendix 1.

b) Would the project use non-renewable resources in a wasteful and inefficient manner?

Less than Significant Impact. The Project would not use non-renewable resources in a wasteful or inefficient manner. Non-renewable resources, primarily diesel and gasoline, would be used to fuel construction equipment and worker vehicles. Fuel use would be temporary, lasting approximately two months.

c) Would the project result in a need for new systems, or substantial alterations to power or natural gas?

No Impact. The project would not result in a need for new power or natural gas systems or substantial alterations to them.

4.7 GEOLOGY AND SOILS

Would the Project:

a) Expose people or structures to 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. The Project would not expose people or structures to potential adverse effects involving rupture of a known earthquake fault. The Project site is not located within a fault zone, but is located within the seismically active Southern California region and has the potential to be subjected to ground shaking hazards associated with earthquake events on active faults. The Project site is located approximately 1 mile east of the Palos Verdes fault zone, but is not located within the Alquist-Priolo Earthquake Fault Zone (California Institute of Technology 2012). While it is not located within a fault zone, the Project site is located within a landslide and liquefaction zone as defined by the California Department of Conservation (California Department of Conservation 2015).

ii) Strong seismic ground shaking?

No Impact. Please see the response to 4.7 (a)(i) above.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Please see the response to 4.7 (a)(i) above.

iv) Landslides?

No Impact. The Project site is flat with no significant natural or graded slopes. The Project would not construct new structures. The Project site is located within an area susceptible to landslides and liquefaction (California Department of Conservation 2015), but the project does not involve any new activities.

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

No Impact. The Project would not result in substantial soil erosion or the loss of topsoil. The Project site is currently covered by pavement or buildings and would be completely paved following project completion.

c) Be located on a geological unit 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. The Project site is located within an area susceptible to landslides and liquefaction (California Department of Conservation 2015), but Project construction activities would have a low likelihood of causing a 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 risks to life or property?

No Impact. The Project would not construct any structures.

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 presents no need for additional capacity or any alternative wastewater disposal system, as there is no additional land use or operation. Therefore, there would be no impacts associated with the use of septic tanks or wastewater disposal systems.

4.8 GREENHOUSE GASES

This section summarizes potential greenhouse gas (GHG) emissions associated with the proposed Project.

GHG emissions from construction activities, including operation of on-road vehicles and off-road diesel construction equipment, were calculated and are included as Appendix A – Air Quality Emission Calculations.

CEQA Significance Thresholds

State CEQA Guidelines Section 15064.4(b) sets forth the factors that should be considered by a lead agency when assessing the significance of impacts from GHG emissions on the environment. These factors include:

- The extent to which a project may increase or reduce GHG emissions compared with the existing environmental setting;
- Whether project emissions exceed a threshold of significance that the lead agency determines applicable to a project; and
- The extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

The guidelines do not specify significance thresholds and allow the lead agencies discretion in how to address and evaluate significance based on these criteria.

The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year (MT/yr) of Carbon Dioxide equivalent (CO_2e) (MT/yr CO_2e) for industrial projects where SCAQMD is the lead agency (SCAQMD 2008a). For the purpose of this IS/ND, this analysis used this threshold to evaluate the proposed Project's GHG emissions under CEQA. If estimated GHG emissions remain below this threshold, they would be expected to produce less than significant impacts to GHG levels.

LAHD has determined the SCAQMD-adopted interim industrial threshold of 10,000 MT/yr CO_2e to be suitable for the proposed Project following reasons:

- The SCAQMD interim threshold used as the basis for its development, Governor Schwarzenegger's June 1, 2005 Executive Order S-3-05 which set emission reduction targets of reducing GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050 (SCAQMD 2008a). The 2020 target is the core of the California Global Warming Solutions Act of 2006, widely known as Assembly Bill (AB) 32 (Personal Communication: Lora Granovsky, iLanko Environmental and Mike Krause, SCAQMD July 29, 2016).
- The proposed Project's primary GHG source is construction equipment. The SCAQMD industrial source threshold is appropriate for projects with mobile emission sources. California Air Pollution Control Officers Association (CAPCOA) guidance considers industrial projects to include substantial GHG emissions associated with mobile sources (CAPCOA 2008). SCAQMD, on industrial projects for which it is the lead agency, uses the 10,000 MT/yr threshold to determine CEQA significance by combining a project's stationary source and mobile source emissions. Although the threshold was originally developed for stationary sources, SCAQMD staff views the threshold as conservative for projects with both stationary and mobiles source because it is applied to a larger set of emissions and therefore captures a greater percentage of projects than would be captured if the threshold was only used for stationary sources.

- The SCAQMD industrial source threshold is appropriate for projects with sources that use primarily diesel fuel. Although most of the sources that were considered by the SCAQMD in the development of the 10,000 MT/yr threshold are natural gas-fueled, both natural gas and diesel combustion produce Carbon Dioxide (CO_2) as the dominant GHG (The Climate Registry 2016). Furthermore, the conversion of all GHG species into a CO_2e ensures that the GHG emissions from any source, regardless of fuel type, can be evaluated equitably.

After considering these guidelines, LAHD has set the following threshold for use in this IS/ND to determine the significance of Project-related GHG impacts. The Project would create a significant GHG impact if it:

a) Generates GHG emissions that, either directly or indirectly, that may have a significant impact on the environment?

Table 4.8-1 below summarizes the Project's annual GHG emissions.

Table 4.8-1
Annual GHG Emissions – Project Construction (metric tons/year)

	CO_2e (metric tons/yr)
Construction Emissions	49.1
Amortized Emissions[1]	1.6
Significance Threshold[2]	10,000
Exceeds Threshold?	**No**

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a) 1 metric ton = 1,000 kg = 2,205 lbs = 1.1 U.S. (short) tons.

b) CO_2e = the carbon dioxide equivalent of all GHGs combined. The carbon dioxide equivalent for each GHG represents the emission rate multiplied by its global warming potential (GWP), which is 1 for carbon dioxide (CO_2), 28 for methane (CH_4), and 265 for nitrous oxide (N_2O). (2014 IPCC Fifth Assessment Report)

[1] SCAQMD protocol requires amortizing construction emissions over 30 years

[2] SCAQMD 2015

Less than Significant Impact. Based on criteria set by the SCAQMD, a project would have the potential to violate an air quality standard or contribute substantially to an existing violation if construction emissions exceeded the thresholds of significance in Table 4.3-1. The proposed Project would generate short-term GHG emissions from the combustion of diesel and gasoline in construction equipment that would be well below the SCAQMD CEQA significance threshold (Table 4.8-1).

Informational assessment: Consider whether the Project is consistent with certain statewide, regional and local plans and policies.

As noted above, CEQA Guideline Section 15064.4(b) provides that one factor to be considered in assessing the significance of GHG emissions on the environment is "the extent to which a project complies with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of GHG emissions."

Several state, regional and local plans have been developed that set goals for the reduction of GHG emissions over the next few years and decades. Some of these plans and policies (notably, Executive Order S-3-05 and AB 32) were taken into account by the SCAQMD in developing the 10,000 MT/yr CO_2e threshold. However, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects, within the meaning of CEQA Guidelines Section 15064.4(b) (3). (See Center for Biological Diversity v. California Department of Fish and Wildlife [Newhall Ranch] [2015] 62 Cal.4th 204, 223.) Consequently, no CEQA significance assessment based upon compliance with such regulations or requirements can be made for the Project. Nevertheless, for the purpose of disclosure, LAHD has considered for informational purposes only, whether the Project activities and features are consistent with federal, state or local

plans, policies or regulations for the reduction of GHG emissions, as set forth below:

The State of California is leading the way in the United States with respect to GHG reductions. Several legislative and municipal targets for reducing GHG emissions, below 1990 levels have been established. Key examples include:

- Senate Bill (SB) 32
  - 1990 levels by 2020
  - 40 percent below 1990 levels by 2030
- AB 32
  - 80 percent below 1990 levels by 2050
- City of Los Angeles Sustainable City Plan
  - 45 percent below 1990 levels by 2025
  - 60 percent below 1990 levels by 2035
  - 80 percent below 1990 levels by 2050

LAHD has been tracking GHG emissions, in terms of CO_2e, since 2005 through the LAHD municipal GHG inventory and the annual inventory of air emissions. POLA-related GHG emissions started making significant reductions since 2006, reaching a maximum reduction in CO_2e of 15 percent from 1990 levels in 2013 (Figure 4). Subsequently, 2014 and 2015 saw GHG levels rise due to a period of port congestion that arose from circumstances outside of the control of either the LAHD or its tenants (Figure 5). This event illustrates a major challenge related to managing GHG-related emissions, as events outside the control of LAHD or its individual tenants will continue to have a varying degree of impact on the progress of reduction efforts.

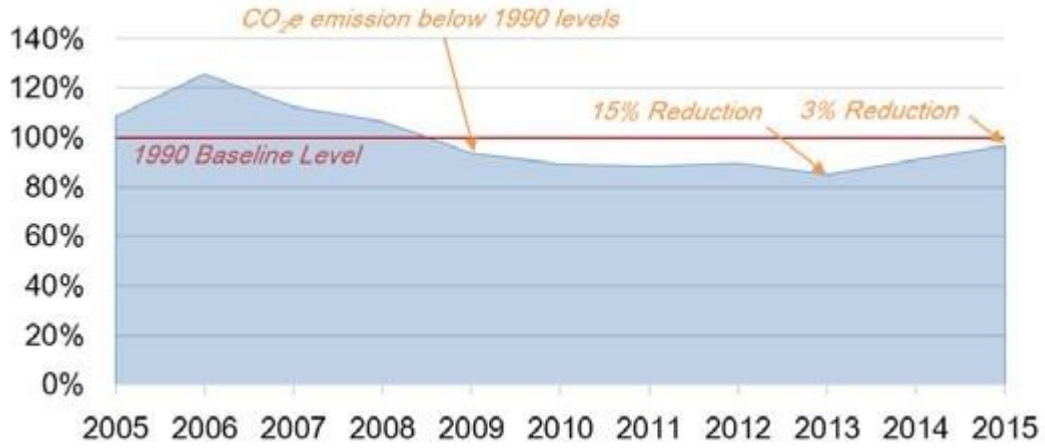

Figure 4 GHG Emissions 2005-2015

Figure 5 Actual GHG Emissions 2005-2015 & 2015-2050 GHG Compliance Trajectory

LAHD and its tenants have initiated a number of wide-ranging strategies to reduce all port-related GHGs, which includes the benefits associated with the CAAP, Zero Emission Roadmap, Energy Management Action Plan (EMAP), operational efficiency improvements, and land use and planning initiatives. Looking toward 2050, there are several unknowns that will affect future GHG emission levels. These unknowns include grid power portfolios; maritime industry preferences of power sources and fuel types for ships, harbor craft, terminal equipment, locomotives, and trucks; advances in cargo movement efficiencies; the locations of manufacturing centers for products and commodities moved; and increasing consumer demand for goods. The key relationships that have led to operational efficiency improvements to date are the cost of energy, current and upcoming regulatory programs, and the competitive nature of the goods movement industry. We anticipate these relationships will continue to produce benefits with regards to GHG emissions for the foreseeable future.

Nevertheless, with the very aggressive targets shown in Figure 5 above, it is not possible at this time to determine whether POLA-wide emissions or any particular Project applicant will be able to meet the compliance trajectory shown. Compliance will depend upon future regulations or requirements that may be adopted, future technologies that have not been identified or fully developed at this time, or any other POLA-wide GHG reduction strategies that may be established. As a result, while LAHD will continue to work with its tenants to implement aggressive GHG reduction measures to meet the compliance trajectory that is shown, LAHD cannot with certainty confirm compliance with these future plans and policies at this time.

4.9 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?

Less than Significant Impact. The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The primary hazardous material at the Project site would be diesel fuel in construction equipment. In addition,

based on the age of the buildings, which were constructed in 1970 and 1979, asbestos and lead-based paint may be present, as regulation of these materials did not begin until the Toxic Substances Control Act (TSCA) was passed in 1976. The Project would safely manage hazardous materials in accordance with applicable local, state, and federal regulations.

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. The buildings to be demolished were constructed in 1970 and 1979. Based on their ages, asbestos and lead-based paint may be present, as regulation of these materials did not begin until the TSCA was passed in 1976. If present, these hazardous materials would be managed in accordance with applicable local, state, and federal regulations.

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. The Project site is not located within one-quarter mile of an existing or proposed school, and hazardous emissions and handling of hazardous or acutely hazardous materials are not anticipated within one-quarter mile of an existing or proposed school. The nearest K-12 school is the George De La Torre Junior Elementary School (500 Island Avenue), approximately 1.5 miles to the northwest.

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

No Impact. The Project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., “Cortese List”) maintained by the California Department of Toxic Substances Control (DTSC).

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

No Impact. The Project site is not located within an airport land use plan or within two miles of an airport. The nearest public airports are Zamperini Field Airport (Torrance), approximately 5 miles to the northwest, and Long Beach Airport, approximately 6 miles to the northeast. A private heliport is located at Berth 95, approximately two miles to the southwest.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. A private heliport, Catalina Air-Sea Terminal Heliport, is located at Berth 95 approximately 2 miles southwest of the Project site. Given the heliport’s distance from the Project site, the Project would not result in a safety hazard for people working in the project area.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project involves demolishing four 1970s-era buildings at an existing multi-use cargo terminal. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. According to the Safety Element of the City of Los Angeles General Plan, the Project site is not located in an area designated as Very High Fire Hazard Severity Zone and there are no wildlands in the vicinity of the Project site (City of Los Angeles, 1996).

4.10 HYDROLOGY AND WATER QUALITY

Would the Project:

a) Violate any water quality standards or waste discharge requirements?

No Impact. The Project would not violate any water quality standards or waste discharge requirements. The Project primarily involves the demolition and removal of construction debris from four existing structures. All construction activities would be conducted in accordance with the Los Angeles County National Pollutant Discharge Elimination System Permit for the Municipal Separate Storm Sewer System (NPDES MS4 Permit) requirements for construction projects, which includes application of certain best management practices. In addition, there are BMP requirements for construction sites including erosion and sediment controls, non-stormwater management & waste management.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. The Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Groundwater in the harbor area is south of the Dominquez Gap Barrier and generally impacted by saltwater intrusion (salinity) and is, therefore, unsuitable for use as drinking water.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact. The Project would not substantially alter the existing drainage pattern of the site or area, and would not alter the course of a stream or river.

d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. The Project would not substantially alter the existing drainage pattern of the site or area, would not alter the course of a stream or river, and would not substantially increase the rate or amount of surface runoff.

e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. The Project would not create or contribute runoff water that would exceed the capacity of existing stormwater drainage systems or provide substantial sources of polluted runoff. The Project would not substantially alter the existing drainage pattern of the site or area. As mentioned above, the project would comply with construction project requirements in the Los Angeles County NPDES MS4 permit.

f) Otherwise substantially degrade water quality?

No Impact. The Project would not substantially degrade water quality. As mentioned above, the project would comply with construction project requirements in the Los Angeles County NPDES MS4 permit.

g) Place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Project site is located within a 100-year flood hazard area (Federal Emergency Management Agency [FEMA] 2008); however, the Project does not involve placement of any housing onsite.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. The Project would not involve construction or placement of any new structures onsite.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The Project would not place any new structures and therefore would not expose people or structures to a significant risk of loss, injury or death involving flooding. There are no dams or levees near the Project site. As stated in Question 4.10(g) above, the Project site is located within a 100-year flood hazard area.

j) Cause inundation by seiche, tsunami, or mudflow?

No Impact. The Project would not cause inundation by seiche, tsunami, or mudflow, though the Project site is located within a tsunami inundation area (Tsunami Inundation Map for Emergency Plan, California Department of Conservation 2009).

k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of Sea Level Rise?

No Impact. The Project involves demolishing structures and therefore would not expose people or structures to a significant risk of loss, injury or death involving flooding from Sea Level Rise.

4.11 LAND USE AND PLANNING

Would the Project:

a) Physically divide an established community?

No Impact. The proposed Project would involve only short-term construction activities. No long-term separation of land uses or disruption of access between land use types would occur as a result of the Project. Therefore, no impact would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed Project would not conflict with a specific plan, general plan, or zoning ordinance. The Project site is zoned [Q]M3-1 (Qualified Heavy Industrial) under the City of Los Angeles Zoning Ordinance and would continue to have the same land uses as under existing conditions. The proposed Project would not alter the land use of the site or surrounding areas and would not conflict with the *Port Master Plan* (LAHD 2014) or any applicable land use plans. Therefore, no impact would occur with the implementation of the proposed Project.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As discussed above, the site is not located within an adopted HCP or NCCP. Therefore, construction of the project would not conflict with any applicable HCP or NCCP. No impact would occur with the implementation of the proposed Project and no mitigation is required.

4.12 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?

No Impact. The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and California residents. The Project site is already a developed cargo terminal and is located in a highly industrialized area surrounded by industrial land uses. According to the California Department of Conservation (Division of Oil, Gas and Geothermal Resources (DOGGR)), oil and gas wells are located less than 500 feet from the Project site. The Project site is located on the Wilmington Oil Field, the third largest oil field in the U.S. (California Department of Conservation 2018).

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?

No Impact. As described under Section 4.12(a), there are no active oil wells on site. The Project would not result in the loss of availability of a mineral resource recovery site as described under Section 4.12(a). Therefore, no impact to the availability of a mineral resource would result from construction of the Project.

4.13 NOISE

Would the Project Result In:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. The City of Los Angeles adopted a Noise Element as part of their General Plan in November 1998 (City of Los Angeles 1998). The noise element provides an overview of various noise sources (current and anticipated) along with standards and policies. The standards for construction-related noise are codified in the Los Angeles City Noise Ordinance (Los Angeles Municipal Code Section 41.40), which limits construction activities to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 5:00 PM on Saturday (no work is allowed on Sundays). Construction activities at the Project site would comply with this ordinance.

The Los Angeles Municipal Code Section 112.05, *Maximum Noise Level of Powered Equipment or Powered Hand Tools*, details that the maximum noise level powered equipment may produce within a distance of 500 feet from a City residential zone is 75 A-weighted decibels (dBA) at a distance of 50 feet, unless compliance is technically infeasible. Technically infeasible means that the noise limitations cannot be attained during use of the equipment even with the use of mufflers, shields, sound barriers and/or other noise reduction techniques.

Construction activities could result in temporary increases in ambient noise levels in the Project area on a short-term basis. Noise and groundborne vibration from the Project would be generated during demolition activities, including operation of diesel construction equipment. The nearest potential residential receptors are the liveaboard tenants located in the marinas approximately 2,000 feet north of the Project site, across the Cerritos Channel. Due to the Project's short-term nature and the distance to potential residential receptors, noise is anticipated to have a less than significant impact.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Construction activities are not expected to cause excessive groundborne vibrations or noise levels. Any groundborne noise levels would have a less than significant impact and be short-term in nature, as the project duration is anticipated to be two months or less. No mitigation is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. The Project would generate temporary noise in the project vicinity, but would not result in a permanent increase in ambient noise levels.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. Construction activities would comply with Municipal Code Sections 41.40 and 112.05, and any increase in ambient noise levels in the project vicinity would be temporary and have less than significant impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or pubic use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project is not located within an airport land use plan. The nearest public airports are Zamperini Field Airport (Torrance), approximately 5 miles to the northwest, and Long Beach Airport, approximately 6 miles to the northeast.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. A private heliport, Catalina Air-Sea Terminal Heliport, is located at Berth 95, approximately 2 miles southwest of the Project site. The helicopters fly primarily north-south over the Main Channel to Catalina Island. Given the distance between the Project site and the heliport, workers at the Project site would not be exposed to excessive noise levels from helicopters.

4.14 POPULATION AND HOUSING

Would the Project:

a) Induce substantial 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 Project would not induce population growth in the area, either directly or indirectly.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project would not displace existing housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The Project would not displace people.

4.15 PUBLIC SERVICES

Would the Project:

a) 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 following public services

i) Fire Protection?

No Impact. The Los Angeles Fire Department (LAFD) provides fire protection services as well as emergency medical (paramedic) services within the City of Los Angeles. LAFD Fire Station 40, located at 330 Ferry Street, is the closest station to the Project site (LAFD 2018). During construction, emergency access to the Project vicinity would be maintained for emergency service vehicles. Following the completion of the Project, there would be no substantial adverse impacts for new or altered fire protection services.

ii) Police protection?

No Impact. The Los Angeles Port Police (Port Police) is the primary law enforcement agency within the POLA. The Port Police are responsible for patrol and surveillance of POLA property including 12 square miles of landside property and 43 miles of waterfront. The Los Angeles Police Department (LAPD) provides police protection to the entire City of Los Angeles, including San Pedro. 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. The Project would not increase demand for new police protection services.

iii) Schools?

No Impact. The Project would not create new housing and would not require new schools.

iv) Parks?

No Impact. The Project does not include development of any residential uses and would not create increased demand for new parks.

v) Other public facilities?

No Impact. The Project does not include development of residential uses and would not create increased demand for other public facilities.

4.16 RECREATION

Would the Project:

a) 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. The Project would not construct new buildings and would not increase the use of existing regional parks or other recreational facilities.

b) 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 Project would not develop, or require the construction of, recreational facilities that would physically affect the environment.

4.17 TRANSPORTATION AND TRAFFIC

Would the Project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant Impact. According to the Los Angeles County Congestion Management Program (CMP), a Traffic Impact Analysis (TIA) should be conducted at all CMP arterial monitoring

intersections, including monitored freeway on-ramps or off-ramps, where a proposed project would add 50 or more trips during either the AM weekday peak hour (7:00 AM – 9:00 AM) or the PM weekday peak hour (4:00 PM to 6:00 PM) and at all mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours (Los Angeles County Metropolitan Transportation Authority 2010). The City of Los Angeles states that a Technical Memorandum is required when the project is likely to add 25 to 42 AM or PM peak hour trips, and the adjacent intersection(s) are presently operating at Level of Service (LOS) E or F (City of Los Angeles 2016). Additionally, the guidelines state that a Traffic Study is required when the project is likely to add 43 or more AM or PM peak hour trips.

The Project's construction-related activities would require less than ten construction workers. Construction worker commute trips would be well below the Los Angeles County CMP thresholds triggering a TIA or the City of Los Angeles thresholds triggering a Technical Memorandum or Traffic Study.

Project construction activities would not result in significant traffic trip generation and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The Project would have a less than significant impact.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. The Project would result in a temporary increase in traffic, but it would not conflict with a CMP or other standards established for designated roads or highways.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

No Impact. The Project would not result in a change in air traffic patterns. The nearest airports are Zamperini Field Airport (Torrance), approximately 5 miles to the northwest, and Long Beach Airport, approximately 6 miles to the northeast.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Project involves demolition of 1970s-era buildings and would not substantially increase hazards due to a design feature or incompatible uses.

e) Result in inadequate emergency access?

Less than Significant Impact. The Project would result in temporary traffic increases during construction, but would not result in inadequate emergency access. All access routes for emergency services in the vicinity of the Project site would be maintained.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or

pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The Project would not alter the land use of the site or surrounding area, and would not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities land use plans.

4.18 TRIBAL CULTURAL RESOURCES

This section evaluates impacts related to tribal cultural resources associated with the implementation of the proposed Project.

AB 52, which went into effect on July 1, 2015, established a consultation process with all California Native American Tribes on the Native American Heritage Council (NAHC) List and required consideration of Tribal Cultural Values in the determination of project impacts and mitigation. AB 52 established a new class of resources, tribal cultural resources, defined as a site feature, place, cultural landscape, sacred place or object, which is of cultural value to a Tribe that is either: (1) on or eligible for the California Historic Register or a local historic register; or (2) treated by the lead agency, at its discretion, as a traditional cultural resource per Public Resources Code 21074 (a)(1)(A)-(B). Public Resources Code Section 21083.09, added by AB 52, required the California Natural Resources Agency to update Appendix G of the CEQA Guidelines to address tribal cultural resources. Pursuant to Government Code Section 11346.6, on August 8, 2016 the California Natural Resources Agency adopted and amended the CEQA Guidelines to include consideration of impacts to tribal cultural resources. These amendments separated the consideration of paleontological resources from tribal cultural resources and updated the relevant sample questions to add specific consideration of tribal cultural resources.

AB 52 Consultation: Pursuant to Public Resources Code Section 21080.3.1(d) Anthony Morales, Chief of San Gabriel Band of Mission Indians was informed of the Project. Pursuant to Public Resources Code Section 21080.3.1(b), LAHD requested a response in writing within 30 days if a consultation was desired. Consultation was not requested.

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 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:

a) 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 Section 5020.1(k).

No Impact. As discussed in Section 4.5, *Cultural Resources*, none of the buildings to be demolished were identified as having historical significance. It is unlikely a tribal cultural resource would be encountered based on the nature of the Project's construction activities.

b) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. There are no known tribal cultural resources at the Project site. It is unlikely a tribal cultural resource would be encountered during demolition activities based on the scope of the Project.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The Project would not create new wastewater sources and would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. During construction activities, portable toilets would be rented.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. Please see the response to 4.19(a) above. The Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities.

d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. The Project would not create new water demand. The Project would not require water supply from existing entitlements and resources, and no new or expanded entitlements would be needed.

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The Project would not create new wastewater sources for the wastewater treatment provider.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. The Project would generate waste from its demolition activities that would be sent to a local landfill. The landfill would have sufficient permitted capacity to accommodate the Project's demolition waste.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. The Project would comply with federal, state, and local statutes and regulations related to solid waste, including the City of Los Angeles' Solid Waste Integrated Resource Plan (City of Los Angeles 2013).

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to 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, 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. The Project has been determined to have no impacts or less than significant impacts.

As discussed in Section 4.4, *Biological Resources,* because the Project site is located in a developed area, there are no rare or endangered habitats or protected plant or wildlife species.

As discussed in Section 4.5, *Cultural Resources,* impacts to cultural resources would be less than significant because the Project site is underlain by manmade fill and zoned for industrial use. As a result, no known examples of major periods of California history or prehistory would be eliminated with implementation of the Project. Additionally, none of the buildings being demolished are historically significant. Therefore, the Project would not degrade the quality of the environment and would have less than significant impact.

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.)

Less than Significant Impact. The Project would result in no impacts or less than significant impacts to all resource areas. Because of the small scale and short-term duration of the Project, the potential incremental contribution would not be considerable cumulatively. Impacts from construction would be short-term and less than significant, and would not contribute substantially to a cumulatively considerable impact.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant. As discussed in the analysis above, implementation of the proposed construction project would not result in any significant environmental impacts. Therefore, no environmental effect which could cause substantial adverse effects on human beings, either directly or indirectly is associated with this project.

5. PROPOSED FINDING

LAHD has prepared this IS/ND to address the environmental effects of the proposed Project. Based on the analysis provided in this IS/ND, LAHD finds that the proposed Project would not have a significant effect on the environment.

6. PREPARERS AND CONTRIBUTORS

This IS/ND was prepared by City of Los Angeles Harbor Department. Members of the professional staff are listed below:

- Christopher Cannon, Director of Environmental Management
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- Erin Sheehy, Environmental Specialist, Project Manager
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7. ACRONYMS AND ABBREVIATIONS

(Q)M3-1	Qualified Heavy Industrial
AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
APP	Application for Port Permit
Basin	Southern California Air Basin
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CalEEMod	**Cal**ifornia **E**missions **E**stimator **Mod**el
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH_4	Methane
CMP	Congestion Management Program
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
CWA	Clean Water Act
dBA	A-weighted decibel
DOGGR	Division of Oil, Gas and Geothermal Resources
DTSC	Department of Toxic Substances
EMAP	Energy Management Action Plan
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
IPaC	Information for Planning and Consultation
IS	Initial Study
K-12	Kindergarten through 12th Grade
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
lbs/ day	pounds per day
LID	Low Impact Development

LOS	Level of Service
LST	Localized Significance Thresholds
MT/yr	metric tons per year
N_2O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Council
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NO_2	Nitrogen dioxide
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PM_{10}	Particulate Matter less than 10 microns in diameter
$PM_{2.5}$	Particulate Matter less than 2.5 microns in diameter
POLA	Port of Los Angeles
POLB	Port of Long Beach
Port Police	Los Angeles Port Police
RAP	Remedial Action Plan
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Area
SIP	State Implementation Plan
SLR	Sea Level Rise
SO_x	Sulfur oxides
SWPPP	Stormwater Pollution Prevention Plan
TIA	Traffic Impact Analysis
TSCA	Toxic Substances Control Act
USEPA	United States Environmental Protection Agency
USFWS	UnitedStates Fish and Wildlife Service
VOC	Volatile Organic Compounds

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Appendix A

Air Quality Technical Appendix

Matson Demo

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.03	Acre	1.03	44,866.80	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2050
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Matson Demo - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use -

Construction Phase - Demo of Matson Bldg, Admin Bldg, In-Bound Canopy, and Out-Bound Canopy. Demo of Cinder Block Wall. Paving.

Off-road Equipment -

Off-road Equipment -

Demolition -

Construction Off-road Equipment Mitigation -

Off-road Equipment - Demo of Matson Bldg, Admin Office Bldg, In-Bound Canopy, and Outbound Canopy

Off-road Equipment - Demo of Cinder Block Wall

Trips and VMT - Debris estimate

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_Parking	2692	0
tblConstructionPhase	NumDays	20.00	5.00
tblFleetMix	HHD	0.04	0.00
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.21	0.00
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD2	6.4500e-003	0.00
tblFleetMix	MCY	5.3370e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.1400e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.9310e-003	0.00
tblFleetMix	SBUS	7.3900e-004	0.00

tblFleetMix	UBUS	1.5580e-003	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		WallDemo
tblOffRoadEquipment	PhaseName		WallDemo
tblTripsAndVMT	HaulingTripNumber	0.00	218.00
tblTripsAndVMT	HaulingTripNumber	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0336	0.3468	0.2231	5.3000e-004	0.0164	0.0153	0.0316	2.9500e-003	0.0143	0.0172	0.0000	48.8129	48.8129	0.0112	0.0000	49.0936
Maximum	**0.0336**	**0.3468**	**0.2231**	**5.3000e-004**	**0.0164**	**0.0153**	**0.0316**	**2.9500e-003**	**0.0143**	**0.0172**	**0.0000**	**48.8129**	**48.8129**	**0.0112**	**0.0000**	**49.0936**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0336	0.3468	0.2231	5.3000e-004	0.0164	0.0153	0.0316	2.9500e-003	0.0143	0.0172	0.0000	48.8128	48.8128	0.0112	0.0000	49.0936
Maximum	**0.0336**	**0.3468**	**0.2231**	**5.3000e-004**	**0.0164**	**0.0153**	**0.0316**	**2.9500e-003**	**0.0143**	**0.0172**	**0.0000**	**48.8128**	**48.8128**	**0.0112**	**0.0000**	**49.0936**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2018	9-30-2018	0.3096	0.3096
		Highest	0.3096	0.3096

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.9000e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.9000e-003**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.9000e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.9000e-003**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	BldgDemo	Demolition	9/1/2018	9/28/2018	5	20	
2	WallDemo	Demolition	10/1/2018	10/7/2018	5	5	
3	Paving	Paving	10/8/2018	10/21/2018	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 1.03

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
BldgDemo	Concrete/Industrial Saws	1	8.00	81	0.73
BldgDemo	Cranes	1	8.00	231	0.29
BldgDemo	Excavators	1	8.00	158	0.38
BldgDemo	Off-Highway Trucks	1	8.00	402	0.38
BldgDemo	Tractors/Loaders/Backhoes	1	8.00	97	0.37
WallDemo	Excavators	1	8.00	158	0.38
WallDemo	Off-Highway Trucks	1	8.00	402	0.38
WallDemo	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
BldgDemo	5	13.00	0.00	218.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
WallDemo	3	8.00	0.00	4.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 BldgDemo - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0123	0.0000	0.0123	1.8600e-003	0.0000	1.8600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2479	0.1606	3.4000e-004		0.0120	0.0120		0.0113	0.0113	0.0000	30.2568	30.2568	8.1600e-003	0.0000	30.4608
Total	**0.0242**	**0.2479**	**0.1606**	**3.4000e-004**	**0.0123**	**0.0120**	**0.0243**	**1.8600e-003**	**0.0113**	**0.0131**	**0.0000**	**30.2568**	**30.2568**	**8.1600e-003**	**0.0000**	**30.4608**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0900e-003	0.0364	7.5100e-003	9.0000e-005	1.8700e-003	1.4000e-004	2.0100e-003	5.1000e-004	1.3000e-004	6.4000e-004	0.0000	8.5975	8.5975	6.1000e-004	0.0000	8.6127
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	6.2000e-004	6.6300e-003	2.0000e-005	1.4200e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.4154	1.4154	5.0000e-005	0.0000	1.4168
Total	**1.8100e-003**	**0.0370**	**0.0141**	**1.1000e-004**	**3.2900e-003**	**1.5000e-004**	**3.4500e-003**	**8.9000e-004**	**1.4000e-004**	**1.0300e-003**	**0.0000**	**10.0129**	**10.0129**	**6.6000e-004**	**0.0000**	**10.0294**

3.2 BldgDemo - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0123	0.0000	0.0123	1.8600e-003	0.0000	1.8600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2479	0.1606	3.4000e-004		0.0120	0.0120		0.0113	0.0113	0.0000	30.2568	30.2568	8.1600e-003	0.0000	30.4608
Total	**0.0242**	**0.2479**	**0.1606**	**3.4000e-004**	**0.0123**	**0.0120**	**0.0243**	**1.8600e-003**	**0.0113**	**0.0131**	**0.0000**	**30.2568**	**30.2568**	**8.1600e-003**	**0.0000**	**30.4608**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0900e-003	0.0364	7.5100e-003	9.0000e-005	1.8700e-003	1.4000e-004	2.0100e-003	5.1000e-004	1.3000e-004	6.4000e-004	0.0000	8.5975	8.5975	6.1000e-004	0.0000	8.6127
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	6.2000e-004	6.6300e-003	2.0000e-005	1.4200e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.4154	1.4154	5.0000e-005	0.0000	1.4168
Total	**1.8100e-003**	**0.0370**	**0.0141**	**1.1000e-004**	**3.2900e-003**	**1.5000e-004**	**3.4500e-003**	**8.9000e-004**	**1.4000e-004**	**1.0300e-003**	**0.0000**	**10.0129**	**10.0129**	**6.6000e-004**	**0.0000**	**10.0294**

3.3 WallDemo - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.0000e-005	0.0000	7.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3200e-003	0.0351	0.0245	5.0000e-005		1.6000e-003	1.6000e-003		1.4700e-003	1.4700e-003	0.0000	4.9033	4.9033	1.5300e-003	0.0000	4.9414
Total	**3.3200e-003**	**0.0351**	**0.0245**	**5.0000e-005**	**7.0000e-005**	**1.6000e-003**	**1.6700e-003**	**1.0000e-005**	**1.4700e-003**	**1.4800e-003**	**0.0000**	**4.9033**	**4.9033**	**1.5300e-003**	**0.0000**	**4.9414**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	6.7000e-004	1.4000e-004	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1578	0.1578	1.0000e-005	0.0000	0.1580
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	9.0000e-005	1.0200e-003	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2178	0.2178	1.0000e-005	0.0000	0.2180
Total	**1.3000e-004**	**7.6000e-004**	**1.1600e-003**	**0.0000**	**2.5000e-004**	**0.0000**	**2.6000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.3755**	**0.3755**	**2.0000e-005**	**0.0000**	**0.3760**

3.3 WallDemo - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.0000e-005	0.0000	7.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3200e-003	0.0351	0.0245	5.0000e-005		1.6000e-003	1.6000e-003		1.4700e-003	1.4700e-003	0.0000	4.9033	4.9033	1.5300e-003	0.0000	4.9414
Total	**3.3200e-003**	**0.0351**	**0.0245**	**5.0000e-005**	**7.0000e-005**	**1.6000e-003**	**1.6700e-003**	**1.0000e-005**	**1.4700e-003**	**1.4800e-003**	**0.0000**	**4.9033**	**4.9033**	**1.5300e-003**	**0.0000**	**4.9414**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	6.7000e-004	1.4000e-004	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1578	0.1578	1.0000e-005	0.0000	0.1580
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	9.0000e-005	1.0200e-003	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2178	0.2178	1.0000e-005	0.0000	0.2180
Total	**1.3000e-004**	**7.6000e-004**	**1.1600e-003**	**0.0000**	**2.5000e-004**	**0.0000**	**2.6000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.3755**	**0.3755**	**2.0000e-005**	**0.0000**	**0.3760**

3.4 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.5700e-003	0.0258	0.0206	3.0000e-005		1.4700e-003	1.4700e-003		1.3500e-003	1.3500e-003	0.0000	2.8289	2.8289	8.5000e-004	0.0000	2.8500
Paving	1.3500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.9200e-003**	**0.0258**	**0.0206**	**3.0000e-005**		**1.4700e-003**	**1.4700e-003**		**1.3500e-003**	**1.3500e-003**	**0.0000**	**2.8289**	**2.8289**	**8.5000e-004**	**0.0000**	**2.8500**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.9000e-004	2.0400e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4355	0.4355	2.0000e-005	0.0000	0.4359
Total	**2.2000e-004**	**1.9000e-004**	**2.0400e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.4355**	**0.4355**	**2.0000e-005**	**0.0000**	**0.4359**

3.4 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.5700e-003	0.0258	0.0206	3.0000e-005		1.4700e-003	1.4700e-003		1.3500e-003	1.3500e-003	0.0000	2.8289	2.8289	8.5000e-004	0.0000	2.8500
Paving	1.3500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.9200e-003**	**0.0258**	**0.0206**	**3.0000e-005**		**1.4700e-003**	**1.4700e-003**		**1.3500e-003**	**1.3500e-003**	**0.0000**	**2.8289**	**2.8289**	**8.5000e-004**	**0.0000**	**2.8500**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.9000e-004	2.0400e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4355	0.4355	2.0000e-005	0.0000	0.4359
Total	**2.2000e-004**	**1.9000e-004**	**2.0400e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.4355**	**0.4355**	**2.0000e-005**	**0.0000**	**0.4359**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.9000e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	2.9000e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Total	**2.9000e-003**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-005	3.0000e-005	0.0000	0.0000	3.0000e-005
Total	**2.9000e-003**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Matson Demo

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.03	Acre	1.03	44,866.80	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2050
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Matson Demo - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use -

Construction Phase - Demo of Matson Bldg, Admin Bldg, In-Bound Canopy, and Out-Bound Canopy. Demo of Cinder Block Wall. Paving.

Off-road Equipment -

Off-road Equipment -

Demolition -

Construction Off-road Equipment Mitigation -

Off-road Equipment - Demo of Matson Bldg, Admin Office Bldg, In-Bound Canopy, and Outbound Canopy

Off-road Equipment - Demo of Cinder Block Wall

Trips and VMT - Debris estimate

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_Parking	2692	0
tblConstructionPhase	NumDays	20.00	5.00
tblFleetMix	HHD	0.04	0.00
tblFleetMix	LDA	0.53	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.21	0.00
tblFleetMix	LHD1	0.01	0.00
tblFleetMix	LHD2	6.4500e-003	0.00
tblFleetMix	MCY	5.3370e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	8.1400e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.9310e-003	0.00
tblFleetMix	SBUS	7.3900e-004	0.00

tblFleetMix	UBUS	1.5580e-003	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		WallDemo
tblOffRoadEquipment	PhaseName		WallDemo
tblTripsAndVMT	HaulingTripNumber	0.00	218.00
tblTripsAndVMT	HaulingTripNumber	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	2.5987	28.3620	17.4907	0.0440	1.5663	1.2172	2.7835	0.2771	1.1417	1.4187	0.0000	4,452.6392	4,452.6392	0.9715	0.0000	4,476.9268
Maximum	**2.5987**	**28.3620**	**17.4907**	**0.0440**	**1.5663**	**1.2172**	**2.7835**	**0.2771**	**1.1417**	**1.4187**	**0.0000**	**4,452.6392**	**4,452.6392**	**0.9715**	**0.0000**	**4,476.9268**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	2.5987	28.3620	17.4907	0.0440	1.5663	1.2172	2.7835	0.2771	1.1417	1.4187	0.0000	4,452.6392	4,452.6392	0.9715	0.0000	4,476.9268
Maximum	**2.5987**	**28.3620**	**17.4907**	**0.0440**	**1.5663**	**1.2172**	**2.7835**	**0.2771**	**1.1417**	**1.4187**	**0.0000**	**4,452.6392**	**4,452.6392**	**0.9715**	**0.0000**	**4,476.9268**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0159	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.3000e-004	2.3000e-004	0.0000		2.4000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0159**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**0.0000**	**2.4000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0159	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.3000e-004	2.3000e-004	0.0000		2.4000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0159**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**0.0000**	**2.4000e-004**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	BldgDemo	Demolition	9/1/2018	9/28/2018	5	20	
2	WallDemo	Demolition	10/1/2018	10/7/2018	5	5	
3	Paving	Paving	10/8/2018	10/21/2018	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 1.03

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
BldgDemo	Concrete/Industrial Saws	1	8.00	81	0.73
BldgDemo	Cranes	1	8.00	231	0.29
BldgDemo	Excavators	1	8.00	158	0.38
BldgDemo	Off-Highway Trucks	1	8.00	402	0.38
BldgDemo	Tractors/Loaders/Backhoes	1	8.00	97	0.37
WallDemo	Excavators	1	8.00	158	0.38
WallDemo	Off-Highway Trucks	1	8.00	402	0.38
WallDemo	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
BldgDemo	5	13.00	0.00	218.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
WallDemo	3	8.00	0.00	4.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 BldgDemo - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2304	0.0000	1.2304	0.1863	0.0000	0.1863			0.0000			0.0000
Off-Road	2.4187	24.7864	16.0600	0.0335		1.2025	1.2025		1.1277	1.1277		3,335.2397	3,335.2397	0.8997		3,357.7319
Total	**2.4187**	**24.7864**	**16.0600**	**0.0335**	**1.2304**	**1.2025**	**2.4329**	**0.1863**	**1.1277**	**1.3140**		**3,335.2397**	**3,335.2397**	**0.8997**		**3,357.7319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1082	3.5214	0.7286	8.8300e-003	0.1906	0.0134	0.2040	0.0522	0.0128	0.0651		954.4199	954.4199	0.0657		956.0625
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0718	0.0542	0.7021	1.6400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		162.9797	162.9797	6.1100e-003		163.1325
Total	**0.1800**	**3.5756**	**1.4307**	**0.0105**	**0.3359**	**0.0147**	**0.3506**	**0.0908**	**0.0140**	**0.1048**		**1,117.3996**	**1,117.3996**	**0.0718**		**1,119.1950**

3.2 BldgDemo - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2304	0.0000	1.2304	0.1863	0.0000	0.1863			0.0000			0.0000
Off-Road	2.4187	24.7864	16.0600	0.0335		1.2025	1.2025		1.1277	1.1277	0.0000	3,335.2397	3,335.2397	0.8997		3,357.7319
Total	**2.4187**	**24.7864**	**16.0600**	**0.0335**	**1.2304**	**1.2025**	**2.4329**	**0.1863**	**1.1277**	**1.3140**	**0.0000**	**3,335.2397**	**3,335.2397**	**0.8997**		**3,357.7319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1082	3.5214	0.7286	8.8300e-003	0.1906	0.0134	0.2040	0.0522	0.0128	0.0651		954.4199	954.4199	0.0657		956.0625
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0718	0.0542	0.7021	1.6400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		162.9797	162.9797	6.1100e-003		163.1325
Total	**0.1800**	**3.5756**	**1.4307**	**0.0105**	**0.3359**	**0.0147**	**0.3506**	**0.0908**	**0.0140**	**0.1048**		**1,117.3996**	**1,117.3996**	**0.0718**		**1,119.1950**

3.3 WallDemo - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0274	0.0000	0.0274	4.1400e-003	0.0000	4.1400e-003			0.0000			0.0000
Off-Road	1.3286	14.0506	9.8140	0.0215		0.6403	0.6403		0.5891	0.5891		2,161.9771	2,161.9771	0.6731		2,178.8034
Total	**1.3286**	**14.0506**	**9.8140**	**0.0215**	**0.0274**	**0.6403**	**0.6677**	**4.1400e-003**	**0.5891**	**0.5932**		**2,161.9771**	**2,161.9771**	**0.6731**		**2,178.8034**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.9400e-003	0.2585	0.0535	6.5000e-004	0.0140	9.8000e-004	0.0150	3.8300e-003	9.4000e-004	4.7700e-003		70.0492	70.0492	4.8200e-003		70.1697
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0442	0.0334	0.4321	1.0100e-003	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		100.2952	100.2952	3.7600e-003		100.3892
Total	**0.0521**	**0.2918**	**0.4855**	**1.6600e-003**	**0.1034**	**1.7800e-003**	**0.1052**	**0.0275**	**1.6800e-003**	**0.0292**		**170.3444**	**170.3444**	**8.5800e-003**		**170.5590**

3.3 WallDemo - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0274	0.0000	0.0274	4.1400e-003	0.0000	4.1400e-003			0.0000			0.0000
Off-Road	1.3286	14.0506	9.8140	0.0215		0.6403	0.6403		0.5891	0.5891	0.0000	2,161.9771	2,161.9771	0.6731		2,178.8034
Total	**1.3286**	**14.0506**	**9.8140**	**0.0215**	**0.0274**	**0.6403**	**0.6677**	**4.1400e-003**	**0.5891**	**0.5932**	**0.0000**	**2,161.9771**	**2,161.9771**	**0.6731**		**2,178.8034**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.9400e-003	0.2585	0.0535	6.5000e-004	0.0140	9.8000e-004	0.0150	3.8300e-003	9.4000e-004	4.7700e-003		70.0492	70.0492	4.8200e-003		70.1697
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0442	0.0334	0.4321	1.0100e-003	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		100.2952	100.2952	3.7600e-003		100.3892
Total	**0.0521**	**0.2918**	**0.4855**	**1.6600e-003**	**0.1034**	**1.7800e-003**	**0.1052**	**0.0275**	**1.6800e-003**	**0.0292**		**170.3444**	**170.3444**	**8.5800e-003**		**170.5590**

3.4 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5144	5.1643	4.1198	6.3500e-003		0.2933	0.2933		0.2707	0.2707		623.6550	623.6550	0.1863		628.3122
Paving	0.2699					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7842**	**5.1643**	**4.1198**	**6.3500e-003**		**0.2933**	**0.2933**		**0.2707**	**0.2707**		**623.6550**	**623.6550**	**0.1863**		**628.3122**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0442	0.0334	0.4321	1.0100e-003	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		100.2952	100.2952	3.7600e-003		100.3892
Total	**0.0442**	**0.0334**	**0.4321**	**1.0100e-003**	**0.0894**	**8.0000e-004**	**0.0902**	**0.0237**	**7.4000e-004**	**0.0245**		**100.2952**	**100.2952**	**3.7600e-003**		**100.3892**

3.4 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5144	5.1643	4.1198	6.3500e-003		0.2933	0.2933		0.2707	0.2707	0.0000	623.6550	623.6550	0.1863		628.3122
Paving	0.2699					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7842**	**5.1643**	**4.1198**	**6.3500e-003**		**0.2933**	**0.2933**		**0.2707**	**0.2707**	**0.0000**	**623.6550**	**623.6550**	**0.1863**		**628.3122**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0442	0.0334	0.4321	1.0100e-003	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		100.2952	100.2952	3.7600e-003		100.3892
Total	**0.0442**	**0.0334**	**0.4321**	**1.0100e-003**	**0.0894**	**8.0000e-004**	**0.0902**	**0.0237**	**7.4000e-004**	**0.0245**		**100.2952**	**100.2952**	**3.7600e-003**		**100.3892**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0159	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.3000e-004	2.3000e-004	0.0000		2.4000e-004
Unmitigated	0.0159	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.3000e-004	2.3000e-004	0.0000		2.4000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.3000e-004	2.3000e-004	0.0000		2.4000e-004
Total	**0.0159**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.3000e-004**	**2.3000e-004**	**0.0000**		**2.4000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.3000e-004	2.3000e-004	0.0000		2.4000e-004
Total	**0.0159**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.3000e-004**	**2.3000e-004**	**0.0000**		**2.4000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B

Historical Resource Assessment for the Gate Office Building, Matson Container Terminal, Port of Los Angeles, Los Angeles, California

HISTORICAL RESOURCES ASSESSMENT FOR THE MATSON CONTAINER TERMINAL AT THE PORT OF LOS ANGELES, LOS ANGELES, CALIFORNIA

August 2018

PREPARED FOR

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Historical Resources Assessment for the Matson Container Terminal at the Port of Los Angeles, Los Angeles, CA

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SWCA CRRD No. 18-340

August 6, 2018

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EXECUTIVE SUMMARY

Purpose and Scope: CDM Smith retained SWCA Environmental Consultants (SWCA) to prepare a Historical Resources Assessment (HRA) for the Matson Container Terminal at the Port of Los Angeles (Assessor's Parcel No. [APN] 7440-020-909) located at 700 West New Dock Street, San Pedro, California (subject property) in the city and county of Los Angeles, California (City). The Los Angeles Harbor Department (LAHD) proposes to demolish two buildings (the Gate Office Building and Pre-Check Building) and two canopy structures (Out-Bound Canopy/Gate House and the In-Bound Canopy/Gate House) on the property. None of the buildings or structures in the project area is 50 years of age; however, four buildings on the property, the Gate Office Building, the Container Equipment Maintenance Building/Office Tower, the Consolidated Freight Station, and the Guard House, are 48 years of age (Figure 3). Because these four buildings are nearing the 50-year age consideration for evaluation for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), SWCA evaluated these buildings as part of this report. Discussed in further detail below, the remaining four buildings and structures on the property were built in 1979, significantly under the 50-year age threshold requiring evaluation. Three (one building and two structures) are part of the proposed project.

This HRA includes the following: 1) results of a cultural resource records search and literature review, 2) an intensive-level built environment survey, 3) a site history, and 4) an evaluation to determine if any of the four evaluated buildings are eligible for listing in the NRHP, listing in the CRHR, and/or designation as a Los Angeles Historic-Cultural Monument (HCM), and therefore constitute a historical resource for the purposes of the California Environmental Quality Act (CEQA). The methodology for this HRA complies with best professional practices as well as the current requirements defined by the City of Los Angeles Office of Historic Resources (2017).

Dates of Investigation: SWCA conducted a California Historical Resources Information System (CHRIS) records search (within a 100-foot radius of the subject property) at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, on May 23, 2018. SWCA conducted an intensive-level survey of the subject property on May 7, May 9, and July 16, 2018.

Survey Findings: The CHRIS records search (within the 100-foot radius of the subject property) identified two previously recorded or evaluated resources and four previous cultural resource studies.

Eight buildings and structures on the property are part of the current study. Four (the Gate Office Building, the Container Equipment Maintenance Building/Office Tower, the Consolidated Freight Station, and the Guard House; all built in 1970) were evaluated within the context of the history of the development of the Port of Los Angeles because they are nearing the age threshold that would trigger the necessity for evaluation for eligibility for listing in the NRHP and CRHR. These buildings, though less than 50 years of age, were evaluated because they are nearing the age threshold that would trigger the necessity for evaluation for eligibility for listing in the NRHP and CRHR. SWCA recommends that the buildings are not eligible for listing in the NRHP, the CRHR, or for designation as Los Angeles HCMs. Research did not reveal them to have an association with significant events or persons. The buildings do not embody distinctive characteristics of International Style architecture, nor are they likely to yield important information in history or prehistory.

Additionally, the four buildings are not eligible as a contributor to a larger historic district. They are neither associated with the early history of the Port of Los Angeles nor the early history of Matson's operations at the Port. Furthermore, research to date has revealed the buildings and structures on the parcel to have no historic significance as a distinct district.

Disposition of Data: The final HRA and any subsequent related reports will be submitted to Frontier Acquisitions LLC; copies will be submitted to the SCCIC at California State University, Fullerton, and retained by SWCA's Pasadena, California office. All field notes, photographs, and records related to the current study are also on file at the SWCA Pasadena office.

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APPENDICES

I. INTRODUCTION

Purpose and Scope: CDM Smith retained SWCA Environmental Consultants (SWCA) to prepare a Historical Resources Assessment (HRA) for the Matson Container Terminal at the Port of Los Angeles (Assessor's Parcel No. [APN] 7440-020-909) located at 700 West New Dock Street, San Pedro, California (subject property) in the city and county of Los Angeles, California (City). The Los Angeles Harbor Department (LAHD) proposes to demolish two buildings (the Gate Office Building and Pre-Check Building) and two canopy structures (Out-Bound Canopy/Gate House and the In-Bound Canopy/Gate House) on the property. None of the buildings or structures in the project area is 50 years of age; however, four buildings on the property, the Gate Office Building, the Container Equipment Maintenance Building/Office Tower, the Consolidated Freight Station, and the Guard House, are 48 years of age (Figure 3). Because these four buildings are nearing the 50-year age consideration for evaluation for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), SWCA evaluated these buildings as part of this report. Discussed in further detail below, the remaining four buildings and structures on the property were built in 1979, significantly under the 50-year age threshold requiring evaluation.

This HRA includes the following: 1) results of a cultural resource records search and literature review, 2) an intensive-level built environment survey, 3) a site history, and 4) an evaluation to determine if any of the four evaluated buildings are eligible for listing in the NRHP, listing in the CRHR, and/or designation as a Los Angeles Historic-Cultural Monument (HCM), and therefore constitute a historical resource for the purposes of the California Environmental Quality Act (CEQA). The methodology for this HRA complies with best professional practices as well as the current requirements defined by the City of Los Angeles Office of Historic Resources (2017).

SWCA Architectural Historian Nelson White conducted the evaluation and authored this assessment. Mr. White holds a master's degree in historic preservation. SWCA Architectural Historians James Sved and Elysha Paluszek assisted with the evaluation and contributed to this report. Mr. Sved has a master's degree in architectural history and Ms. Paluszek has a master's degree in historic preservation. SWCA Assistant Architectural Historian Devin McCutchin who has a master's degree in history, contributed to the architectural descriptions and site history. All meet and exceed the Secretary of the Interior's Professional Qualifications Standards (PQS) for Architectural History and/or History.

Property Location

The subject property is in the Port of Los Angeles, in Los Angeles County, California (Figure 1 and Figure 2). The property occupies an irregularly shaped, approximately 15.5-acre parcel on the northwest side of Terminal Island (APN 7440-020-909), commonly known as Berths 206–209 (Figure 3).

II. CURRENT HISTORIC STATUS

The subject parcel at 700 West New Dock Street is not listed individually in the NRHP, CRHR, or designated as a Los Angeles HCM. The property is also not located within a designated Historic Preservation Overlay Zone (HPOZ), nor is it within the geographic area covered by SurveyLA, the historic resources survey conducted by the Office of Historic Resources (OHR). The Port of Los Angeles has conducted evaluations of properties located within its jurisdiction; none of the buildings or structures located on the subject property has been previously evaluated. The California Historical Resources Information System (CHRIS) records search indicates the subject property has not been previously recorded and evaluated.

Figure 1. Project vicinity map, 1:800,000 scale.

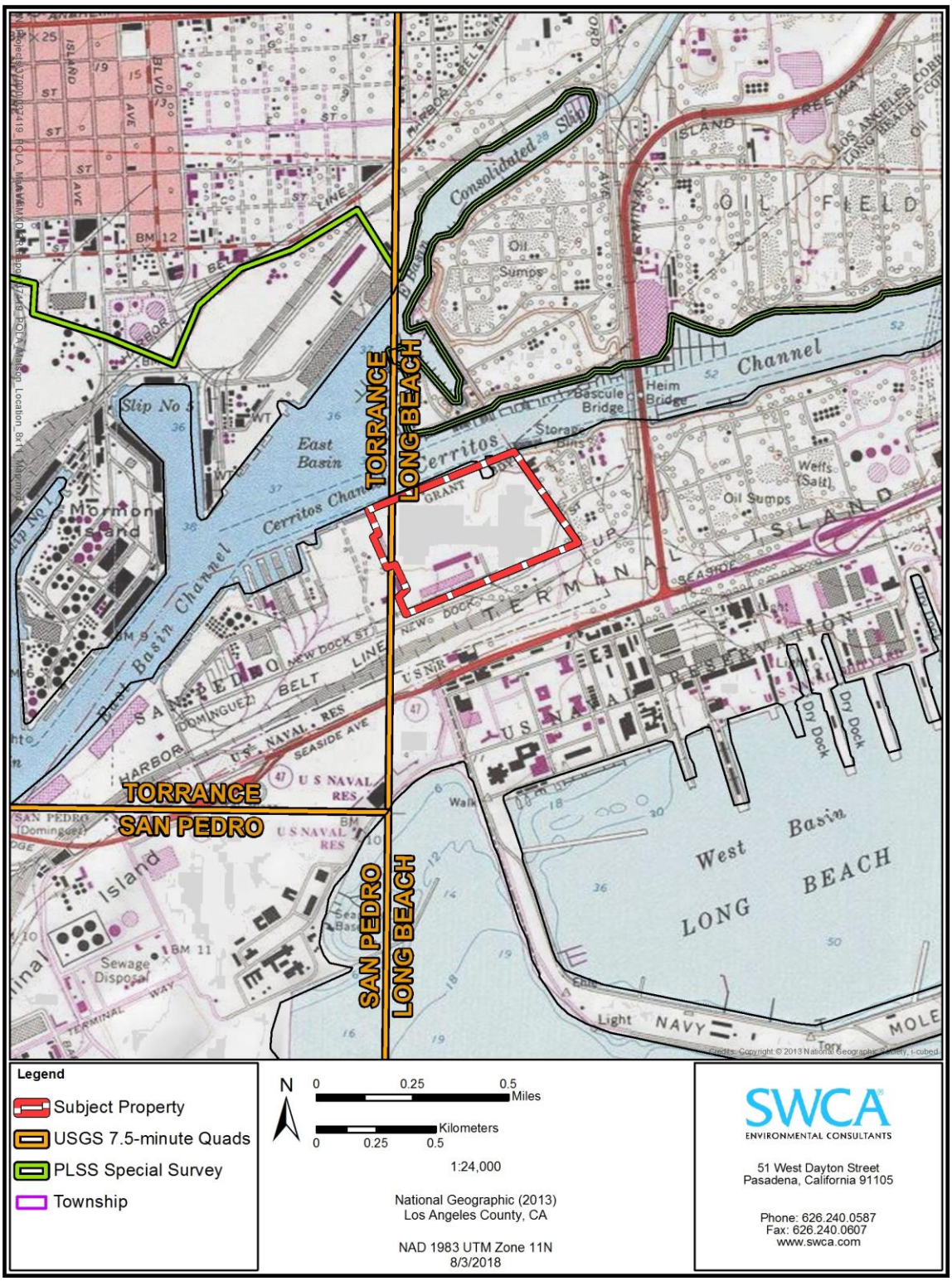

Figure 2. Project location on the USGS Long Beach, Torrance, and San Pedro, California, 7.5-minute quadrangles.

Figure 3. Map of the subject property. Building A is the Gate Office Building, E is the Container Equipment Maintenance Building/Office Tower, F is the Consolidated Freight Station, and H is the Guard House.

III. REGULATORY SETTING

This section discusses the applicable federal, state, and local laws; ordinances; regulations; and standards informing the identification of eligible historical resources.

Federal Regulations

National Register of Historic Places (NRHP)

The NRHP was established by the National Historic Preservation Act of 1966 as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (36 Code of Federal Regulations [CFR] 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. In general, a resource must be 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- **Criterion A:** It is associated with events that have made a significant contribution to the broad patterns of our history;
- **Criterion B:** It is associated with the lives of persons who are significant in our past;
- **Criterion C:** It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; and/or
- **Criterion D:** It has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting these criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its historical significance."[1] To assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities:

1. Location – the place where the historic property was constructed or the place where the historic event occurred;
2. Design – the combination of elements that create the form, plan, space, structure, and style of a property;
3. Setting – the physical environment of a historic property;
4. Materials – the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
5. Workmanship – the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
6. Feeling – a property's expression of the aesthetic or historic sense of a particular period of time; and
7. Association – the direct link between an important historic event or person and a historic property.

[1] National Register Bulletin, How to Apply the National Register Criteria for Evaluation, Glossary. U.S. Department of the Interior, National Park Service, Cultural Resources, National Register, History and Education, 1995.

State Regulations

California Register of Historical Resources (CRHR)

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (Public Resources Code (PRC) Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1:** It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- **Criterion 2:** It is associated with the lives of persons important in our past.
- **Criterion 3:** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- **Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory (PRC Section 15024.1[c]).

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

Local Regulations

Los Angeles Historic-Cultural Monuments (HCM)

Local landmarks in the City of Los Angeles are known as HCMs and are under the aegis of OHR. An HCM, monument, or local landmark is defined in the Cultural Heritage Ordinance as follows:

> [A] Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age (Los Angeles Municipal Code, Section 22.171.7 [Added by Ordinance No. 178,402. Effective 4/2/07]).

Historic Preservation Overlay Zones (HPOZ)

As described by the City of Los Angeles OHR, "to identify and protect neighborhoods with distinct architectural and cultural resources, the City…developed an expansive program of Historic Preservation Overlay Zones…. HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts." The HPOZ Ordinance was

adopted in 1979 and amended in 2004. With regard to HPOZ eligibility, City of Los Angeles Ordinance No. 175891 states that features designated as contributing shall meet one or more of the following criteria:

- adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or
- owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
- retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of an Historic place or area of Historic interest in the City (Los Angeles Municipal Code, Section 12.20.3).

Regarding effects on federal and locally significant properties, the Los Angeles Municipal Code declares the following:

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

City of Los Angeles Harbor Department

Resolution No. 13-7479, the Built Environment Historic Architecture and Cultural Resource Policy, was adopted by the Harbor Department on April 24, 2013. It encourages the preservation of built historic, architectural, and cultural resources within the Port of Los Angeles in a manner consistent with the Harbor Department's mission and obligations under the Tidelands Trust Doctrine, Tidelands Trust Grant, California Coastal Act, City of Los Angeles Charter, and the Port Master Plan. The policy was established to provide a framework for the ongoing identification of historical resources prior to CEQA review as well as consideration of their preservation and reuse. The policy ensures that the Harbor Department identifies historical resources early in the planning process for proposed projects or potential leasing of vacant properties to take preservation of their historic characteristics into consideration. In part, the policy states:

III. INVENTORY

A. Harbor Department staff shall maintain a Built Inventory (Inventory)

B. The Inventory shall include, but not be limited to, historic, architectural and cultural resources consisting of:

1. Buildings, structures, objects and districts listed on the following registers or lists of historic and cultural resources (Register[s]): federal National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest or City of Los Angeles Historic-Cultural Monuments, are within the scope of this policy.
2. Buildings, structures, objects and districts determined by the Executive Director designee to be a historic resource. The Executive Director designee should consult with a person or persons meeting the Secretary of the Interior's Professional Qualification Standards (Appendix A, 36 CFR Part 61), for assistance in determining what may be potentially eligible for inclusion on Registers either individually or as a historic district.
3. Buildings, structures, objects and districts determined by the Executive Director designee that do not qualify as a historic resource. The Executive Director designee should consult with a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61), for assistance in determining what may not be potentially eligible for inclusion on Registers either individually or as part of a historic district.

C. The Inventory shall include, but not be limited to, information concerning:
1. Location of building, structure, object or district.
2. Name or description.
3. Whether building, structure, object or district is listed on a Register, determined to be potentially eligible for listing on a Register, or determined to not be potentially eligible for listing on a Register.
    a. If listed, identification of the Register.
    b. If determined to be potentially eligible for listing on a Register, identification of criteria under which it is eligible.
    c. If determined to not be eligible for listing on a Register.
4. Whether the building, structure, or object is listed or potentially eligible for listing on a Register as part of a historic district.
5. Date of evaluation or listing on a Register.

D. If a building, structure or object forms part of an historic district, all buildings, structures or objects contributing to the district shall be identified as well as buildings, structures or objects that do not contribute to the historic district.

IV. EVALUATION

A. All evaluations concerning recommendations as to the historic status pertaining to buildings, structures, objects, districts or areas under this policy should be carried out by person or persons meeting the Secretary of the Interior's Professional Qualification Standards (Appendix A, 36 CFR Part 61).

A. All evaluations shall include SurveyLA and California Department of Parks and Recreation recordation forms for evaluated objects, buildings, structures and districts.

B. Two years from the adoption of this policy, and every five years thereafter, Harbor Department staff shall identify buildings, structures, objects and districts that may be potential historic resources. Harbor Department staff may identify these buildings, structures, objects and districts by, but not limited to, information in Harbor Department records, other government

records, private records; published reports; newspapers; magazines or information from the public. Once buildings, structures, objects and districts have been identified by the Harbor Department, staff shall determine which, if any, of the buildings and structures will undergo evaluation.

C. The benchmark for evaluation shall be 50 years of age in keeping with the National Park Service guidance. Buildings, structures, objects and districts less than 50 years of age will be evaluated if the Executive Director or his or her designee identifies a reason, including but not limited to the building or structure, object or district possessing exceptional importance, such as to believe an evaluation is warranted.

V. PRESERVATION

A. The Harbor Department shall promote and establish priorities for the preservation and adaptive reuse, where feasible, of historic buildings, structures, objects and districts owned, or located on property owned, by the Harbor Department, consistent with the mandates imposed upon it by the Tidelands Trust Doctrine, Tidelands Trust Grant, California Coastal Act, City of Los Angeles Charter, the Port Master Plan, and laws of the United States and the State of California.

B. The Harbor Department shall also promote preservation and adaptive reuse of its historic resources through the Port of Los Angeles Real Estate Leasing Policy and through its issuance of Harbor Department General Engineering Permits.

C. Harbor Department staff shall consider historic resources during the earliest stages of project planning to determine the feasibility of reuse in its current capacity or its adaptive reuse while preserving its character defining features. This consideration will include direct and indirect effects upon the historic resource.

D. If historic resources are involved in any potential leasing transaction by the Harbor Department, the Executive Director shall direct that evaluation criteria related to preservation and adapted reuse of this historic resource be one of the criteria to evaluate the extent to which the proposed lease promotes and provides for an adaptive reuse of the building or structure and the preservation of character defining features of the historic resource. In all cases where historic resources are involved, preservation and adaptive reuse shall be encouraged**.**

E. The environmental review process for analysis of potential impacts to a building, structure or object shall include, but not be limited to, the following steps implemented by the Director of the Environmental Management Division in consultation with the Director of the Engineering Division:

1. If a building, structure, object or district is included on the Inventory, but not listed on a federal, state or local Register, Environmental Management Division shall reevaluate its status if the previous evaluation is greater than five years old.

2. If a building, structure, object or district is not included in the Inventory and is over 50 years of age the building or structure shall be evaluated to determine potentially eligible for listing in a Register.

3. If a building, structure object or district is less than 50 years of age, Harbor Department staff will determine whether its evaluation is warranted. Criteria to be considered regarding a decision to evaluate shall include, but not limited to:

    a. The age of the buildings' structures, object or district shall be one of the criteria in the determination, with older buildings, structures, objects and districts having a higher value in the consideration on whether to evaluate.

b. Innovation in engineering or architecture recognized through time as trend setting in national or regional periodicals and widely emulated.

c. If resource is the only one remaining having an important association with a historic person or event.

d. Whether or not the resource is an integral part of a district that is potentially eligible for listing on a Register.

4. Only after completion of environmental review (as applicable) will a General Engineering Permit, including those for demolition or substantial alternation, be issued.

F. Any alteration or changes to a building, structure, object and district identified as a historic resource shall be done, if practicable, in conformance with the Secretary of the Interior's Standards for Treatment of Historic Properties as determined by the Executive Director or Board of Harbor Commissioners based on recommendations of a person or persons meeting the Secretary of the Interior's Professional Qualification Standards (Appendix A, 36 CFR Part 61).

G. The Executive Director shall ensure that any historic building, structure, object or district owned by the Harbor Department shall be secured until such time as its ultimate disposition has been determined by the Harbor Department. Further, and if appropriate to the situation, the Executive Director shall take additional steps to ensure that such building, structure, object or district is stabilized or maintained at a standard so as not to produce a detrimental effect upon its character. In making the determination to take such additional steps, the Executive Director shall balance the public interests associated with preservation of any such building, structure, object or district with such factors as cost, protection of public safety, protection of public health and the environment. Each such determination shall be guided by information from organizations (e.g. National Park Service, English Heritage), publications, and consideration of the recommendations of persons meeting the Secretary of the Interior's Professional Qualification Standards (Appendix A, 36 CFR Part 61).

H. Historic buildings, structures and objects will not be demolished in the absence of a proposed project, unless such demolition is required by considerations of property redevelopment, public health or safety, protection of the environment by remediation or the requirements of Port operations and subject to compliance of California Environmental Quality Act (CEQA).

I. In undertaking projects involving historic resources, the Harbor Department shall comply with all applicable laws, rules and regulations including but not limited to the CEQA. The Harbor Department staff shall consider the potential effects on historic resources as early in the environmental process as possible

VI. DOCUMENTATION OF HISTORIC RESOURCES

A. Prior to issuance of permits for demolition or substantial alteration of a historic resource, the Harbor Department shall ensure that documentation of the buildings proposed for demolition is completed in the form of a Historic American Building Survey (HABS) Level II documentation that shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a person or persons meeting the Secretary of the Interior's Professional Qualification Standards (Appendix A, 36 CFR Part 61). The original archival-quality documentation shall be placed in the Harbor Department Archive, under the care of the Harbor Department Archivist.

B. Items of historic or cultural value salvaged or removed from the historic resource before demolition or alteration may be offered to a museum, historical society or placed in the Harbor Department Archive, under the care of the Harbor Department Archivist.

C. Make information on Port historic and cultural resources available to the public through, but not limited to:

   1. Enhanced use of Web media such as the Harbor Department Virtual History Tour website; and

   2. Thorough support of heritage tourism by ongoing Port tours, community events and outreach.

IV. RESEARCH AND FIELD METHODOLOGY

This evaluation was conducted and completed in accordance with the practices described in the Secretary of the Interior's *Standards and Guidelines for Historic Preservation*, including standards for planning, identifying, evaluating, and documenting resources. In addition, this report was prepared according to the requirements of the City of Los Angeles OHR for historical resource evaluations. Applicable national, state, and local level criteria were considered, as well as the context-driven methods and framework used by SurveyLA documentation efforts.

Cultural Resource Record Search

SWCA conducted a CHRIS records search (within a 100-foot radius of the subject property) at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, on April 5, 2018. In addition to official maps and records, SWCA consulted the following sources of information as part of the records search:

- National Register of Historic Places (NRHP)
- California Register of Historical Resources (CRHR)
- California State Historical Landmarks
- California Points of Historical Interest
- California Historic Resources Inventory (HRI)
- City of Los Angeles Historic-Cultural Monuments (HCMs)

Previously Conducted Cultural Resource Studies

The CHRIS records search identified four previously conducted cultural resource studies within a 100-foot radius of the subject property (Table 1). One of these intersects the subject property, and three are overview studies.

Table 1. Previously Conducted Cultural Resource Studies within a 100-foot Radius of the Subject Property

Report Number	Study Title	Author (Affiliation)	Year	Proximity to Subject Property
LA-02399	Los Angeles-Long Beach Harbor Areas Cultural Resource Survey, Prepared for the U.S Army Engineer District, Los Angeles, California	Weinman, Lois J. and E. Gary Stickel	1978	Overview study

LA-04130	Los Angeles-Long Beach Harbors Landfill Development and Channel Improvement Studies, Cultural Resources Appendix	Anonymous	1984	Overview study
LA-10527	Los Angeles-Long Beach Harbor Areas Regional Cultural History, Prepared for the U.S. Army Engineer District, Los Angeles, California	Weinman, Lois J.	1978	Overview study
LA-12389	Identification and Evaluation of Smokehouses Port of Long Beach Long Beach, Los Angeles County, California	Chasteen, Carrie	2012	Within

Previously Recorded Resources

The CHRIS records search identified two previously recorded resources within a 100-foot radius of the subject property (Table 2).

Table 2. Previously Recorded Resources within a 100-foot Radius of the Subject Property

Primary Number	Trinomial	Resource Type	Resource Description	Recorder and Year	Proximity to Subject Property
P-19-167314	N/A	District	Terminal Island	1979 (K. Fijita, Ethnic Minority Cultural Resources)	Within
P-19-173042	N/A	Structure	Ferry Boat Sierra Nevada	None listed	Within

Additional Research

SWCA conducted further property and neighborhood-specific research to confirm and/or inform building construction dates of the subject property and characterize the historical development of the surrounding area. The following digital archives and organizations were consulted to identify relevant historic photographs, newspaper articles, city directories, and maps:

- Ancestry.com
- Calisphere
- Huntington Digital Library
- Los Angeles Public Library
- Matson, Inc.
- Online Archive of California
- ProQuest
- Sanborn Fire Insurance Maps
- University of Southern California Digital Library
- University of California Los Angeles Library, Digital Collections

As part of the HRA, Ms. Paluszek conducted a built environment survey of the subject property on May 7 and 9, 2018, and Mr. White conducted a built environment survey of the subject property on June 27, 2018. All three surveys were conducted to identify and photograph the subject property and to inform its historical significance evaluation. The field survey consisted of a visual inspection of the existing buildings and any associated features. One building located on the subject property was recorded on California Department of Parks and Recreation (DPR) Series 523 forms, which are included in Appendix

B of this report. Ms. Paluszek also performed a reconnaissance survey of the surrounding area, in consideration of any potential historic districts and to identify other similar property types. All field notes, photographs, and records related to the current study are on file at the SWCA Pasadena office.

V. ARCHITECTURAL DESCRIPTION

The subject property is an irregularly shaped parcel of approximately 15.5 acres located on the northwest side of Terminal Island. The Gate Office Building, Container Equipment Maintenance Building & Office Tower, the Consolidated Freight Station, and the Guard House are all located near the south boundary by the entrance to the property (Figure 3). The site is entirely enclosed by metal fencing of various types. Scattered around the site are tall metal poles, each with multiple lights on top. Landscaping appears to be limited to palm trees and shrubs lining the narrow parking lot in between the street and the Office Tower. The remainder of the site is paved in asphalt and concrete. A list of the buildings on the site is featured in Table 3.

Table 3. Buildings Located on the Subject Property

Building	Date Constructed	Name	Resource Description
Building A	1970	Gate Office Building	Two-story commercial building (office)
Building B	1979	Out-Bound Canopy and Gate House	Vehicular structure and gate house
Building C	1979	Pre-Check Building	Two-story commercial building
Building D	1979	In-Bound Canopy and Gate House	Vehicular structure and gate house
Building E	1970	Container Equipment Maintenance Building / Office Tower	Industrial and Administrative building
Building F	1970	Consolidated Freight Station	Industrial building
Building G	1979	Wharf Office	Two-story administrative building
Building H	1970	Guard House	One-story guard house
Feature I	1970	Flagpole	Flagpole by Guard House

Gate Office Building (Building A)

The Gate Office Building is a one- and two-story industrial building constructed in 1970 with influences of the International Style. It is rectangular in plan with its axis oriented roughly north-south. Mostly one-story, it features an inset square second story just north of center. The building is largely clad in textured stucco with fenestration consisting of aluminum single-hung, combination fixed with awning above, and fixed with slider windows below. On all four sides the building is topped by a flat parapet and flat roof with a deep overhang, creating a covered walkway. Lacking a clear primary façade, the architectural description begins with the south façade and continues clockwise around the building to the west façade, north façade, and ends with the east façade.

The south façade is asymmetrical with a pair of combination windows near center (Figure 4 and Figure 5). To their right is a single wood slab door with a tempered glass window.

The west façade is asymmetrical (Figure 6 and Figure 7). Creating a breezeway, the north end features a short concrete masonry unit wall consisting of square blocks set in a checkerboard pattern of alternating projecting units. The wall is topped by fixed glass panels. Behind the breezeway wall, the north end of the façade features a service countertop with a row of service windows alternating between fixed and single-hung. To their right are three pairs of service windows consisting of combination slider and fixed, each with an individual counter. The remainder of the façade features a pair of combination fixed and awning windows, three wood slab doors (one with a window), and a pair of combination fixed and slider windows.

The north façade is symmetrical and defined by a continuation of the breeze wall (Figure 8 and Figure 9). At either end is a break in the wall providing access to another service countertop featuring a row of service windows alternating between fixed and single-hung.

The east façade is largely symmetrical with much of the façade hidden behind breeze walls (Figure 10 and Figure 11). Only the center section is unenclosed. Behind both breeze walls is service countertop featuring a row of service windows alternating between fixed and single-hung.

The small second-story features identical east and west façades with symmetrical and evenly spaced awning windows set high in the wall. The north and south façades feature a single slab door at center.

Figure 4. West (left) and south (right) façades of the Gate Office Building, view north (SWCA, 2018).

Figure 5. South façade of the Gate Office Building, view northeast (SWCA, 2018).

Figure 6. West façade of the Gate Office Building, view northeast (SWCA, 2018).

Figure 7. North end of the west façade of the Gate Office Building, view north (SWCA, 2018).

Figure 8. North façade (left) and north end of west façade (right) of the Gate Office Building, view southeast (SWCA, 2018).

Figure 9. North façade of the Gate Office Building, view south (SWCA, 2018).

Figure 10. East façade of the Gate Office Building, view north (SWCA, 2018).

Figure 11. Detail of enclosed walkway on east façade of the Gate Office Building, view north (SWCA, 2018).

Container Equipment Maintenance Building/Office Tower (Building E)

The Container Equipment Maintenance Building/Office Tower is a two- and five-story building constructed in 1970. It has a generally rectangular footprint and is oriented parallel to the property's south boundary, north of the Consolidated Freight Station and west of the Gate Office Building. The building is composed of two volumes. The west volume is a two-story Container Equipment Maintenance Building. The east volume is a five-story Office and Tower.

Container Equipment Maintenance Building

The west volume, the Container Equipment Maintenance Building, features a concrete exoskeleton. The fenestration consists of aluminum-framed fixed windows and 32 metal, rolling, industrial doors. The volume is capped by a metal, two-level, low-pitched gable roof with short eaves and exposed metal rafters. The architectural description begins with the south façade, continues clockwise around the building to the west and north façades. The east façade is discussed separately as part of the office tower.

The south façade of the west volume is asymmetrical, composed of 21 evenly-spaced bays divided by concrete pilasters, each featuring a single vertical recess at center (Figure 12). The five bays on the left are each filled by a roll-up door topped with a concrete frieze. The five bays in the middle are each filled by a blind wall composed of masonry units. The 11 bays on the right are the same as the first five bays on the left. The left-most bay is roughly 10 feet taller than the remainder of the volume and is capped by a higher roof level.

The west façade of the west volume is divided horizontally by a metal structural beam roughly two-thirds up the wall (Figure 13). The lower portion is infilled with masonry units and the upper portion appears to be clad in textured stucco. A ladder in the left half ascends vertically to a catwalk. There is a metal pedestrian door in the façade's right corner. The entire west façade of the building is covered by a canopy several feet taller than the remainder of the west volume. This canopy is supported by two additional concrete pilasters braced with a metal beam and is capped by a metal, low-pitched gable roof with exposed metal rafters, narrow eaves, and overhanging rakes on the west-most end.

The north façade of the west volume largely mirrors the south façade (Figure 14 and Figure 15). The five middle bays each feature a ribbon of three windows set high in the wall at center, and the central bay of these five features a ground-level opening.

Figure 12. South façade of the Container Equipment Maintenance Building/Office Tower, view northeast (SWCA, 2018).

Figure 13. West façade of the Container Equipment Maintenance Building/Office Tower, view south (SWCA, 2018).

Figure 14. North façade of the Container Equipment Maintenance Building/Office Tower, view southwest (SWCA, 2018).

Figure 15. North façade of the Container Equipment Maintenance Building/Office Tower, view south (SWCA, 2018).

Office Tower

The east volume of the building consists of a two-story Office Tower elevated on two-story posts, roughly four stories combined, with a control room on top. A narrow elevator core connects the west Container Equipment Maintenance Building with the east Office Tower. The Tower is defined by an exoskeleton consisting of concrete posts and beams. The posts are largely four-stories tall, square in cross-section, and regularly arranged five to a side around the south, east and north façades with an additional four within the Tower's interior. Supporting the third through fifth stories are rectangular beams that project beyond the building roughly 5 feet. On the third and fourth stories L-shaped concrete sunscreens hang from the beams on the south, north, and east façades and extend beyond the beams on either side by approximately 2 feet. The fenestration consists of aluminum-framed fixed windows above painted metal panels. The east façade features a staircase core within the Tower. The Office Tower is capped by flat roofs with eaves of varying widths. The architectural description begins with the south façade, continues clockwise around the building to the west and north façades, and ends with the east façade.

The primary entrance, accessed from the south façade, is within a structurally distinct, ground floor enclosure set within the two-story void of the Tower (Figure 16). The enclosure is one-story tall and clad in stucco. It is capped by a flat roof without eaves. It extends for approximately 50 feet to the right of the elevator core and is recessed approximately 20 feet from the south façade of the Tower. It then extends approximately an additional 25 feet to the right and recessed approximately 40 feet from the south façade of the Tower. The primary entrance is on the far left of the enclosure and is composed of glass-paneled metal double doors surrounded by a grid of five fixed transom and sidelight windows. The primary entrance is covered by a portico consisting of a horizontal awning supported on the left by the left-most post of the Tower and on the right by a one-story wall projecting approximately 20 feet from the enclosure. This portico features four recessed light fixtures in the awning and a brick-paved walkway. The remainder of the south façade of the ground floor enclosure is blind.

Above the ground-floor enclosure, the south façade of the Tower is asymmetrical (Figure 17). The elevator core to the left of the Tower is five-stories tall, clad in masonry units, and recessed roughly 20 feet from the south façades of the Tower and the Container Equipment Maintenance Building. An additional segment of the elevator core extends approximately 25 feet to the right onto the roof of the Tower and is recessed approximately 20 feet from the south façade of the main elevator core. There is a bronze building dedication plaque mounted on the ground-floor of the south façade of the elevator core to the left of the entryway (Figure 18). The bulk of the south façade of the Tower is arranged into four evenly-spaced bays divided by five posts. On the third and fourth stories the four bays of the Tower each feature a ribbon of five windows. The fourth story is capped by a flat roof with a shallow overhang of

roughly 2 feet. The fifth story control room can be seen inset from the south façade by approximately 40 feet and is described on its own later. The staircase core is set within the two-story void of the Tower along the east façade. It extends two stories from the ground to the base of the third story, is clad in masonry units, is approximately 16 feet wide, and is recessed roughly 40 feet from the south façade of the Tower. There is a metal security turnstile in the space between the staircase core and the ground-floor enclosure.

The west façade of the Tower is mostly occupied by the elevator core. It is blind and largely obscured by the Container Equipment Maintenance Building.

The north façade of the Tower mostly mirrors the south façade, with the following exceptions (Figure 19). The third and forth floors of the Tower both extend roughly an additional 5 feet to the left of the left-most post, filling this extension with an additional two windows per floor, and continuing the overall pattern of 5-foot overhanging beams. The stairway core is recessed roughly 20 feet from the north façade of the Tower. The ground-floor enclosure is evenly recessed roughly 5 feet from the Tower façade across the last three bays from the left. The ground-floor enclosure has an irregular fenestration pattern featuring, from left to right, one narrow floor-to-ceiling metal louvered vent, four wide transactional windows with short metal counters with built-in trays and metal speakers inset within the glass, one glass paneled metal door, one narrow transactional window, two wooden doors with metal transom panels, two fixed windows with painted metal panels above and below, and one wooden double door with two metal transom grills. The elevator core is uniformly recessed roughly 20 feet from the Tower façade, including the roof segment.

The east façade of the Tower is asymmetrical and is arranged into four unevenly-spaced bays divided by five posts (Figure 20). The left two bays are evenly spaced occupying one-half of the façade and they each feature a ribbon of four windows on the third and fourth stories. The right-most bay is roughly 3 feet wider than the first two bays and features a ribbon of five windows on the third and fourth stories projecting from the façade roughly 6 feet, forming bay windows with an additional two windows per floor on the south facing facets. The third bay from the left is roughly 3 feet narrower than the first two bays and is entirely filled by the stairway core, which is slightly recessed from the posts and beams. The stairway core features a firehose connection on the first floor and extends an additional half-story above the roofline of the Tower to partially fill the space beneath the control room. Sunshades extend over the windows of the first and second bays, as well as the south facet of the fourth bay. The sunshades do not extend beyond the left-most beam. The façade of the ground-floor enclosure within the space of the second bay from the left is blind and is recessed roughly 50 feet from the Tower façade. The façade of the ground-floor enclosure within the space of the right-most bay features a wood door to the left and is recessed roughly 25 feet from the Tower façade.

The control room is situated atop the Tower in the northeast corner (Figure 20). It is T-shaped with the top aligned to the north façade of the Tower. It is supported from beneath by a smaller, half-story extension of the Tower exoskeleton with two beams oriented north-south, each resting atop two posts. This extension is partially filled to the south with the top of the stairway core. The control room is laterally symmetrical along its north-south axis with regular fenestration of ribbons of rectangular windows in the center and trapezoidal, outwardly-flared windows at each end, all angled out at the top by roughly 30 degrees. The south façade has six windows, and the north façade has five windows. The east and west facades both have a ribbon of six windows on the south end and a bay window on the north end composed of two windows on the north-most facet and one window on the south-facing facet. The control room is capped by a flat roof with a broad overhang of roughly 5 feet.

Figure 16. Primary (south) façade of the Office Tower, view north (SWCA, 2018).

Figure 17. Entrance courtyard and primary entrance of the Office Tower, view northwest (SWCA, 2018).

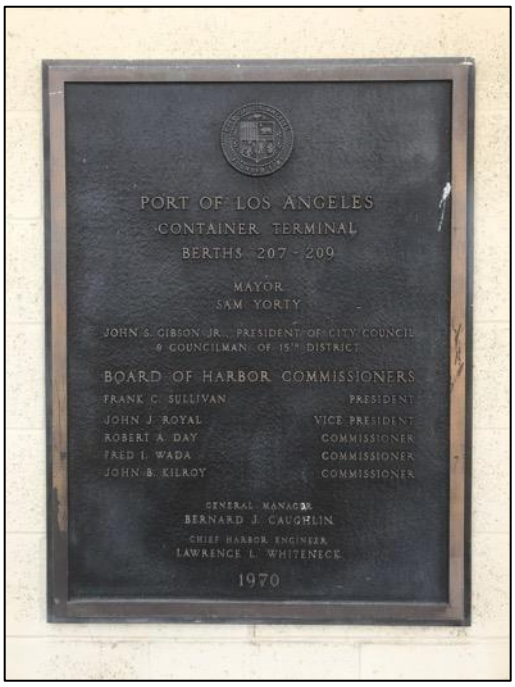

Figure 18. Dedication plaque from primary entrance of the Office Tower, dated 1970. View north (SWCA, 2018).

Figure 19. North façade of the Office Tower, view south (SWCA, 2018).

Figure 20. East façade of the Office Tower, view west (SWCA, 2018).

Consolidated Freight Station (Building F)

The Consolidated Freight Station is a two-story industrial building constructed in 1970. It is rectangular in plan and is situated adjacent to the property's south boundary. The building is clad in corrugated metal with fenestration consisting of 124 metal overhead vehicular doors featuring single, fixed, oval, inset windows. There are 62 of these doors evenly-spaced on the north façade and marked with odd numbers, 1 through 123, by metal overhead lettering; the remaining 62 are evenly-spaced on the south façade and marked with even numbers, 2 through 124. The building is capped by an uneven, metal, low-pitched gable roof. The roofline runs north of center and features a narrow translucent skylight the entire length. The roof features wide eaves, overhanging rakes, and exposed metal rafters. The architectural description begins with the south façade, continues clockwise around the building to the west and north façades, and ends with the east façade.

The south façade is largely symmetrical (Figure 21 and Figure 22). The vehicular doors sit atop a concrete foundation rising a few feet above grade. Metal loading ramps are set into the concrete below each door and are flanked on either side by tire-tread bumpers. The concrete also features sets of three recessed steps between every other loading ramp. Near the center of the façade are three metal-framed groupings of fenestration, each situated above two vehicular doors, reflecting an internal second story. These groupings consist of painted metal panels, metal vents, aluminum-framed fixed windows, and aluminum-framed single-hung combination fixed windows above with awning windows below. The left grouping has five windows, the center has six windows, and the right has three windows and a vent. There are nine outward-shining light standards mounted along the eave at the end of every fourth rafter.

The west façade is asymmetrical with a single metal, roll-up, industrial door roughly in center and a single metal pedestrian door in the right corner (Figure 23). The remainder of the façade is obscured by two shipping containers and was not visible during the inspection.

The north façade is largely symmetrical and features a single pedestrian door between vehicular doors 29 and 32 (Figure 24). The vehicular doors sit at grade with metal lifts set into the concrete pavement in front of each door. Outward-shining light standards are mounted along the eave at the end of every fourth rafter, downward-shining lights are mounted under the eave between each rafter, and exposed-bulb wall sconces on either side of every vehicular door.

The east façade is blind with just the metal exterior wall (Figure 25).

Figure 21. West portion of the south façade of the Consolidated Freight Station, view northwest (SWCA, 2018).

Figure 22. East portion of the south façade of the Consolidated Freight Station, view northeast (SWCA, 2018).

Figure 23. West façade of the Consolidated Freight Station, view east (SWCA, 2018).

Figure 24. North façade of the Consolidated Freight Station, view southeast (SWCA, 2018).

Figure 25. East façade of the Consolidated Freight Station, view northwest (SWCA, 2018).

Guard House (Building H)

Built in 1970 and located at the street in the middle of the entrance to the property, the small one-story guard house building is roughly square in plan (Figure 26). The building is metal-framed, with the lower portion of its exterior walls clad in plywood and the upper portion entirely finished with metal-framed windows. It is capped by a flat roof with broad eaves. Atop the roof is a triangular sign with *Matson* written in faded company font, among other text. The primary (south) façade features a pair of hung windows and a service counter. The west and east facades' sliding glass doors are partially filled in with wood. The north façade features additional windows.

Flagpole

Built in 1970 and located a few feet south of the Guard House, the tapered flagpole is a single mast nautical flagpole with yardarm (Figure 26). A metal ball tops the pole.

Figure 26. Guard House and Flagpole, view northeast.
The In-bound Canopy sits immediately behind the Guard House (SWCA, 2018).

VI. HISTORIC CONTEXT

Terminal Island, Port of Los Angeles

Early Harbor Development (1897)

Spanish missionaries used the San Pedro harbor as early as the late eighteenth century as a trading post for receiving and shipping goods with Spain. In the years that followed, members of the Portola Expedition were granted a series of land concessions in southern California, including Rancho San Pedro, Rancho Los Cerritos, and the Rancho Palos Verdes land grants. The combined total acreage for the three historic ranchos was nearly 84,000 acres and included the area of the present-day Port of Los Angeles.[2]

Within the Rancho San Pedro land grant was a sandy strip known in the mid- to late nineteenth century as Rattlesnake Island. Said to be full of snakes that had washed down the Los Angeles River into the harbor, the island served as a natural breakwater protecting the mainland shore from errant waves and was a key component of the harbor. Owned by the Dominguez Estate, it remained a largely undeveloped piece of land until the early 1890s.[3]

The San Pedro area grew rapidly in the mid-nineteenth century and became well established as a port of trade and a transportation hub. Because of the bay's shallow water and tidal mudflats, ships had to anchor offshore and use small boats to ferry goods and passengers into the harbor. It soon became clear that the harbor required expansion and development to accommodate the influx of goods headed to Los Angeles.

Delaware native Phineas Banning arrived in San Pedro in 1851 and proceeded to spearhead much of the port's development. After founding the town of New San Pedro (later renamed Wilmington) in 1857, Banning organized the Los Angeles and San Pedro Railroad (LA&SP), the first line to transport goods from the harbor to the city of Los Angeles.[4] In 1871, Banning's political efforts resulted in Congressional approval of funds for major harbor improvements, including dredging of the main channel to a depth of 10 feet and construction of a breakwater between Deadman's Island (no longer present) and Rattlesnake Island. Business at the improved port accelerated; by 1885 it was handling 500,000 tons of cargo annually.[5]

In the late 1880s to early 1890s, the Los Angeles Terminal Railway purchased Rattlesnake Island from the Dominguez Estate and constructed a new line along the Los Angeles River from Los Angeles to the south end of the island (Figure 27). The line crossed the water on trestles and terminated in a newly constructed terminal, providing the most direct access to deep water of any other operation at the harbor.

[2] Warren A. Beck and Ynez D. Haase, *Historical Atlas of California* (Norman, OK: University of Oklahoma Press, 1974).
[3] Sapphos Environmental, Inc., *City of Long Beach Historic Context Statement* (prepared for the City of Long Beach, Department of Development Services, Office of Historic Preservation, 2009), 32.
[4] Jones and Stokes. *Final Architectural Survey and Evaluation of the Star-Kist Plant, Terminal Island, Port of Los Angeles*, prepared for the Los Angeles Harbor Department, San Pedro, California (January 2008).
[5] The Port of Los Angeles website, History, Timeline of Historic Events. https://www.portoflosangeles.org/history/timeline.asp (accessed August 6, 2018).

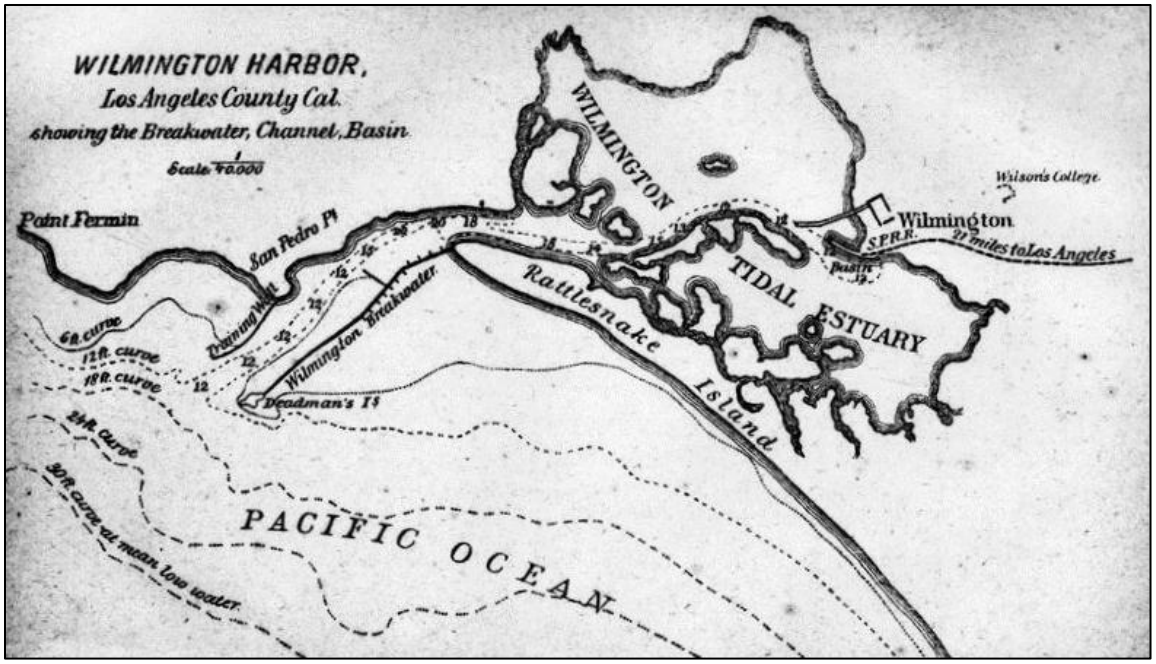

Figure 27. Wilmington Harbor ca. 1880 (Los Angeles Water and Power Associates).

From this point on, the island was known as Terminal Island. In creating the first connection with the mainland, the Los Angeles Terminal Railway opened the sandy landmass up to the public. The southern beach of Terminal Island eventually became a popular summer resort known as Brighton Beach, attracting prominent locals such as Charles Lummis, and included cottages, at least one hotel and restaurant, the Pleasure Pier, bathhouses, a wood-planked main street, and as many as 200 homes, none of which survive.[6]

Development and Occupation of the Harbor and Terminal Island (1897–1918)

By the latter part of the nineteenth century, the need for a deep-water port in the Los Angeles region had become increasingly urgent, and the federal government agreed to assist the city with a $3 million appropriation for its development. Although city leaders wished to place the port in San Pedro, Collis Huntington—owner of the Southern Pacific Railroad—began an aggressive push to locate the facility in Santa Monica. In 1897, after a long, convoluted, and highly public political battle (later known as the "free-harbor fight"), the Board of Army Engineers finally decided that the harbor would be built at San Pedro.

Industrial development of the harbor proceeded apace in the early 1900s. Numerous harbor improvements occurred during this time, including the completion of a large breakwater, wharf construction, placement of the Los Angeles Harbor Light (Angels Gate Lighthouse), the establishment of a municipal pier and wholesale fish market, and extensive dredging (Figure 28). The Los Angeles Harbor Department added a significant amount of the dredged fill to the south side of Terminal Island, leading to a major change in the physical landscape: Brighton Beach's houses were no longer beachfront property. In 1914, the Los Angeles Harbor Department began dredging what would become Fish Harbor, a specialized area for fish processing and canning at Terminal Island. It was operational by 1915, and most of the port's canneries moved to the new harbor, making tuna fishing and processing the most visible activity in that part of the

[6] Anna Marie and Everett Gordon Hager, 1973, Terminal Island's Glamorous Past. *The Branding Iron*, The Westerners, Los Angeles Corral. http://www.lawesterners.org/wp-content/uploads/2013/10/111-SEPTEMBER-1973.pdf (accessed August 6, 2018).

island. The area became home to a village community primarily for the Japanese fishermen in San Pedro. This group of people represented one of the largest workforces in the tuna fishing and canning industry during the 1930s until World War II, when the entire Japanese American community of Fish Harbor was relocated to internment camps as part of Executive Order 9066, signed by President Franklin D. Roosevelt.

Figure 28. Demolition of Dead Man's Island, dredging and infilling to create Terminal Island ca. 1920 (Los Angeles Water and Power Associates Photo Archive).

Industrial Growth

The rapidly growing oil industry played a major part in port activity during this period. By the early twentieth century, the potential profitability of Los Angeles's oil fields had become apparent, and the port offered oil companies an enticing location for refineries, storage, and oil transport. Oil companies such as Union Oil and the General Petroleum Corporation maintained facilities at the port.

The growth of industrial facilities on Terminal Island was in large part due to the constantly expanding rail networks within the port. In 1900, the LA&SP purchased the Los Angeles Terminal Railway, reincorporating as the San Pedro, Los Angeles, and Salt Lake Railroad (SPLA&SL) and integrating Terminal Island's rail facilities with the harbor's larger network. This development, combined with the new land created by ongoing dredged fill, enabled an active lumber industry to emerge on the island, slowly pushing out the recreational facilities of Brighton Beach. Its growth was further strengthened when the Union Pacific Railroad acquired the Los Angeles and Salt Lake Railroad (LA&SL) in 1921—the "SP" was dropped when San Pedro became part of Los Angeles—allowing for more extensive transportation to the surrounding areas.

Simultaneous with growth in the Port of Los Angeles, Long Beach began industrial development of its harbor in 1906 when the Los Angeles Dock and Terminal Company purchased 800 acres of marshland.[7] The City of Long Beach annexed the eastern half of Terminal Island in 1907, an early salvo in the inter-port competition that continues to this day.[8] In 1910, Southern California Edison constructed the region's first electric generating station that used a high-pressure steam turbine on the east end of Terminal Island.[9] The City of Long Beach used money from a harbor improvement bond issue to construct a municipal wharf in 1911, and the Port of Long Beach was officially founded in that same year.

World War I

World War I began in 1914, only a few days before the official opening of the Panama Canal, and the canal remained closed for the duration and several years afterward. The primary focus of the port quickly changed, and every effort was devoted to winning the war.[10] Wishing to establish a presence on the Pacific Coast, the navy developed a base and training station in San Pedro, the first of several prominent military operations in the harbor.[11] In addition, the ports of Los Angeles and Long Beach turned to shipbuilding in response to the nationwide push to build up the maritime fleet. Included in this effort was the Southwestern Shipbuilding and Dry Dock Company (later renamed the Bethlehem Shipbuilding Corporation), located on the western side of present-day Seaside Avenue, which built dozens of vessels by the war's end.[12]

Development of the port increased rapidly after the end of World War I. The Bethlehem Steel Corporation acquired the Southwest Shipbuilding facility in 1922 and, along with renaming the site the Bethlehem Shipbuilding Corporation, also reorganized it into a ship repair plant. The Board of Harbor Commissioners began a number of improvement projects in the following decade, aided in large part by a $15 million bond issue passed in 1923. This resulted in major changes to the landscape, including new and improved wharves, roads, bridges, cargo, and passenger terminal facilities as well as the widening and dredging of the Main Channel to accommodate more and larger cargo ships. Mormon Island was greatly expanded and attached to the mainland, and Terminal Island nearly doubled in size.[13] The Henry Ford Bridge (also known as the Badger Avenue Bridge) was completed in 1924 and provided Terminal Island with a railroad link from the mainland, the only link available between these points from 1934 through 1996.[14] Deadman's Island, which had long been a shipping hazard at the mouth of the Main Channel, was dynamited. Its debris was combined with dredged fill to create the rectangular parcel now known as Reservation Point at the southwest corner of Terminal Island. Other improvements during this period included the construction of a sewage system, expansion of fire protection services, and the construction of an airport at Allen Field (later called Reeves Field).

[7] Sapphos Environmental, Inc., *City of Long Beach Historic Context Statement*, prepared for the City of Long Beach, Department of Development Services, Office of Historic Preservation (2009), 41.

[8] Sapphos Environmental, Inc., *City of Long Beach Historic Context Statement*, prepared for the City of Long Beach, Department of Development Services, Office of Historic Preservation (2009), 142.

[9] Sapphos Environmental, Inc., *City of Long Beach Historic Context Statement*, prepared for the City of Long Beach, Department of Development Services, Office of Historic Preservation (2009), 75.

[10] City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1918-1920), 7.

[11] Historic American Buildings Survey, *Photographs, Written Historical and Descriptive Data: Roosevelt Base (Naval Station Long Beach), Bounded by Ocean Boulevard, Pennsylvania Avenue, Richardson Avenue, and Idaho Street, Long Beach, Los Angeles County, California* (San Francisco: National Park Service, 1995) 3.

[12] Jones and Stokes, *Final Architectural Survey and Evaluation of the Southwest marine Terminal (Berth 240) of the Port of Los Angeles*, prepared for the Los Angeles Harbor Department, San Pedro, California (September 2000), 10.

[13] Furgo West Inc., *Final Phase I Cultural Resources Reconnaissance Survey of 7,500 Acres of Land and Water for the Port of Los Angeles, City of Los Angeles, California*, prepared for the Los Angeles Harbor Department, San Pedro, California (1996), 2–13.

[14] The Port of Los Angeles Website, Transportation, CA-103 Commodore Schyuler F. Heim/Henry Ford Bridge. https://www.portoflosangeles.org/transportation/ca_103.asp (accessed August 6, 2018).

The discovery of oilfields around the local basin in 1923 led to oil production becoming one of the largest contributors to port commerce, with the shipment of oil increasing by nearly 250 percent from 1923 to 1924.[15] Large regional companies like Standard Oil of California and Union Oil Company dominated Port production, with new facilities constructed in Wilmington and Mormon Island during the 1920s. On Terminal Island, the General Petroleum Corporation established a new storage facility at Berths 238 and 239, which contained three pipelines and 14 storage tanks and the ability to load three to four tankers simultaneously.[16] General Petroleum, along with a number of the other large oil companies, also established dockside petroleum loading terminals in and around Terminal Island. General Petroleum's oil distribution center was strategically situated along the east side of Seaside Avenue in Fish Harbor. This allowed for the efficient servicing of the local fishing boats and shore trade.[17]

Collectively, the improvements of the 1920s enabled port commerce to expand into new import and export areas and strengthened the already robust business of oil, lumber, and citrus. The fishing and canning industry continued to grow dramatically, with approximately 1,200 fishing boats serving the port by 1925.[18] The varied shipping of product gave rise to direct trade with Asian markets (which had previously gone through San Francisco and Seattle only) and signaled a major shift to truck transportation of goods in addition to rail transportation. They also led to an increase in passenger traffic, with ships carrying people everywhere from Santa Catalina Island to the other side of the world. In the 1920s, Los Angeles surpassed San Francisco as the busiest port on the west coast, handling 26.5 million tons of cargo in its peak year of 1928.[19]

With the crash of the stock market in 1929, commerce at the port slowed greatly. Though harbor improvements were scaled back during the Great Depression, they continued nonetheless, assisted in part by the federal government's Works Progress Administration.[20] Maintenance increased temporarily in 1933 as workers repaired damage from the Long Beach earthquake; the temblor caused widespread but minor damage to harbor facilities, mostly due to the settling of imported fill, resulting in breaks in concrete floors, roadways, and waterlines.[21]

On Terminal Island, a number of important development projects continued through the Great Depression, including the completion of the Terminal Island Treatment Plant in 1935 and improvements at Reeves Field in 1936. The fishing industry also continued to grow steadily throughout the decade and attracted a number of support businesses, including oil and lumber industries, stevedore firms, and marine hardware merchants.[22] In 1936, the Los Angeles fish pack was nearly half the total of the industry in California as a whole; by 1939, the canneries employed more than 6,000 workers with a combined payroll of $6.75 million.[23] By this time, the Japanese community in and around Terminal Island had increased to more than 2,000, with most of the men employed as fishermen and the women working in the canneries.

[15] City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1924-1925), 46.

[16] ESA, *Port of Los Angeles Berths 118-120, 148-149, 187-191, and 238-239: Historic Resources Evaluation Report*, prepared for the Port of Los Angeles (2010), 32.

[17] City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1930), 24.

[18] Jones and Stokes. *Final Architectural Survey and Evaluation of the Chicken of the Sea Plant, 338 Cannery Street, Terminal Island, Port of Los Angeles*, prepared for the Los Angeles Harbor Department, San Pedro, California (March 2008), 9.

[19] The Port of Los Angeles Website, History, Cabrillo's Legacy, Coming of Age. https://www.portoflosangeles.org/history/cabrillo.asp (accessed August 6, 2018).

[20] Charles Queenan, *Long Beach and Los Angeles: A Tale of Two Ports* (Northridge, CA: Windsor Publications, Inc., 1986).

[21] City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1933), 81-83.

[22] Jones and Stokes. *Architectural Survey and Evaluation of 155 and 215 Cannery Street, Port of Los Angeles*, prepared for the Los Angeles Harbor Department, San Pedro, California (March 2004), 10.

[23] City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1936), 55; and City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1939), 25.

Wartime Changes and Internment (1941–1945)

World War II dramatically changed the face of the harbor, with military activity redefining most of Terminal Island both physically and socially. Naval Station Long Beach was established at the eastern end of the island, adjacent to the older Reeves Field/Naval Air Base, but within the limits of the city of Long Beach. The naval complex spanning the Los Angeles–Long Beach boundary included a large dry dock shipbuilding facility, the Roosevelt base, and Reeves Field. During this time, Reeves Field, which was used for aircraft testing and navigation training, flew more navy planes fresh from the production line than any other air station in the nation.[24]

Every shipyard within the port shifted yet again to the construction and maintenance of ships for the war effort, but on a larger scale than the World War I activity. Existing shipyards such as the Bethlehem Shipbuilding Corporation and nearby Craig Shipyard expanded, and new temporary operations such as the California Shipbuilding Corporation (Calship) began producing military vessels at a rapid rate. Even smaller shipyards located in Fish Harbor, including the Al Larson Boat Shop, contributed to the war effort by producing minesweepers for the navy.[25] The ports of Los Angeles and Long Beach also became major transportation points for the shipping of military personnel to the Pacific Theatre and to other bases around the world.

The shipyards were enormous wartime employers, and people came from all over the country seeking jobs. Between 1941 and 1945, the harbor's shipyards employed more than 90,000 workers building vessels for the navy and Merchant Marines.[26] The largest yard, Calship, located at the north end of Terminal Island, employed 40,000 people and produced 467 ships in 4 years.[27] Facilities built or expanded to accommodate the increased workforce included the municipal ferry service between San Pedro and Terminal Island, Pacific Electric's Terminal Island line, and the Schuyler F. Heim vertical lift bridge. Restaurants, bars, and recreational businesses sprang up in the San Pedro and Long Beach areas to serve the thousands of workers on their way to and from their shifts, and federal housing projects on the mainland sheltered the new port residents.

Following the Japanese attack on Pearl Harbor, all non-native fishermen and community leaders were taken into custody and traffic to and from Terminal Island was suspended. With the signing of Executive Order 9066 by Franklin D. Roosevelt, the move to send Japanese Americans to internment camps began. Beginning in early 1942, the port's 3,000 Japanese Americans were forcibly removed from their homes on Terminal Island (Figure 29). The residents there were the first Japanese Americans on the west coast to be taken to internment camps. Most of the inhabitants of Terminal Island were sent to Manzanar in California's Owens Valley. Some local businesses offered to help the residents by offering storage of their possessions, but many people never returned and lost almost everything. Shortly after people were removed, the navy bulldozed all but a few buildings, leaving almost no sign that the Japanese Fishing Village ever existed.

[24] Charles Hillinger, "Reeves Field Bows to the Ravages of Time," *Los Angeles Times*, September 21, 1965.

[25] Shannon Carmack, Sonnier Francisco, and Francesca Smith, *Built Environment Evaluation Report: Al Larson Boat Shop, Port of Los Angeles, City and County of Los Angeles, Californi*a, prepared for CDM Smith, Los Angeles (Pasadena, CA: SWCA Environmental Consultants, 2010), 12.

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[27] Robert G. Marshall, "History of the California Shipbuilding Corporation," 1985, California Shipbuilding Corporation (Calship) Collection, California State University, Northridge, Oviatt Library, accessed February 1, 2011, http://library.csun.edu/Collections/SCA/UAC/FG/calship.html#history (link inactive).

Figure 29. View of Japanese American citizens being taken into custody, Cannery and Tuna Street,1942 (source: Los Angeles Harbor Department Archives).

Containerization and Other Postwar Developments

Following the end of World War II, the port shifted gears once again as the military presence on Terminal Island scaled down. Unable to accommodate larger, modern aircraft or extend the landing strip, Reeves Field was decommissioned in 1947. Though the navy would occupy the site until the expiration of their lease in 1965, they would use the buildings and hangars for little more than storage.[28] The shipbuilding industry was affected as well, with a number of shipyards scrapped or deserted by the 1950s.[29] Many of the shipyards refocused on repair rather than the building of shipping vessels. Over time, the small shipyards in the port ceased operation completely. Commercial operations like metal scrapyards and marine hardware businesses occupied newly cleared areas of Terminal Island, including parts of the enormous Calship yard.

Development at the port moved forward, however, and the Board of Commissioners launched a broad restoration program that included improving and constructing a number of facilities. Increasing demands for tuna and the rapid rise in fishing activities that resulted led to fish canneries expanding their operations throughout Fish Harbor to meet demand, including Van Camp, StarKist, and Pan Pacific. Across Terminal Island, the Port of Los Angeles expanded into the now-vacant land that had once contained hundreds of Japanese and Japanese American residences, significantly changing the function and character of the area. The once-bustling commercial district along Tuna Street now primarily housed canneries and other fishing-related businesses.

[28] Charles Hillinger, "Reeves Field Bows to the Ravages of Time," *Los Angeles Times,* September 21, 1965.
[29] City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1955-1956), 41.

Long Beach Harbor made a series of improvements to the eastern side of Terminal Island during this period. Years of offshore oil drilling had caused major land subsidence; an engineering survey in 1945 confirmed that the eastern end of the island had dropped more than 4 feet since 1931.[30] This problem was eventually solved in the mid-1950s by pumping seawater into depleted oil pockets. By 1947, Long Beach constructed a large breakwater along its portion of the southern shore of Terminal Island that provided Long Beach Harbor with additional protected wharf space.

Oil continued to be a major source of revenue for the Harbor Department, and a number of projects were undertaken in the following years to increase the harbor's storage capabilities of the product. In 1959, the Board of Commissioners completed the world's first completely protected supertanker terminal, capable of unloading 35,000 barrels an hour from vessels in the 100,000-ton class.[31] Development of the terminal included extensive dredging and the construction of a 960 × 60–foot reinforced concrete wharf. Though it had been awarded to the Union Oil Company, the terminal was open to any supertanker that wished to use it, and other oil companies began constructing new facilities to accommodate the next generation of oil transport. These included the Mobil Oil Company (formerly General Petroleum Corporation), which between 1961 and 1962 constructed the world's largest pipeline across the Main Channel to its new tank farm on Terminal Island along Pilchard Street.[32]

The surge in business during this period led to the 1959 approval of a measure authorizing the Los Angeles Harbor Department to finance harbor improvements with revenue bonds. This led to a large-scale replacement or renovation of older terminals, construction of approximately 1,200 feet of wharves, and the demolition of unsafe or obsolete wharf structures.[33] These improvements were carried out just in time for the advent of containerization, an innovation in which cargo is stored and moved from place to place in large standardized containers. Containerization resulted in a significant change to the port's operations. It required changes in port infrastructure: enormous cranes were built to move cargo, and wharves had to be substantially modified, enlarged, and strengthened to support the heavy, stacked cargo containers now being used at the port. To continue progress and meet demand, the Los Angeles Board of Harbor Commissioners approved a development plan in 1960 to modernize existing facilities and construct new ones.[34]

Some of the port's most visible resources were constructed during the 1960s. The Vincent Thomas Bridge was built in 1963, connecting Terminal Island to the mainland (San Pedro) and replacing the municipal ferry service. In 1965, the Indies Terminal was completed on the Terminal Island side of the Main Channel, providing an enormous wharf at which six cargo ships at a time could dock.[35] A new U.S. Customs House opened on Terminal Island in 1967, replacing the older facility in downtown Los Angeles with one much closer to the import/export trade centered at the port. In 1968, the completion of the Gerald Desmond Bridge connected Terminal Island to Long Beach. By the late 1960s, the ports of Los Angeles and Long Beach had converted their shipping infrastructure to adapt to containerization and were solidly established as a modern industrial hub. This conversion resulted in significant and widespread changes to Terminal Island's built environment as existing facilities were extensively modified or demolished to make way for new construction on an unprecedented scale.

[30] Charles Queenan, *Long Beach and Los Angeles: A Tale of Two Ports* (Northridge, CA: Windsor Publications, Inc., 1986).
[31] City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1958-1959), 14.
[32] City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1961-1962), 16.
[33] City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1958-1959), 11.
[34] City of Los Angeles Board of Harbor Commissioners, *Annual Report of the Board of Harbor Commissioners* (1960-1961), 10.
[35] Charles Queenan, *The Port of Los Angeles: From Wilderness to World Port* (Los Angeles: Los Angeles Harbor Department, 1983) 106.

Port development continued over the years, dominated by dredging the main channel to accommodate ever-larger cargo ships and by constructing new container terminals. Multiple dredging and filling events led to significant physical changes at Terminal Island. Its southeastern side was augmented several times from the 1960s to the 1980s, and in the mid-1990s the massive Piers 300 and 400 were built on top of dredged fill to provide more container terminal space. With the development of Pier 400, the former seaplane lagoon at Reeves Field was further enclosed to the east with the construction of Navy Way. Improvements in transportation and technology have been key to the modern development of the island. The need for a harbor railhead closer to the harbor was met in the mid-1980s by the construction of the Intermodal Container Transfer Facility about 4 miles away; this was funded by both ports and operated by Southern Pacific (now Union Pacific). The completion of the Terminal Island Container Transfer Facility in 1997 and the Alameda Corridor in 2002 also greatly facilitated rail shipping.

Today, the Port of Los Angeles constitutes a massive shipping center with multiple types of industrial and commercial occupants. Largely as a result of the conversion to containerization in the 1960s, much of the harbor's older historic character has been lost, and pre-1960s resources are increasingly scarce. However, one of this area's primary character-defining elements is its tendency to change and develop within an industrial context. The port presents a different landscape than any other part of southern California, characterized by industrial adaptation and change. It represents more than 150 years of physical and social evolution, paralleling the growth of greater Los Angeles itself and exemplifying the influence of national and international socioeconomic forces on regional development. As a crucial hub of harbor operations located in a discrete geographical area, Terminal Island is a good case study for the examination of development in San Pedro Bay.

Matson Navigation Company

Captain William Matson launched the Matson Navigation Company in 1882 with the first shipment of goods from San Francisco to Hilo, Hawaii on the schooner *Emma Claudina*. The company's fleet soon expanded with the addition of the brigantine *Lurline, Rhoderick Dhu*, and *Enterprise*, the company's first steamship. As interest in Hawaii as a tourist destination increased after the turn of the twentieth century, the second Lurline, which had accommodations for 51 passengers, joined the Matson's fleet. The company's *S.S. Wilhelmina*, which was added in 1910, was designed to rival the finest passenger ships in the Atlantic Ocean.

By the time Matson passed away in 1917, the company's fleet had grown to 14 ships, many of them among "the largest, fastest and most modern ships in the Pacific passenger-freight service."[36] With the outbreak of World War I, much of the fleet was requisitioned for government use as military cargo carriers and for the movement of troops. These ships reverted back to civilian use after the end of the war.

The Matson Navigation Company expanded significantly in the 1920s and 1930s. The company established Matson Terminals, Inc. in 1925 to handle the fleet's stevedoring and terminal services. The company added luxury liners to its fleet beginning in 1927; its first luxury liner, the *S.S. Malolo*, was the fastest ship in the Pacific Ocean at the time. The same year, Matson constructed its first hotel in Hawaii, thereafter providing accommodations both on land and on sea. In 1930, some of Matson's ships began operating between Los Angeles and Hawaii, though the company was headquartered in San Francisco and did not lease terminal space in the Port of Los Angeles until 1953.

The company was the first to lease terminal space at the Port of Los Angeles.[37] In 1954, the harbor completed a passenger-cargo terminal for the Matson Navigation Company; it was considered one of the

[36] "History," on Matson, Inc. website, accessed May 24, 2018, https://www.matson.com/corporate/about_us/history.html.
[37] "Then and Now," on Port of Los Angeles website, accessed May 24, 2018, https://www.portoflosangeles.org/history /then_now.asp.

most modern shipping facilities at the time.[38] During the late 1950s, Matson was one of the first companies in the port to operate using containerization in its trade to and from Hawaii.[39]

The transformation of the company's fleet to container vessels began in 1960 with the conversion of the *S.S. Hawaiian Citizen*, the first vessel in the Pacific Ocean to be converted to a full containership. The 1960s saw the continued conversion of ships for containerization and eventually the construction of the first containership in 1967. These innovations led to greater productivity and efficiency for the company. Eventually, Matson focused its efforts on containerization and shipping, divesting itself of all non-shipping assets, including its hotels in Hawaii. A ship building program in the 1970s led to the conversion of the company's entire fleet to containerships.

VII. ARCHITECTURAL STYLE

The International Style

The International Style is an early form of Modernism that largely dates to the pre–World War II period (though examples postdating the war are also found). During this time, Modernism was still largely experimental and was used by a relatively small group of architects and designers.[40] The style had its origins in the 1932 Museum of Modern Art architecture exhibit in New York City, the first arranged by the museum. It included buildings from around the world, all of which "shared a stark simplicity and vigorous functionalism."[41] The exhibit featured several architects from Germany's Bauhaus, an interdisciplinary design school.

Los Angeles became one of the first centers of the style due to the influence of architects Rudolph Schindler and Richard Neutra, Austrian architects who migrated to California in the 1920s. Their work for small commercial buildings in the 1930s became influential in the development of the style. Early residential buildings like the Schindler's Lovell Beach House (1926) in Newport Beach and Neutra's Lovell Health House (1929) in Los Angeles were also highly influential in the development of the style in Southern California. The CBS Radio building, Columbia Square (1938), designed by George Howe and William Lescaze, is widely considered by scholars to be the first truly International Style building in Southern California. The style was mostly used for small residential and commercial buildings until the 1950s.[42]

Character-defining features of the style include:

- Emphasis on horizontality
- Use of simple, geometric volumes
- Smooth, unadorned wall surfaces
- Use of stucco and concrete, primarily for exterior materials
- Flat or nearly flat roof, often with cantilevered eaves
- Use of corner and casement windows, often with steel frames

[38] Charles Crawford, "Billions in World Trade Enter Harbor," *Los Angeles Times*, January 2, 1954.
[39] John F. Lawrence, "Harbors Glimpse Super Port Status," *Los Angeles Times*, October 27, 1968.
[40] Sapphos Environmental, *Los Angeles Unified School District Historic Context Statement, 1870 to 1969* (March 2014).
[41] Teresa Grimes and Christina Chiang, *City of Riverside Modernism Context Statement* (2009).
[42] Ibid.

- Windows generally set flush with the wall plane, with minimal trim or surrounds
- Continuous bands of windows emphasizing the horizontal axis[43]

VIII. ARCHITECTS

Joncich, Lusby & Associates

Joncich, Lusby & Associates, probable architects of the Matson Container Terminal, was established in San Pedro, California in 1954 by Andrew Joncich and William Lusby. As covered in area newspapers, the firm concentrated its practice in and around the port designing civic, recreational, medical, and industrial buildings in Mid-Century Modern and International styles. The building designed by the firm in 1954 as its office featured a flat roof, broad eaves, stone clad accent walls, and extensive glass panels.[44] Among the firm's commissions are the Harbor YWCA (1956), a Harbor City medical center (1960), the Seaman's Center Building (1962), the Peck Park pool and bathhouse (1962) and recreation building (1965), the San Pedro & Peninsula YMCA (1966), and a public library in Compton (1968). In 1967, the firm received an award from the Prestressed Concrete Institute for its design of the San Pedro & Peninsula YMCA.[45] The firm's 1960 commission for the home of Arturo's Fine Mexican Food was identified in 2012 by SurveyLA as an example of Mid-Century Modernism with intact signage, among other reasons of potential historic significance.[46]

Although the firm focused on civic, recreational, and commercial buildings, it designed at least one residence: the three-floor Thomas Mabin House in Rolling Hills (1961).[47] The firm operated up through 1969, at which point Lusby became an independent architect.[48]

Andrew Joncich

Andrew Joseph Joncich (1923-1990) was born on March 17, 1923 in San Pedro, California. Joncich received a B.A. degree from the University of California, Berkeley in 1952, three years after Lusby. After graduating, Joncich apprenticed under two Long beach architects before joining Lusby in January 1954 as a senior draftsman. His professional career was focused primarily in the San Pedro area, where the firm was located. Joncich passed away on November 1, 1990 in Los Angeles.[49]

William Lusby

Frank William Lusby (1923-1996) was born on October 25, 1923 in Long Beach, California. Upon graduating with a degree in Architecture from the University of California, Berkeley in 1949, Lusby apprenticed with several Los Angeles area architects, most notably in 1952 under the highly regarded

[43] Sapphos Environmental, *Los Angeles Unified School District Historic Context Statement, 1870 to 1969* (March 2014).
[44] "Construct Architectural Offices to Serve Harbor," *Wilmington Daily Press Journal*, January 21, 1954.
[45] "New San Pedro YMCA Building 'Concrete Winner'," *Long Beach Independent Press-Telegram*, July 23, 1967.
[46] Galvin Preservation Associates, *SurveyLA, Historic Resources Survey Report: Wilmington-Harbor City Community Plan Area*, prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources (2012).
[47] Stella George, "Three-Level Home in the Hills," *Long Beach Independent Press-Telegram*, January 1, 1961.
[48] American Institute of Architects, *American Architects Directory*, 3rd ed., ed. John F. Gane, A.I.A. (New York: R.R. Bowker LLC, 1970), s.v. "Lusby, Frank William."
[49] *The AIA Historical Directory of American Architects*, s.v. "Andrew Joncich (1923-1990)," accessed July 31, 2018, http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1022524.aspx.

Stiles O. Clements. In October 1952 Lusby began practicing as an independent architect. He passed away on October 21, 1996.[50]

IX. SITE HISTORY

Historical aerial images from 1928 suggest the northeast corner of the site was utilized for some shipping-related purpose as early as 1928. The site was located adjacent to a railroad line associated with the Port but saw little development prior to the 1940s. In the second half of that decade, the site was developed with warehouse and storage buildings. It had railroad tracks connected to the tracks south of the site that remain today. The present configuration of the site was largely developed in two phases, 1970 and 1979.

In March of 1969, the *Los Angeles Times* reported the authorized construction of a $10-million-dollar facility on Terminal Island at berths 206–209; it was to provide a new cargo facility for Matson Navigation Company, which had outgrown two other terminals.[51] In the same article, the *Times* also reported that the Board of Harbor Commissioners had "ordered [Harbor] department architectural and engineering staffs to work up plans for the wharf, container freight station, truck scale, gate house and other facilities" and had "also authorized negotiations with the San Pedro architectural firm of Joncich, Lusby & Associates for design of an office building, control tower and maintenance shop building for the facility."[52] The new facility replaced three boat marinas and was expected to include the construction of 1,500 feet of wharf, a freight loading station, six container cranes, machine shop, office building, truck scales, gatehouses, a control tower, and other facilities with the ability to move over one million tons of cargo per year.[53] In May of 1970, the *Times* reported that the Board of Harbor Commissioners had awarded a $213,500 contract to "Rutter & Burdge Construction Co. of Long Beach" for the construction of "a three-story control tower, an office building and a prefabricated metal gate house."[54] Occupation of the new facility appears to have begun in December of 1970 with the movement of two cargo cranes from Matson's old container terminal to its new one on Terminal Island.[55] The 50-acre terminal was officially dedicated on February 25, 1971.[56] However, a quarrel between the Longshoreman's union and the Teamsters over jurisdiction left Matson's facility in limbo for two years—it finally became fully operational around May 6, 1974.[57] Extant buildings from this original development (Table 3) include the Gate Office Building (Building A), the Container Equipment Maintenance Building & Office Tower (Building E), the Consolidated Freight Station (Building F), and the Guard House (Building H). No building permits were found on file with the City of Los Angeles Department of Building and Safety.

In 1975, the Federal Maritime Commission began an inquiry into possible violations of the federal Shipping Act—the Harbor Department was alleged to have allowed Matson to use two parcels adjacent to

[50] *The AIA Historical Directory of American Architects*, s.v. "William Lusby (1923-1996)," accessed July 31, 2018, http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1027520.aspx.

[51] "Port Facility for Container Cargo Gets OK," *Los Angeles Times*, March 30, 1969; Don Shannon, "Port of Los Angeles Lands Contract to Handle Nissan Cars," *Los Angeles Times*, October 14, 1969; Jack O. Baldwin, "Ports O'Progress," *Long Beach Independent Press-Telegram*, March 28, 1970; Jack O. Baldwin, "L.A. Port Pact Faces Trouble," *Long Beach Independent Press-Telegram*, June 13, 1969; and *Los Angeles Times*, "L.A. Port Expects to Double Tonnage in Next 2 Decades," December 13, 1973.

[52] "Port Facility for Container Cargo Gets OK," *Los Angeles Times*, March 30, 1969.

[53] Jack O. Baldwin, "Ports O'Progress," *Long Beach Independent Press-Telegram*, April 6, 1969; and Jerry Ruhlow, "Terminal to Net City $1 Million Yearly at Port," *Los Angeles Times*, October 30, 1969.

[54] "Contract Let for Matson Facilities," *Los Angeles Times*, May 10, 1970.

[55] "Big Cranes Due to Sail the Channel," *Long Beach Independent Press-Telegram*, December 18, 1970.

[56] Jack Baldwin, "Matson Dedicates Container Terminal on Terminal Island," *Long Beach Independent Press-Telegram*, March 13, 1971; and "New Port Container Yard Operating," *Van Nuys Valley News*, April 8, 1971.

[57] "Full Operation," *Long Beach Independent Press-Telegram*, May 12, 1974.

its terminal at berths 207-209 for several years without notification to the Commission.[58] Final plans for the expansion of the Matson cargo terminal were approved by the Los Angeles City Council in January of 1977 and by the Los Angeles Harbor Commission in December 1977, to include an extended wharf constructed by "dredging 74,000 cubic yards of sandy material from Cerritos Channel in front of Berth 206 and placement of about 23,000 cubic yards of Catalina Island quarry rock at the site."[59]

In 1979 new technological improvement plans were reported for a facility at Matson's three berths. To be launched in mid-1980 and called the Mousetrap, it was anticipated to move containers faster with better inventory control and lower costs.[60] Extant buildings from this second period of development (Table 3) include the Out-Bound Canopy and Gate House (Building B), the Pre-Check Building (Building C), the In-Bound Canopy and Gate House (Building D), and the Wharf Office (Building G). No building permits were found on file with the City of Los Angeles Department of Building and Safety.

Since its initial development in 1970 the subject property has evolved with the shipping industry and the needs of the occupants. Accordingly, buildings are presumed to have varying degrees of alterations. The site has not been recorded by Sanborn fire insurance maps. Likewise, no building permits were found to provide details on construction and alterations. Historical aerial images from 1971 (Figure 30) and 1982 (Figure 31) provide the best record of the two periods of development, 1970 and 1979.

Figure 30. Historical aerial view of the Matson Container Terminal, view southwest, 1971.

[58] Joanne Norris, "L.A. Harbor Board Liable for Fines in Matson Land Case," *Long Beach Independent Press-Telegram*, November 27, 1975.

[59] "California: City Council Approved the Completion of a Cargo Terminal," *Los Angeles Times*, January 12, 1977; "Comments on Matson Wharf Extension Asked," *Long Beach Independent Press-Telegram*, January 31, 1977; and "4.7 Million Pact Let for Container Terminal Wharf," *Los Angeles Times*, December 11, 1977.

[60] Robert J. Gore, "Matson Builds Giant 'Mousetrap' to Speed Cargo," *Los Angeles Times*, September 10, 1979.

Figure 31. Historical aerial image of the Matson Container Terminal, view southwest, 1982 (Port of Los Angeles).

X. EVALUATION

NRHP, CRHR, and HCM Eligibility

Criteria A/1/1: The four buildings at the Matson Container Terminal that were built in 1970—the Gate Office Building, Container Equipment Maintenance Building/Office Tower, Consolidated Freight Station, and the Guard House with associated flagpole—do not have a strong association with events or patterns that have made a significant contribution to the broad patterns of national, state, or local history. Although the site upon which the buildings are located was originally developed in the 1920s the buildings that stand on the site today were constructed late in the Port's history as part of its shipping and storage-related facilities. These four buildings do not represent any significant trends in the history of the Port or its development, despite their association with the Matson Navigation Company. The buildings were constructed late in the company's history and do not represent in any significant way the company's development of facilities at the port. Research has not uncovered any historically significant discrete events that have taken place at the property. Therefore, the subject buildings are not individually eligible under Criteria A/1/1 for listing in the NRHP, the CRHR, or for designation as a Los Angeles HCM.

Criteria B/2/2: Research to date did not reveal the four buildings to have an association with the lives of significant persons in our past. The Gate Office Building and the Tower of the Container Equipment Maintenance Building housed offices associated with the Port, and numerous individuals would have occupied the building since its construction. Likewise, the Container Equipment Maintenance Building itself, the Consolidated Freight Station, and the Guard House were the locations of day-to-day operations of a revolving roster of employees of the Terminal. No individuals who occupied the site or worked there were found to be significant. Therefore, the subject building is not individually eligible under Criteria B/2/2 for listing in the NRHP, the CRHR, or for designation as a Los Angeles HCM.

Criteria C/3/3: The Gate Office Building and Container Equipment Maintenance Building/Office Tower are late examples of the International Style. They were constructed about a decade after the style began to fade from popularity in Southern California. The Gate Office Building exhibits some of the character-

defining features of the style, including horizontal orientation, stucco wall cladding, flat roof, windows arranged in bands, and an overall absence of ornamentation. The Container Equipment Maintenance Building/Office Tower also retains some character-defining features of the International Style, such as its extreme horizontality with bands of windows emphasizing its layout, simplicity of adornment of geometric volumes, and the flat roof with cantilevered eaves. Although both buildings reflect some of the characteristics of a type, period, region, and method of construction, they do not rise to the level of exhibiting distinguishing characteristics of the International Style.

The Consolidated Freight Station and the Guard House with associated flagpole are largely utilitarian and do not notably reflect any type, period, region, or method of construction.

Research did not reveal any of the four buildings to be the work of a notable architect. The buildings do not possess high artistic value. Therefore, none of the buildings on the subject property are individually eligible under Criteria C/3/3 for listing in the NRHP, the CRHR, or for designation as a Los Angeles HCM.

Criteria D/4/4: The property has not yielded, nor does it appear to possess potential to yield, information important in history or prehistory. Therefore, the subject building is not individually eligible under Criteria D/4/4 for listing in the NRHP or the CRHR, or for designation as a Los Angeles HCM.

Criterion Consideration G: Because the buildings are less than 50 years of age, Criterion Consideration G must be applied. The criterion consideration applies to properties that have achieved significance within the last 50 years and states that they must be of exceptional importance to be considered for listing in the National Register. The Gate Office Building, Container Equipment Maintenance Building/Office Tower, Consolidated Freight Station, and Guard House with associated flagpole are not of exceptional importance, and research to date has revealed no evidence to suggest that they have gained significance within the last 50 years.

Additionally, the four buildings are not eligible as a contributor to a larger historic district. They are neither associated with the early history of the Port of Los Angeles nor the early history of Matson's operations at the Port. Furthermore, research to date has revealed the buildings and structures on the parcel to have no historic significance as a distinct district.

Integrity: The building was examined for the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The building has not been moved so it retains integrity of location. The setting remains the same as when the building was constructed in 1970; though more developed than when the building was constructed, the surrounding setting remains devoted to shipping and container space and has not fundamentally changed. The integrity of setting remains. The building does not appear to have been altered, so it retains integrity of design, materials, and workmanship. The building retains integrity of feeling, as it still feels like an office building from its period. The building is not significant under Criterion A or B, so there is no relevant association to evaluate.

XI. CONCLUSION

The Gate Office Building, Container Equipment Maintenance Building/Office Tower, Consolidated Freight Station, and Guard House (all 1970), though less than 50 years of age, were evaluated because they are nearing the age threshold that would trigger the necessity for evaluation for eligibility for listing in the NRHP and CRHR. SWCA recommends that the buildings are not eligible for listing in the NRHP, the CRHR, or for designation as a Los Angeles HCM. Research did not reveal them to have an

association with significant events or persons. The buildings do not embody distinctive characteristics of International Style architecture, nor are they likely to yield important information in history or prehistory.

Based on federal, state, and local eligibility requirements, there are two structures and one building on the property which are significantly below the 50-year age threshold for consideration under the Criteria for Evaluation (36 CFR 60.4): the Out-Bound Canopy and Gate House, Pre-Check Building, In-Bound Canopy and Gate House, and Wharf Office (all built in 1979) (Buildings B, C, D, and G respectively; Figure 3, Table 4).

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Appendix A. State of California Department of Parks and Recreation Series 523 Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code: 6Z

Other Listings
Review Code | Reviewer | Date

***Resource Name or #:** Matson Container Terminal

P1. Other Identifier: 700 New Dock Street, Berths 206–209

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** Los Angeles
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Torrance, CA. & Long Beach, CA **Date:** 1964 **T** 5S; **R** 13W; Unsectioned **;** SB **B.M.**

c. Address: 700 New Dock Street City: Los Angeles Zip: 90731

d. UTM: Zone: 11S; 384500 mE/ 3736368 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
APN 7440-020-909

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The former Matson Container Terminal site at 700 New Dock Street consists of a 15.5-acre complex on Terminal Island at Berths 206-209, in the Main Channel, within the Port of Los Angeles. The site is roughly rectangular in shape with the south boundary bordered by New Dock Street, the west boundary bordered by the adjacent parcel, the east boundary bordered by the adjacent parcel, and the north boundary bordered by the Main Channel. The site was largely developed in two phases, 1970 and 1979, with four extant buildings and structures dating from each period, for a total of eight on the site.

Buildings constructed in 1970 include the Gate Office Building, the Container Equipment Maintenance Building/Office Tower, the Consolidated Freight Station, and the Guard House. The buildings and structures constructed in 1979 include the Out-bound Canopy and Gate House, the In-Bound Canopy and Gate House, the Pre-Check Building, and the Wharf Office.

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3-Story commercial building; HP8. Industrial building; HP4. Ancillary building

***P4. Resources Present:/**Building ☐ Structure ☐ Object ☐ Site ■ District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects).

P5b. Description of Photo (view, date, accession #): Overview of entrance to Matson Container Terminal, January 2018, #Overview of Entrance.

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both 1970

***P7. Owner and Address:**
Los Angeles Harbor Department
425 S. Palos Verde Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Nelson White
SWCA Environmental Consultants
51 W. Dayton Street
Pasadena, CA 91105

***P9. Date Recorded:** August 1, 2018

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
SWCA Environmental Consultants. *Historical Resources Survey for the Matson Container Terminal, Port of Los Angeles, Los Angeles, California*. Prepared for CDM Smith, 2018.

***Attachments:** ☐NONE ■Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ■District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

***Resource Name or #** (Assigned by recorder)**:** Matson Container Terminal

D1. Historic Name: Matson Container Terminal D2. Common Name: Matson Container Terminal

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.): The former Matson Container Terminal site at 700 New Dock Street consists of a 15.5-acre complex on Terminal Island at Berths 206-209, in the Main Channel, within the Port of Los Angeles. The site is roughly rectangular in shape with the south boundary bordered by New Dock Street, the west boundary bordered by the adjacent parcel, the east boundary bordered by the adjacent parcel, and the north boundary bordered by the Main Channel. The site was largely developed in two phases, 1970 and 1979, with four extant buildings and structures dating from each period, for a total of eight on the site.

Buildings constructed in 1970 include the Gate Office Building, the Container Equipment Maintenance Building/Office Tower, the Consolidated Freight Station, and the Guard House. The buildings and structures constructed in 1979 include the Out-bound Canopy and Gate House, the In-Bound Canopy and Gate House, the Pre-Check Building, and the Wharf Office.

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):
Consisting of an irregularly-shaped parcel located at Berths 206–209, the Matson Container Terminal District is located at 700 New Dock Street on Terminal Island in Los Angeles, California. The northern boundary of the parcel is formed by the Cerritos Channel, and the southern boundary is the Seaside Freeway (CA-47). The western boundary of the Matson Container Terminal abuts the SA Recycling parcel, and the eastern border abuts the Vopak Terminal parcel.

***D5. Boundary Justification:**
The district's boundaries were selected because they contain the entirety of the historical resources associated with the development of the Matson Container Terminal.

***D6. Significance: Theme:** **Area:** Port of Los Angeles, City of Los Angeles

Period of Significance: N/A **Applicable Criteria:** N/A

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

—— *Los Angeles Times,* "Port Facility for Container Cargo Gets OK," March 30, 1969.
"L.A. Port Expects to Double Tonnage in Next 2 Decades," December 13, 1973.
"California: City Council Approved the Completion of a Cargo Terminal," January 12, 1977.
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"L.A. Port Pact Faces Trouble," *Long Beach Independent Press-Telegram,* June 13, 1969; and Los Angeles Times.

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SWCA Environmental Consultants. *Historical Resources Survey for the Matson Container Terminal, Port of Los Angeles, Los Angeles, California*. Prepared for CDM Smith, 2018.

***D8. Evaluator:** Nelson White **Date:** August 1, 2018
Affiliation and Address: SWCA Environmental Consultants, 50 W. Dayton Street, Pasadena, CA 91105

***Map Name:** Torrance, CA and Long Beach, CA ***Scale:** 1:24,000 ***Date of Map:** August 3, 2018

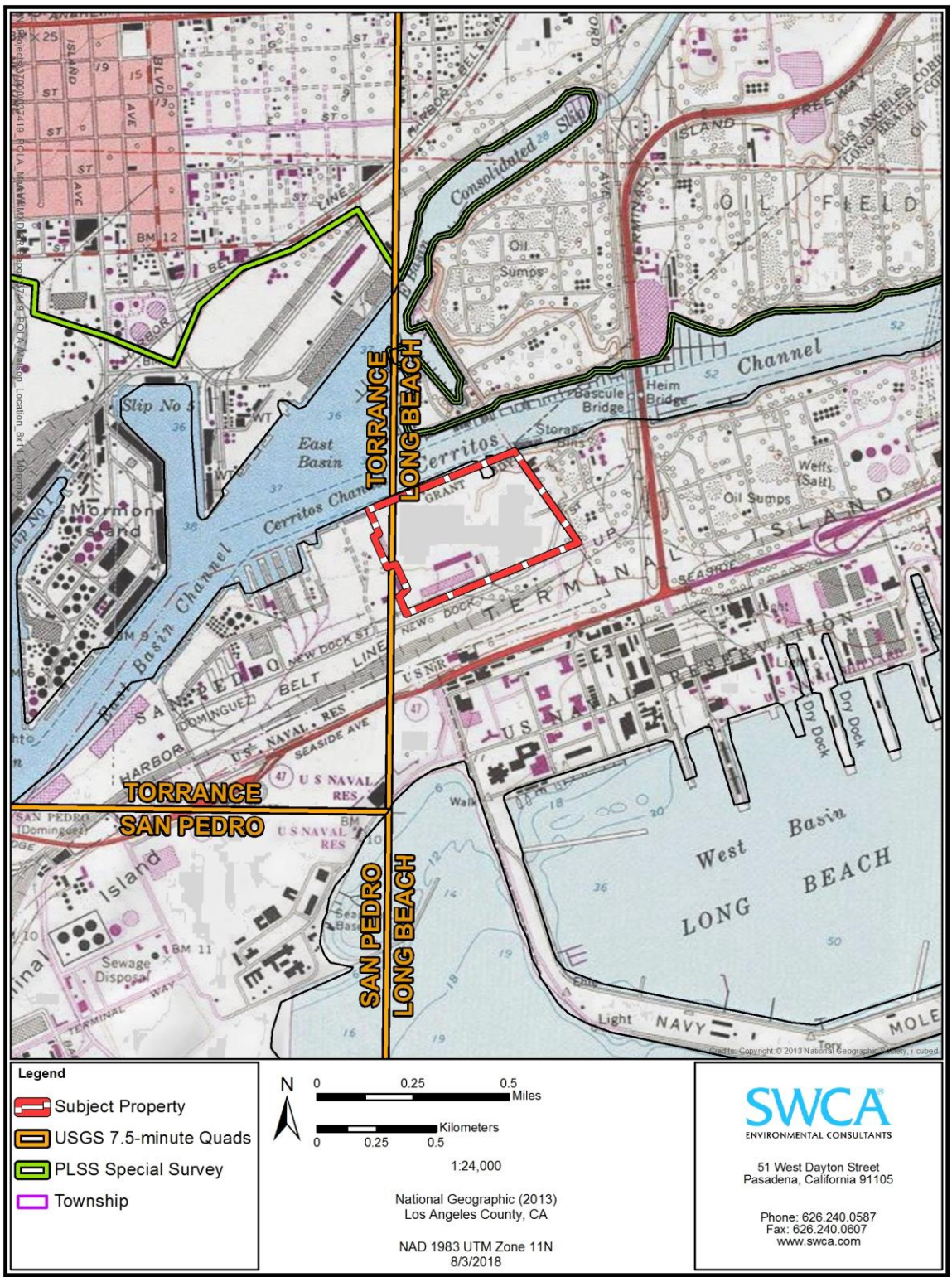


Figure 1. Location Map of Subject Property.

P1. Other Identifier: Gate Office Building (Building A)

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Torrance, CA. & Long Beach, CA **Date:** 1964 **T** 5S; **R** 13W; Unsectioned ; SB **B.M.**

c. Address: 700 New Dock Street City: Los Angeles Zip: 90731

d. UTM: Zone: 11S; 384507.23 mE/ 3736207.23 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

On the 15.5-acre Matson Container Terminal site, the former **Gate Office Building** (Building A) is located immediately north of the In-Bound gate and is situated perpendicular to the south boundary.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Gate Office Building is a one- and two-story industrial building constructed in 1970 with influences of the International Style. It is rectangular in plan with its axis oriented roughly north-south. Mostly one-story, it features an inset square second story just north of center. The building is largely clad in textured stucco with fenestration consisting of aluminum single-hung, combination fixed with awning above, and fixed with slider windows below. On all four sides the building is topped by a flat parapet and flat roof with a deep overhang, creating a covered walkway. Lacking a clear primary façade, the architectural description begins with the south façade and continues clockwise around the building to the west façade, north façade, and ends with the east façade.

See Continuation Sheet

***P3b. Resource Attributes:** (List attributes and codes) HP6: 1-3-Story commercial building

***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Gate Office Building (1), view east, July 16, 2018, #6443.

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both 1970

***P7. Owner and Address:**
Los Angeles Harbor Department
425 S. Palos Verde Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Nelson White
SWCA Environmental Consultants
51 W. Dayton Street
Pasadena, CA 91105

***P9. Date Recorded:** August 1, 2018

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

SWCA Environmental Consultants. *Historical Resources Survey for the Matson Container Terminal, Port of Los Angeles, Los Angeles, California*. Prepared for CDM Smith, 2018.

***Attachments:** ☐NONE ■Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ■District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code: 6Z

Other Listings
Review Code | Reviewer | Date

***Resource Name or #:** Matson Container Terminal, Container Equipment Maintenance Building and Office Tower (Building E)

P1. Other Identifier: Container Equipment Maintenance Building and Office Tower (Building E)

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Torrance, CA. & Long Beach, CA **Date:** 1964 **T** 5S; **R** 13W; Unsectioned **;** SB **B.M.**

c. Address: 700 New Dock Street City: Los Angeles Zip: 90731

d. UTM: Zone: 11S; 384388.53 mE/ 3736196.50 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

On the 15.5-acre Matson Container Terminal site, the former **Container Equipment Maintenance Building and Office Tower** (Building E) is located north and slightly west of the In-Bound gate and is situated parallel to the south boundary.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

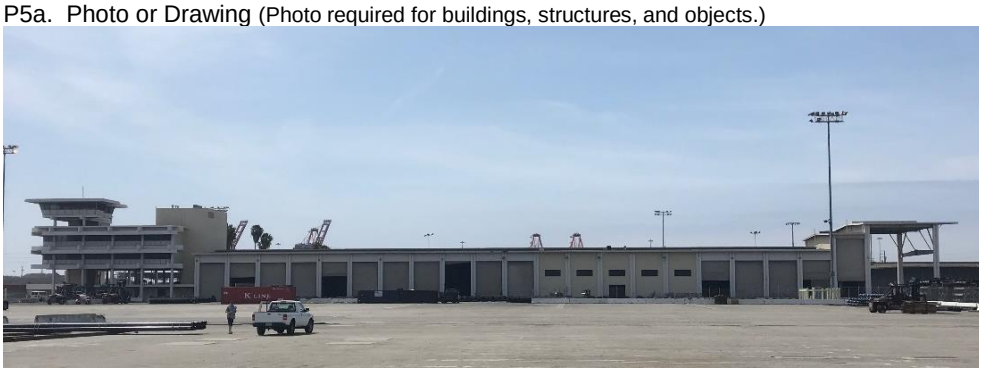
The Container Equipment Maintenance Building/Office Tower is a two- and five-story building constructed in 1970. It has a generally rectangular footprint and is oriented parallel to the property's south boundary, north of the Consolidated Freight Station and west of the Gate Office Building. The building is composed of two volumes. The west volume is a two-story Container Equipment Maintenance Building. The east volume is a five-story Office and Tower.

See Continuation Sheet

***P3b. Resource Attributes:** (List attributes and codes) HP7: 3+ Story commercial building

***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Storage Building (2), view south, July 16, 2018, #7537

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both 1970

***P7. Owner and Address:**
Los Angeles Harbor Department
425 S. Palos Verde Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Nelson White
SWCA Environmental Consultants
51 W. Dayton Street
Pasadena, CA 91105

***P9. Date Recorded:** August 1, 2018

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

SWCA Environmental Consultants. *Historical Resources Survey for the Matson Container Terminal, Port of Los Angeles, Los Angeles, California*. Prepared for CDM Smith, 2018.

***Attachments:** ☐NONE ■Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ■District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

PRIMARY RECORD

P1. Other Identifier: Consolidated Freight Station (Building F)

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Torrance, CA. & Long Beach, CA **Date:** 1964 **T** 5S; **R** 13W; Unsectioned **;** SB **B.M.**

c. Address: 700 New Dock Street City: Los Angeles Zip: 90731

d. UTM: Zone: 11S; 384381.01 mE/ 3736099.32 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

On the 15.5-acre Matson Container Terminal site, the former **Consolidated Freight Station** (Building F) is located north and slightly west of the In-Bound gate and is situated parallel to the south boundary.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Consolidated Freight Station is a two-story industrial building constructed in 1970. It is rectangular in plan and is situated adjacent to the property's south boundary. The building is clad in corrugated metal with fenestration consisting of 124 metal overhead vehicular doors featuring single, fixed, oval, inset windows. There are 62 of these doors evenly-spaced on the north façade and marked with odd numbers, 1 through 123, by metal overhead lettering; the remaining 62 are evenly-spaced on the south façade and marked with even numbers, 2 through 124.

See Continuation Sheet

***P3b. Resource Attributes:** (List attributes and codes) HP8: Industrial Building

***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Freight Station, view southwest, July 16, 2018, #7548.

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both
1970

***P7. Owner and Address:**
Los Angeles Harbor Department
425 S. Palos Verde Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Nelson White
SWCA Environmental Consultants
51 W. Dayton Street
Pasadena, CA 91105

***P9. Date Recorded:** August 1, 2018

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

SWCA Environmental Consultants. *Historical Resources Survey for the Matson Container Terminal, Port of Los Angeles, Los Angeles, California*. Prepared for CDM Smith, 2018.

***Attachments:** ☐NONE ■Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ■District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

PRIMARY RECORD

P1. Other Identifier: Guard House (Building H)

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** Los Angeles
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Torrance, CA. & Long Beach, CA **Date:** 1964 **T** 5S; **R** 13W; Unsectioned ; SB **B.M.**

c. Address: 700 New Dock Street City: Los Angeles Zip: 90731

d. UTM: Zone: 11S; 384554 mE/ 3736116 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

On the 15.5-acre Matson Container Terminal site, the former **Guard House** (Building H) is located at the In-Bound gate, just north of the south boundary.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Built in 1970 and located at the street in the middle of the entrance to the property, the small one-story guard house building is roughly square in plan (Figure 26). The building is metal-framed, with the lower portion of its exterior walls clad in plywood and the upper portion entirely finished with metal-framed windows. It is capped by a flat roof with broad eaves. Atop the roof is a triangular sign with Matson written in faded company font, among other text. The primary (south) façade features a pair of hung windows and a service counter. The west and east facades' sliding glass doors are partially filled in with wood. The north façade features additional windows.

Also built in 1970, and located a few feet south of the Guard House, the tapered flagpole is a single mast nautical flagpole with yardarm. A metal ball tops the pole.

***P3b. Resource Attributes:** (List attributes and codes) HP4: Ancillary Building

***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Guard House, July 16, 2018, #7570.

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both 1970

***P7. Owner and Address:**
Los Angeles Harbor Department
425 S. Palos Verde Street
San Pedro, CA 90733

***P8. Recorded by:** (Name, affiliation, and address)
Nelson White
SWCA Environmental Consultants
51 W. Dayton Street
Pasadena, CA 91105

***P9. Date Recorded:** August 1, 2018

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

SWCA Environmental Consultants. *Historical Resources Survey for the Matson Container Terminal, Port of Los Angeles, Los Angeles, California*. Prepared for CDM Smith, 2018.

***Attachments:** ☐NONE ■Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ■District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

***P3a.Description**

Gate Office Building (Building A) at the Matson Container Terminal, *continued…*

The south façade is asymmetrical with a pair of combination windows near center. To their right is a single wood slab door with a tempered glass window.

The west façade is asymmetrical. Creating a breezeway, the north end features a short concrete masonry unit wall consisting of square blocks set in a checkerboard pattern of alternating projecting units. The wall is topped by fixed glass panels. Behind the breezeway wall, the north end of the façade features a service countertop with a row of service windows alternating between fixed and single-hung. To their right are three pairs of service windows consisting of combination slider and fixed, each with an individual counter. The remainder of the façade features a pair of combination fixed and awning windows, three wood slab doors (one with a window), and a pair of combination fixed and slider windows.

The north façade is symmetrical and defined by a continuation of the breeze wall. At either end is a break in the wall providing access to another service countertop featuring a row of service windows alternating between fixed and single-hung.

The east façade is largely symmetrical with much of the façade hidden behind breeze walls. Only the center section is unenclosed. Behind both breeze walls is service countertop featuring a row of service windows alternating between fixed and single-hung.

The small second-story features identical east and west façades with symmetrical and evenly spaced awning windows set high in the wall. The north and south façades feature a single slab door at center.

Container Equipment Maintenance Building and Office Tower (Building E) at the Matson Container Terminal, *continued…*

Container Equipment Maintenance Building

The west volume, the Container Equipment Maintenance Building, features a concrete exoskeleton. The fenestration consists of aluminum-framed fixed windows and 32 metal, rolling, industrial doors. The volume is capped by a metal, two-level, low-pitched gable roof with short eaves and exposed metal rafters. The architectural description begins with the south façade, continues clockwise around the building to the west and north façades, and ends with the east façade.

The south façade of the west volume is asymmetrical, composed of 21 evenly-spaced bays divided by concrete pilasters, each featuring a single vertical recess at center (Figure 12). The five bays on the left are each filled by a roll-up door topped with a concrete frieze. The five bays in the middle are each filled by a blind wall composed of masonry units. The 11 bays on the right are the same as the first five bays on the left. The left-most bay is roughly 10 feet taller than the remainder of the volume and is capped by a higher roof level.

The west façade of the west volume is divided horizontally by a metal structural beam roughly two-thirds up the wall (Figure 13). The lower portion is infilled with masonry units and the upper portion appears to be clad in textured stucco. A ladder in the left half ascends vertically to a catwalk. There is a metal pedestrian door in the façade's right corner. The entire west façade of the building is covered by a canopy several feet taller than the remainder of the west volume. This canopy is supported by two additional concrete pilasters braced with a metal beam and is capped by a metal, low-pitched gable roof with exposed metal rafters, narrow eaves, and overhanging rakes on the west-most end.

The north façade of the west volume largely mirrors the south façade (Figure 14 and Figure 15). The five middle bays each feature a ribbon of three windows set high in the wall at center, and the central bay of these five features a ground-level opening.

Office Tower

The east volume of the building consists of a two-story Office Tower elevated on two-story posts, roughly four stories combined, with a control room on top. A narrow elevator core connects the west Container Equipment Maintenance Building with the east Office Tower. The Tower is defined by an exoskeleton consisting of concrete posts and beams. The posts are largely four-stories tall, square in cross-section, and regularly arranged five to a side around the south, east and north façades with an additional four within the Tower's interior. Supporting the third through fifth stories are rectangular beams that project beyond the building roughly 5 feet. On the third and fourth stories L-shaped concrete sunscreens hang from the beams on the south, north, and east façades and extend beyond the beams on either side by approximately 2 feet. The fenestration consists of aluminum-framed fixed windows above painted metal panels. The east façade features a staircase core within the Tower. The Office Tower is capped by flat roofs with eaves of varying widths. The architectural description begins with the south façade, continues clockwise around the building to the west and north façades, and ends with the east façade.

The primary entrance, accessed from the south façade, is within a structurally distinct, ground floor enclosure set within the two-story void of the Tower. The enclosure is one-story tall and clad in stucco. It is capped by a flat roof without eaves. It extends for approximately 50 feet to the right of the elevator core and is recessed approximately 20 feet from the south façade of the Tower. It then extends approximately an additional 25 feet to the right and recessed approximately 40 feet from the south façade of the Tower. The primary entrance is on the far left of the enclosure and is composed of glass-paneled metal double doors surrounded by a grid of five fixed transom and sidelight windows. The primary entrance is covered by a portico consisting of a horizontal awning supported on the left by the left-most post of the Tower and on the right by a one-story wall projecting approximately 20 feet from the enclosure. This portico features four recessed light fixtures in the awning and a brick-paved walkway. The remainder of the south façade of the ground floor enclosure is blind.

Above the ground-floor enclosure, the south façade of the Tower is asymmetrical. The elevator core to the left of the Tower is five-stories tall, clad in masonry units, and recessed roughly 20 feet from the south façades of the Tower and the Container Equipment Maintenance Building. An additional segment of the elevator core extends approximately 25 feet to the right onto the roof of the Tower and is recessed approximately 20 feet from the south façade of the main elevator core. There is a bronze building dedication plaque mounted on the ground-floor of the south façade …

***P3a.Description**

Container Equipment Maintenance Building and Office Tower (Building E) at the Matson Container Terminal, *continued…*

… of the elevator core to the left of the entryway. The bulk of the south façade of the Tower is arranged into four evenly-spaced bays divided by five posts. On the third and fourth stories the four bays of the Tower each feature a ribbon of five windows. The fourth story is capped by a flat roof with a shallow overhang of roughly 2 feet. The fifth story control room can be seen inset from the south façade by approximately 40 feet and is described on its own later. The staircase core is set within the two-story void of the Tower along the east façade. It extends two stories from the ground to the base of the third story, is clad in masonry units, is approximately 16 feet wide, and is recessed roughly 40 feet from the south façade of the Tower. There is a metal security turnstile in the space between the staircase core and the ground-floor enclosure.

The west façade of the Tower is mostly occupied by the elevator core. It is blind and largely obscured by the Container Equipment Maintenance Building.

The north façade of the Tower mostly mirrors the south façade, with the following exceptions. The third and fourth floors of the Tower both extend roughly an additional 5 feet to the left of the left-most post, filling this extension with an additional two windows per floor, and continuing the overall pattern of 5-foot overhanging beams. The stairway core is recessed roughly 20 feet from the north façade of the Tower. The ground-floor enclosure is evenly recessed roughly 5 feet from the Tower façade across the last three bays from the left. The ground-floor enclosure has an irregular fenestration pattern featuring, from left to right, one narrow floor-to-ceiling metal louvered vent, four wide transactional windows with short metal counters with built-in trays and metal speakers inset within the glass, one glass paneled metal door, one narrow transactional window, two wooden doors with metal transom panels, two fixed windows with painted metal panels above and below, and one wooden double door with two metal transom grills. The elevator core is uniformly recessed roughly 20 feet from the Tower façade, including the roof segment.

The east façade of the Tower is asymmetrical and is arranged into four unevenly-spaced bays divided by five posts. The left two bays are evenly spaced occupying one-half of the façade and they each feature a ribbon of four windows on the third and fourth stories. The right-most bay is roughly 3 feet wider than the first two bays and features a ribbon of five windows on the third and fourth stories projecting from the façade roughly 6 feet, forming bay windows with an additional two windows per floor on the south facing facets. The third bay from the left is roughly 3 feet narrower than the first two bays and is entirely filled by the stairway core, which is slightly recessed from the posts and beams. The stairway core features a firehose connection on the first floor and extends an additional half-story above the roofline of the Tower to partially fill the space beneath the control room. Sunshades extend over the windows of the first and second bays, as well as the south facet of the fourth bay. The sunshades do not extend beyond the left-most beam. The façade of the ground-floor enclosure within the space of the second bay from the left is blind and is recessed roughly 50 feet from the Tower façade. The façade of the ground-floor enclosure within the space of the right-most bay features a wood door to the left and is recessed roughly 25 feet from the Tower façade.

The control room is situated atop the Tower in the northeast corner. It is T-shaped with the top aligned to the north façade of the Tower. It is supported from beneath by a smaller, half-story extension of the Tower exoskeleton with two beams oriented north-south, each resting atop two posts. This extension is partially filled to the south with the top of the stairway core. The control room is laterally symmetrical along its north-south axis with regular fenestration of ribbons of rectangular windows in the center and trapezoidal, outwardly-flared windows at each end, all angled out at the top by roughly 30 degrees. The south façade has six windows, and the north façade has five windows. The east and west facades both have a ribbon of six windows on the south end and a bay window on the north end composed of two windows on the north-most facet and one window on the south-facing facet. The control room is capped by a flat roof with a broad overhang of roughly 5 feet.

Consolidated Freight Station (Building F) at the Matson Container Terminal, *continued…*

The building is capped by an uneven, metal, low-pitched gable roof. The roofline runs north of center and features a narrow translucent skylight the entire length. The roof features wide eaves, overhanging rakes, and exposed metal rafters. The architectural description begins with the south façade, continues clockwise around the building to the west and north façades, and ends with the east façade.

The south façade is largely symmetrical. The vehicular doors sit atop a concrete foundation rising a few feet above grade. Metal loading ramps are set into the concrete below each door and are flanked on either side by tire-tread bumpers. The concrete also features sets of three recessed steps between every other loading ramp. Near the center of the façade are three metal-framed groupings of fenestration, each situated above two vehicular doors, reflecting an internal second story. These groupings consist of painted metal panels, metal vents, aluminum-framed fixed windows, and aluminum-framed single-hung combination fixed windows above with awning windows below. The left grouping has five windows, the center has six windows, and the right has three windows and a vent. There are nine outward-shining light standards mounted along the eave at the end of every fourth rafter.

The west façade is asymmetrical with a single metal, roll-up, industrial door roughly in center and a single metal pedestrian door in the right corner. The remainder of the façade is obscured by two shipping containers and was not visible during the inspection.

The north façade is largely symmetrical and features a single pedestrian door between vehicular doors 29 and 32. The vehicular doors sit at grade with metal lifts set into the concrete pavement in front of each door. Outward-shining light standards are mounted along the eave at the end of every fourth rafter, downward-shining lights are mounted under the eave between each rafter, and exposed-bulb wall sconces on either side of every vehicular door.

The east façade is blind with just the metal exterior wall.

Figure 2. Site Map of Subject Property.

Figure 3. Historical aerial view of the Matson Container Terminal, view southwest, 1971 (Source: Port of Los Angeles).

Figure 4. Historical aerial image of the Matson Container Terminal, view southwest, 1982 (Source: Port of Los Angeles).

Table 1. Buildings on the Matson Container Terminal Subject Property.

Building	Date Constructed	Name	Resource Description
Building A	1970	Gate Office Building	Two-story commercial building (office)
Building B	1979	Out-Bound Canopy and Gate House	Vehicular structure and gate house
Building C	1979	Pre-Check Building	Two-story commercial building
Building D	1979	In-Bound Canopy and Gate House	Vehicular structure and gate house
Building E	1970	Container Equipment Maintenance Building and Office Tower	Industrial and administrative building
Building F	1970	Consolidated Freight Station	Industrial bulding
Building G	1979	Wharf Office	Two-story administrative building
Building H	1970	Guard House	One-story Guard House