Draft Initial Study/Negative Declaration
Avalon Freight Services

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

THE PORT OF LOS ANGELES

October 2014

Avalon Freight Services Relocation Project

Draft Initial Study/Negative Declaration

APP No. 140307-025

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

October 2014

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INTRODUCTION

The Los Angeles Harbor Department (LAHD) has prepared this Draft Initial Study/Negative Declaration (IS/ND) to address the potential environmental effects of relocating Catalina Island freight operations from Berth 184 in Wilmington to Berth 95 in San Pedro (proposed Project). Shifting freight operations necessitates some waterside and landside improvements to Berth 95; which is the existing Catalina Express passenger terminal located at 470 East Swinford Avenue in San Pedro. This property, as well as Berth 184 in Wilmington, are both located in the Port of Los Angeles and owned by the LAHD.

The proposed Project is a joint venture between Catalina Express and Harley Marine Services to be known hereafter as Avalon Freight Services, LLC. Catalina Express is the passenger transport service between Catalina Island and San Pedro, California. Catalina Express has been operating since 1981 with five departures daily out of San Pedro and seven departures on Saturdays during summer months. Harley Marine Services has been operating throughout the United States since 1987 in the areas of petroleum transport, tank storage, ship assist, escort and rescue and towing services.

A lease amendment between Avalon Freight Services and the Port of Los Angeles will be part of this proposed Project as new parcels will be acquired to accommodate the new warehouse/office space and additional parking needs. Parcels being considered are all within Berth 95 approximately 1,200 feet from the existing Catalina Express terminal. Passenger transport service will continue as usual from this location with no changes or site modifications proposed to these operations.

New operational components of the proposed Project include the addition of freight via barge and tug boat or landing craft out of Berth 95 to Pebbly Beach, Catalina Island. The freight component, in addition to the relocation of Catalina Express' temporary corporate office from Long Beach to Berth 95, necessitates the construction of a 20,000-square foot, two-story office/warehouse facility at the current passenger parking lot of the Catalina Express terminal.

Waterside improvements would be necessary to accommodate one new barge and tug boat, and one new landing craft. The waterside improvements include the installation of approximately 22 pilings to secure three new floats as well as some minor modifications to the existing boat launch ramp.

Operationally, it is anticipated that only one (1) round-trip barge or landing craft trip would be required per day for the freight operation. This daily trip is not new to Catalina Island; but rather, a shifting of the departure location from Berth 184 to Berth 95. The proposed new contract between Avalon Freight Services and the Santa Catalina Island Company is for ten years with two, five-year extension options.

1.1 CEQA PROCESS

LAHD has determined that an IS/ND is the appropriate level of environmental documentation for this Project. An IS/ND is prepared when no significant impacts are anticipated or if the potential impact can be reduced to a level of insignificance through project revisions. This document has been prepared in accordance with CEQA, Public Resources Code Section 21000 *et seq*. and the State CEQA Guidelines,

California Code of Regulations (CCR) Section 15000 *et seq*. One of the main objectives of CEQA is to disclose to the public and decision-makers the potential environmental effects of proposed activities. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. This IS/ND includes a discussion of the proposed Project's effects on the existing environment, including the identification of avoidance and minimization measures. This document is an IS/ND because there are no impacts associated with the proposed Project that must be mitigated in order to be below significance thresholds.

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. LAHD has prepared an environmental document that complies with CEQA. LAHD will consider the information in this document when determining whether to approve the proposed Project, including whether to issue a Coastal Development Permit and/or enter a Lease Agreement for the new parcels to be used for the freight operations.

The preparation of initial studies is guided by Section 15063 of the State CEQA Guidelines, whereas Sections 15070–15075 guide the process for the preparation of a Negative Declaration or Mitigated Negative Declaration. Where appropriate and supportive to an understanding of the issues, reference will be made to the statute, the State CEQA Guidelines, or appropriate case law.

This IS/ND meets CEQA content requirements by including a project description; a description of the environmental setting; potential environmental impacts; discussion of consistency with plans and policies; and names of the document preparers.

In accordance with the CEQA statutes and Guidelines, this IS/ND is being circulated for a period of 30 days for public review and comment. The public review period for this IS/ND is scheduled to begin on October 23, 2014, and will conclude on November 22, 2014. The IS/ND has specifically been distributed to interested or involved public agencies, organizations, and private individuals for review. The IS/ND has been made available for general public review online at the Port of Los Angeles website at http://www.portoflosangeles.org; at Los Angeles Harbor Department Environmental Management Division at 425 S. Palos Verdes Street, 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.

Approximately 100 notices were also sent to nearby residents, stakeholders, local and state agencies and neighboring port tenants.

During this 30-day public review period, the public has an opportunity to provide written comments on the information contained within this IS/ND. The public comments on the IS/ND and responses to public comments will be included in the record and considered by LAHD during deliberation as to whether necessary approvals should be granted for the proposed Project. A project will only be approved when

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."

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 prior to the end of the 30-day public review period and must be postmarked by November 22, 2014. Please submit written comments to:

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

Written comments may also be sent via email to ceqacomments@portla.org. Comments sent via email should include the project title in the subject line and a valid mailing address in the email.

For additional information, please contact the LAHD Environmental Management Division at (310) 732-3675.

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. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. This document is an IS/ND because there are no impacts associated with the proposed Project that must be mitigated in order to be below significance thresholds.

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. Given that this is an IS/ND, 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). Given that this is an IS/ND, no impacts were identified that fall into this category.

***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, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the proposed project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2.0 PROJECT DESCRIPTION

2.1 BACKGROUND

The Port of Los Angeles offers passenger transport services between mainland Los Angeles and Santa Catalina Island operated by Catalina Express at Berth 95. Passengers leave San Pedro out of Berth 95 and travel approximately 22 miles to Catalina Island where they dock in either Avalon or Two Harbors. Catalina Express began its operations in 1981 with one, 60-passenger vessel. Since then, more than 17 million passengers have traveled to Catalina Island on board one of the Catalina Express vessels. Today, the fleet consists of eight high-speed vessels including four catamarans that offer up to 30 round trips daily from the following three Southern California ports: San Pedro, Long Beach and Dana Point. During peak summer months, there are five departures daily out of San Pedro and seven departures on Saturdays.

There are approximately 4,100 permanent residents on Catalina Island. In addition, there are numerous restaurants, shops, fueling stations, rental facilities and tourist destinations that rely on daily freight movement. Freight shipping occurs daily between Catalina Island and the Port of Los Angeles via the Catalina Freight Company that operates at Berth 184 in Wilmington, California. The freight is loaded in Wilmington and delivered to Pebbly Beach, Avalon, with approximately one round trip daily via barge and tug boat. Berth 184 is also part of the Port of Los Angeles and is located approximately four miles from Berth 95 where passenger transport operations currently occur. Catalina Freight Company is the sole provider of these freight shipping operations and has maintained this contract with the Santa Catalina Island Company for approximately forty years.

In November 2012, the Santa Catalina Island Company released a Request for Proposals for a new contractor (or extension to the existing contract) which would begin April 2016 related to freight operations only. Three proposals were received and ultimately, Catalina Express in conjunction with Harley Marine Services was awarded the contract. The proposed contract will be executed as a joint venture between the two parties and will be known as Avalon Freight Services. Avalon Freight Services will operate out of Berth 95 in San Pedro along with Catalina Express' existing passenger transport services operations.

The current lease agreement with Catalina Express does not include the parking lot area at Berth 95. Catalina Express is currently given permission for its passengers to utilize the parking facilities without an explicit lease. With the construction of the warehouse within the existing parking lot, it becomes necessary to amend the lease agreement to include the parcel(s) associated with the proposed warehouse site. Figure 2-1 depicts the proposed project site. The yellow shaded area represents the area in lease negotiations between the Port of Los Angeles and Avalon Freight Services.

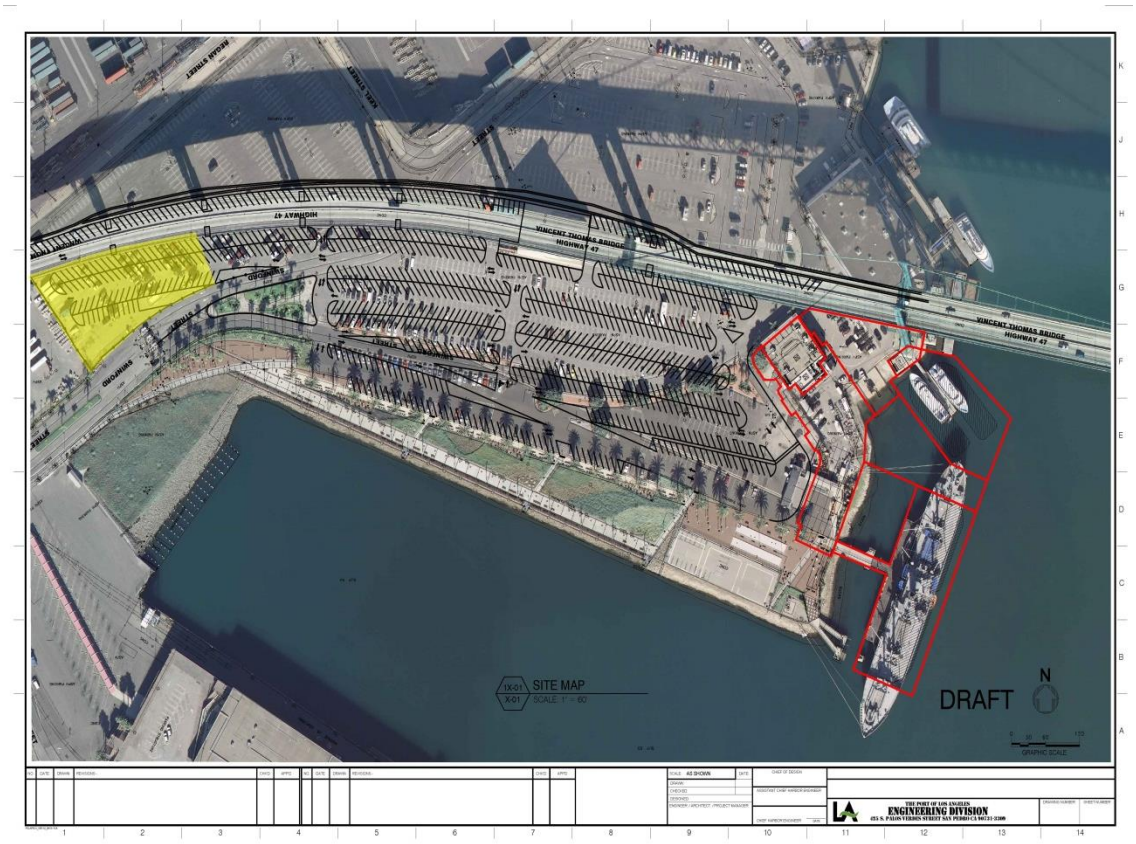

Figure 2-1
Berth 95 with Proposed Lease Parcel(s)

The proposed new contract between Avalon Freight Services and the Santa Catalina Island Company is for ten years with two, five-year extension options. After April 1, 2016, Catalina Freight Company will no longer transport any freight to Catalina Island. Operations will shift to Avalon Freight Services and be relocated to Berth 95 where freight operations will continue in a manner similar to that being conducted at Berth 184. The proposed Project does not represent an increase in operations; but rather, a shifting from one location to another.

Any future use and change in operations at Berth 184 is unknown at this time and is not considered part of the proposed Project. Separate environmental review and approval would be required if and when a future use is identified at that location. Please see Figure 2-2 for the locations of the existing and proposed sites.

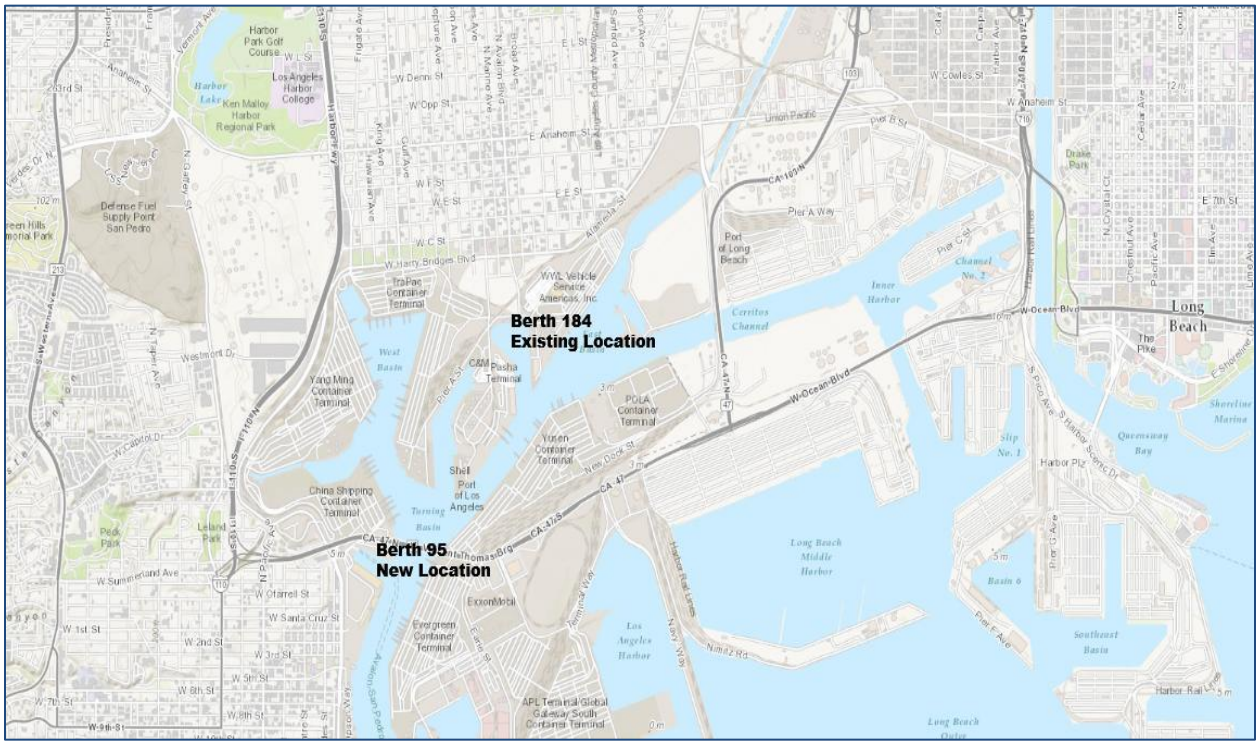

Figure 2-2
Existing and Proposed Locations of Freight Operations to Catalina Island Within the Port of Los Angeles

2.2 CONSTRUCTION IMPROVEMENTS AT BERTH 95

Site improvements will occur at Berth 95 and backlands in order to accommodate the freight operations that are being relocated to the Berth 95 area. A new two-story office/warehouse facility, measuring approximately 20,000 square feet, will be constructed in the existing passenger parking lot between Swinford Street and Reagan Avenue, south of the Vincent Thomas Bridge. The proposed new office/warehouse facility is approximately 1,200 feet away from the existing Catalina Express passenger terminal building. The warehouse site was selected in order to allow for the preservation of critical parking spaces near the passenger terminal and to allow freight deliveries to use Reagan Street for drop offs instead of Swinford Street, which is the entrance that Catalina Express passengers use.

The 20,000 square foot two-story facility will be constructed of concrete block at a dock high level to allow for loading and unloading on the 10,000 square-foot first floor warehouse area. The ground floor warehouse area will have an approximate 700-square foot office area and six loading doors. One of the loading doors will serve as a forklift ramp as well. There will be two, electrical plug-ins for refrigeration containers in addition to an above grade truck scale in the yard area.

The proposed Project includes minor waterside improvements to accommodate the new vessels. Both the barge and the landing craft will have ramps that will be used to load and unload the cargo. The existing concrete ramp needs minor repairs in the form of removing the 6" side curbs that currently prevent wider vessels from safe mooring.

The proposed project also includes the installation of approximately twenty-two new pilings in the water. Two pilings will be concrete and used to secure three new floats, which will be secured to the existing piles located at the base of the Vincent Thomas Bridge. (If stability issues are discovered prior to project construction, all pilings will be concrete although that is not anticipated at this time.) The remaining 20 pilings would be configured to provide four dolphins with five wood pilings each to secure the two new vessels. The pilings will be 80' long and 20" in diameter. An existing old wood float will be replaced with a new fiberglass float and two additional fiberglass floats will be installed.

Permit conditions will be issued by the U.S. Army Corps (US ACE) and the Regional Water Quality Control Board (RWQCB) as well as through LAHD and the City of Los Angeles as part of project approval. Permit conditions include all feasible Best Management Practices for landside and waterside construction and operation. These BMPs and/or permit conditions are discussed under their respective environmental category found in Section 4.0.

Other minor site improvements include relocating the current transformer, re-striping the parking lot to safely route the freight and accommodate the parking spaces foregone from the new facility and relocating some current parts/boat storage at the site.

Construction is anticipated to begin in early 2015 and estimated to take approximately six months for the warehouse construction and three months for the waterside improvements. It is not known at this time whether construction activities will be concurrent. Therefore, as a worst-case analysis, all equipment and potential environmental impacts have been evaluated as if improvements were being conducted concurrently.

2.3 OPERATIONAL CHANGES AT BERTH 95

Freight operations will begin April 1, 2016, to coincide with the start of the contract with Santa Catalina Island Company. This contract is for ten years beginning April 1, 2016, with the option of two, five-year extensions. For the purpose of this analysis, operations for the proposed Project will be based on a maximum duration of 20 years from 2016 to 2036.

Beginning April 1, 2016, freight will be dropped off to the new warehouse on Swinford Street via personal vehicles and/or commercial delivery trucks where it may be held in the warehouse prior to loading onto the barge or landing craft. Unloaded freight from Catalina Island will also use the warehouse for temporary storage as necessary prior to customer pick up. Freight will be accepted Monday through Saturday between the hours of 8 a.m. and 5 p.m. Freight drop offs will enter Berth 95 via Regan Street; which is paved and equipped to handle vehicular traffic. A security gate with card

access and voice communication to the office will be installed at both the entrance and exit of the freight facility yard.

Vessel trips will occur no more than once per day out of Berth 95 where unloading/loading on Catalina Island will occur in Pebbly Beach, just north of Avalon or at one of Catalina Island's campgrounds. Operations will utilize either the barge and tug boat or the landing craft depending upon where the vessel is docking (i.e., Pebbly Beach or the campgrounds). The two vessels will not be used on the same day. In addition, these vessel trips are not new trips to Catalina Island; but rather, a shifting of current operations from Berth 184 in Wilmington to Berth 95 in San Pedro.

Freight will be loaded into the warehouse using two electric forklifts. Freight will be loaded onto the barge or landing craft using a utility tractor rig (UTR). Freight operational employees will typically consist of five warehouse/office employees and five crew members on the vessel.

Catalina Express' passenger transport activities will not change nor will any employees be added to these operations other than the warehouse/office staff and crew members described above. Currently, Catalina Express has their corporate offices as well as a call center/reservation department operating out of Long Beach, CA. These employees were working in San Pedro until they were displaced in 2012 and were then required to lease 13,500 square feet for their corporate offices and call center/reservation departments. There are approximately forty full-time employees and fifteen seasonal workers that will return to San Pedro and occupy the second floor of the new facility as part of the proposed project. These are not new Catalina Express employees; but rather, existing employees that were displaced and that will return to San Pedro to operate out of the second floor of the warehouse.

Waterside operations will consist of two, U.S. Coast Guard certified vessels, one barge and tug boat and one landing craft. The barge measures 150 feet long with a beam of 50 feet. The tug measures 61 feet in length with a horsepower rating of 1500. The proposed landing craft vessel is 150 feet in length with a beam of 50 feet. These are estimates of the vessel types that will be used for the purpose of this analysis. Again, it should be noted that currently, a barge and tug boat travel to and from Catalina Island on a daily basis. The vessel trips being described herein are not new to Catalina; they are a shift from one contractor in Wilmington to another contractor in San Pedro.

Table 2-1
Summary of Project Components

Project Element	Description
Shift freight logistics operations to Berth 95	Freight operations currently occurring at Berth 184 in Wilmington will shift to Berth 95 in San Pedro.
Construction of two-story 20,000 square foot warehouse/office space at Berth 95	Warehouse/office space is necessary to house freight prior to being transported to Catalina. Office space will allow for the relocation of Catalina Express employees previously displaced and currently leasing space in Long Beach.
The installation of approximately 22 pilings on the waterside	The pilings are necessary to secure three (3) new floats and the new vessels needed at the site.
Waterside improvements to the existing boat launch ramp	Minor improvements to the existing boat launch ramp are necessary to allow for the new wider vessels. Improvements include removing the 6" side curbs that currently prevent wider vessels from safe mooring.
Three new operational marine vessels	A landing craft, barge and tug boat will be added to the fleet at Berth 95 to accommodate the freight operations.
New landside operational equipment	Freight operations will necessitate the use of two electric forklifts and one utility tractor rig (UTR).
Minor improvements to Reagan Avenue	Reagan Avenue will be used at the entrance and exit to drop off freight. Security fencing will be installed at this location.
Minor parking lot improvements	The existing parking lot will be re-striped for maximum parking efficiency and to allow for the safe transport of freight from the warehouse to the loading dock.

2.4 PROJECT LOCATION

The LAHD operates the Port of Los Angeles under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Section 601; California Tidelands Trust Act of 1911) and the California Coastal Act (PRC Division 20 Section 30700 *et seq*.) which identify the Port and its facilities as a primary economic and coastal resource of the State of California and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries and Harbor operations. Activities should be water dependent and give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce. The LAHD is chartered to develop and operate the Port to benefit maritime uses and it functions as a landlord by leasing Port properties to more than 300 tenants.

2.4.1 Regional Setting

The Port of Los Angeles (Port) is located at the southernmost portion of the City of Los Angeles and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is approximately 23 miles south of downtown Los Angeles and is surrounded by the

community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. Figure 2-2, *Location of Berth 95 within the Port of Los Angeles*, shows the regional location and depicts the location of the Project site.

The Port is an area of mixed uses, supporting various maritime-related activities. Port operations are predominantly centered on shipping activities, including containerized, break-bulk, dry-bulk, liquid-bulk, and auto. In addition to the large shipping industry at the Port, the Port also supports a cruise ship industry and a commercial fishing fleet. The Port also accommodates boat repair yards and provides slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants, primarily along the west side of the Main Channel. It also accommodates 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.

2.4.2 Project Setting

Berth 95 is located in the northern portion of the Main Channel of the Port of Los Angeles in San Pedro, and immediately south of the Vincent Thomas Bridge/SR-47 Freeway. The site is bounded by the China Shipping Container Terminal facility, Harbor Boulevard, the Los Angeles World Cruise Center, and the Main Channel. Other surrounding landside and waterside infrastructure include the Vincent Thomas Bridge/I-47 Freeway, which spans above the Project site, and the Evergreen Container Terminal across the Main Channel.

Landside access to and from the proposed Project site is provided by a network of freeways and arterial routes. The freeway network consists of the Harbor Freeway (Interstate [I]-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), the Terminal Island Freeway (State Route [SR]-103), and Seaside Avenue/Ocean Boulevard (SR-47). The proposed Project is located immediately off the Harbor Freeway at Harbor Boulevard. Upon exiting Harbor Boulevard, the Catalina Express Freight warehouse will be located between Swinford Avenue and Regan Street approximately 150 yards from the freeway exit. A portion of the Project site is located under the Vincent Thomas Bridge.

Location of Berth 95 at the Port of Los Angeles
Figure 2-3

2.5 LAND USE AND ZONING

Berth 95 is located in Planning Area 1 pursuant to the Port Master Plan that was adopted in August 2013. Planning Area 1 encompasses the San Pedro Waterfront, from the breakwater to the Vincent Thomas Bridge along the western boundary of the Port. The area extends from Berths 19 to 95 and includes cruise operations, institutional uses and recreational activities. Planning Area 1 emphasizes waterfront access through a waterfront promenade, parks, museums, academic uses and visitor-serving commercials uses and attractions (LAHD, 2013).

The proposed Project site is located at 470 East Swinford Street in San Pedro, CA. The site is identified as Los Angeles County Assessor's Parcel Number (APN) 7440024911 and is zoned for heavy industrial uses ([Q]M3-1) by the City of Los Angeles Zoning Ordinance (City of Los Angeles, 2014). As can be seen in Figure 2-4 below, the proposed warehouse location within Berth 95 will be between Swinford Street and Reagan Avenue, behind the existing Los Angeles Department of Water and Power facility.

Figure 2-4
Proposed Warehouse Location within Berth 95

2.6 CONSTRUCTION SCENARIO

Site improvements will occur at Berth 95 in order to accommodate the freight operations that are shifting to this location from Wilmington. A new 20,000 square foot warehouse will be constructed in the parking lot between Swinford Avenue and Regan Street almost immediately under the Vincent Thomas Bridge. The proposed new warehouse is approximately 1,200 feet away from the existing Catalina Terminal. This site was selected in order to allow for the preservation of critical parking spaces near the passenger terminal.

The warehouse will be constructed of concrete block on a raised platform to allow for loading and unloading. The portion of the 21,000 square foot parking lot where the warehouse will be constructed will be added to the tenant's lease as part of this project. The building will contain an office and a warehouse to house freight prior to being transported to or from Catalina Island. There will be four loading docks, parking, truck scale, weigh station, refrigeration services and access to ramp/dock loading facilities. Because the project site is in an area susceptible to liquefaction, concrete pilings will be included with the foundation to ensure structural support. Figure 2-5 is the proposed schematic of the new warehouse/office facility.

Figure 2-5
Draft Schematic of Proposed New Warehouse

The Board of Harbor Commissioners for the Port of Los Angeles approved a policy in 2003 requiring that all new City buildings of 7,500 square feet or more be designed to meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. Specifically, buildings of new construction that are 7,500 square feet or greater that are built for the purpose of operational support for a facility's marine uses will be designed to a minimum standard of LEED New Construction (NC) Gold. The LEED NC certification promotes improved practices in the following areas:

- Site Selection and development
- Water and energy use
- Environmentally preferred construction products, finishes and furnishings
- Waste stream management
- Indoor environmental quality
- Innovation in sustainable design and construction

LEED NC projects are given points for their sustainable choices related to the abovementioned categories. A LEED project achieves a gold certification by achieving at least 39 points for its design and construction. This policy by the LAHD will ensure that the new warehouse is designed and constructed in a manner that is as environmentally sound and efficient as practicable.

Waterside improvements consist of the installation of two concrete pilings, approximately twenty timber pilings and minor changes to the existing boat launch ramp to accommodate the new, wider vessels. Waterside improvements will take no more than three months for completion.

Construction activities will consist of no more than 20 construction workers for approximately six months on the landside and three months on the waterside. It is currently assumed that there will be overlapping construction activities at the landside and waterside so construction may be up to nine month. However, for the purposes of a worst-case analysis, all construction activities were evaluated concurrently.

Landside construction will be broken down into the following basic three phases: site preparation including the installation of concrete pilings to reinforce the building due to liquefaction; framing and construction of the building; and, landscape/paving. Necessary construction equipment includes tractors, loaders, work trucks, pile drivers and delivery trucks. A complete breakdown of equipment and assumptions contained herein regarding construction activities can be found in Section 4.3 – Air Quality.

2.7 ANTICIPATED 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 proposed Project is LAHD. Anticipated permits and approvals that may be required to implement the proposed Project are listed below:

- LAHD Coastal Development Permit
- LAHD Harbor Engineers Permit
- U.S. Army Corps of Engineers, Letter of Permission
- Section 401 Water Quality Certification, Regional Water Quality Control Board
- LAHD Lease Amendment
- City of Los Angeles Building Permit

3.0 INITIAL STUDY CHECKLIST

1.	**Project Title:**	Avalon Freight Services
2.	**Lead Agency:**	City of Los Angeles Harbor Department Environmental Management Division 425 S. Palos Verdes St. San Pedro, CA 90731
3.	**Contact Person:**	Tara Tisopulos, Project Manager, Environmental Management Division
4.	**Project Location:**	The proposed Project site is the current location of Catalina Express passenger terminal at Berth 95. Berth 95 is located in San Pedro, off of Harbor Boulevard at Swinford Avenue. The new warehouse being constructed as part of the Project will be located in the parking lot between Swinford Avenue and Regan Street approximately 1200 feet from the existing passenger terminal.
5.	**General Plan Designation:**	Port of Los Angeles (Commercial, Industrial/Non-Hazardous, General/Bulk Cargo)
6.	**Zoning:**	M3-1 – Heavy Industrial Uses; APN #7440024911
7.	**Description of Project:**	The City of Los Angeles Harbor Department (LAHD) is the lead agency under CEQA. The project is necessary to allow Avalon Freight Services to begin shipping freight from Berth 95 to Pebbly Beach, Avalon and various campgrounds on Catalina Island. Catalina Island freight is currently shipped out of Berth 184 in Wilmington which will cease once the proposed Project becomes operational. As such, the proposed Project operations are not new but are shifting from Wilmington to San Pedro, a distance of approximately four miles. A new warehouse will be constructed as a result of the proposed Project along with some in-water improvements. Any future use and change in operations at Berth 184 is unknown at this time and is not considered part of the proposed Project.
8.	**Surrounding Land Uses/Setting:**	The overall character of the surrounding area is primarily commercial and/or industrial. Berth 95 is located in the northern portion of the Main Channel of the Port of Los Angeles in San Pedro. The site is bounded by the China Shipping Container Terminal facility, Harbor Boulevard, the Los Angeles World Cruise Center, and the Main Channel. Other surrounding landside and waterside infrastructure include the Vincent Thomas Bridge/I-47 Freeway, which spans above the Project site, and the Evergreen container terminal across the Main Channel. Landside access to and from the proposed Project site is provided by a network of freeways and arterial routes. The freeway network consists of the Harbor Freeway (Interstate [I]-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), the Terminal Island Freeway (State Route [SR]-103), and Seaside Avenue/Ocean Boulevard (SR-47).

The proposed Project is located immediately off the Harbor Freeway at Harbor Boulevard. Upon existing Harbor Boulevard, the Catalina Express Freight Terminal will be located between Swinford Avenue and Reagan Street approximately 150 yards from the freeway exit. The site is located under the Vincent Thomas Bridge which also has an exit at Harbor Boulevard.

9. Other Public Agencies Whose Approval is Required:

- U.S. Army Corps of Engineers
- LAHD Permit to Use Port Property
- Coastal Development Permit
- City of Los Angeles, Department of Building and Safety Permits
- Section 401 Water Quality Certification – Regional Water Quality Control Board

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the proposed 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	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation and Traffic	☐ 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 EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Signature

10-17-14
Date

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

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*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 that 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. 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
c. Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production?				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 that, due to their location or nature, could result in conversion of Farmland, to non-agricultural 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?			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, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
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 CEQA Guidelines Section 15064.5?				X

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 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 formal cemeteries?				X
6. 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, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
c. Be located on a geologic 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
7. 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	
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
8. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the			X	

routine transport, use, or disposal of hazardous materials?				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			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 that 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
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
9. 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 that 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 that 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
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 the sea level rise?			X	
10. 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
11. 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
12. 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	
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
13. 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
14. 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
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X
15. 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 that might have an adverse physical effect on the environment?				X

16. 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 air 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
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
17. 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 stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
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 that 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	

18. 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 that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

4.0 IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS

The purpose of this section is to identify and evaluate key visual and aesthetic resources in the project area and to determine the degree of visual and aesthetic impacts that would be attributable to the proposed project.

Would the Project:

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

No Impact. The proposed Project site does not include any protected or designated scenic vistas. The proposed Project is located at Planning Area 1 – San Pedro, as designated in the Port Master Plan. Planning Area 1 encompasses the San Pedro Waterfront from the breakwater to the Vincent Thomas Bridge along the western boundary of the port. Planning Area 1 is approximately 413 acres and includes such land uses as cruise operations, institutional uses, commercial fishing, recreational boating, container terminal and dry bulk and break bulk operations.

The overall character of the surrounding area is mixed with public access to waterfront as well as a large container terminal. There are no known scenic vistas that exist nor would any potential scenic vistas be obstructed by the addition of a warehouse.

The proposed Project focuses all landside construction activities on an existing paved parking lot area adjacent to the current passenger terminal. A new warehouse would be constructed on the parking lot next to an existing electrical transformer structure. Any other waterside improvements will occur at Berth 95 where current passenger transportation operations are already occurring.

The warehouse will be located at the fence line of the China Shipping facility and Berth 95; almost immediately under the Vincent Thomas Bridge. The construction of the warehouse as part of the proposed Project would be consistent with the industrial/commercial landscape of the area. Therefore, there are no impacts related to scenic vistas that would occur as a result of the proposed project. No mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. Per the California Department of Transportation (Caltrans), the nearest officially designated state scenic highway is located approximately 34 miles north of the proposed Project (State Highway 2, from approximately 3 miles north of I-210 in La Cañada to the San Bernardino County Line). The nearest eligible state scenic highway is approximately 10 miles northeast of

the proposed Project site (State Highway 1, from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) (Caltrans 2011).

In addition to Caltrans' officially designated and eligible state scenic highways, the City of Los Angeles has city-designated scenic highways that are considered for local planning and development decisions. The proposed Project site is immediately under the Vincent Thomas Bridge in an existing parking lot and is not visible from any city-designated scenic highways. The structure is only two stories in height so there is no possibility of obstructing a view of the Vincent Thomas Bridge or surrounding area. There are no other scenic resources, such as trees, rock outcroppings, or historic buildings, within a scenic highway that could be affected by the proposed Project. The waterside changes also would not alter a scenic resource. Therefore, no impacts related to scenic resources within a state scenic highway would occur. No mitigation is required.

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

No Impact. The proposed Project predominately includes the construction of a new two-story warehouse building in an existing parking lot adjacent to the Catalina Express Terminal at Berth 95. The warehouse will be located under the Vincent Thomas Bridge next to the China Shipping Container terminal. The proposed Project site is zoned for heavy industrial uses (QM3-1) and is completely within LAHD property. The new freight-related operations at the project site would remain consistent with the industrial/commercial visual landscape and character of the area. In addition, the warehouse will be constructed almost immediately behind the existing LA DWP building which will serve to block the view of the structure from Harbor Boulevard.

The proposed Project is located along the main channel in a highly visible area that is frequented by tourists and/or passengers of the World Cruise Center or Catalina Express. As such, LAHD has a policy of providing a screen to shield the construction site from the surrounding community and visitors. This will be a required component of the project. As a result, there is no visual character that will be degraded with the addition of a warehouse on an existing parking lot. No mitigation is required.

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

Less than Significant. The proposed Project consists of the construction of a 20,000 square foot warehouse with office space for the short-term storage of freight before it is transported to or unloaded from Catalina Island at an existing industrial site at Berth 95. The site currently includes security lighting and general nighttime lighting on the property and parking lot. Any new lighting would be related strictly to the warehouse and affixed to the building for additional security purposes. There are no new street light fixtures proposed as a result of the project.

Further, freight delivery operations will be closed after 4 p.m. for delivery drop off and pick up so extensive evening lighting will not be necessary.

Sources of glare with the proposed project could include building windows on the second floor, light-colored building surfaces and possibly car windshields as they drop off freight. Sensitive receptors relative to daytime glare from reflected sunlight could include motorists traveling on the adjacent roadways and the parking lot. There are no nighttime glare sources identified as freight deliveries could only occur during daytime hours and no freight loading could occur in the dark. It is possible that the barge and/or landing craft could leave for Catalina in the nighttime but this involves minor vessel lighting not uncommon to this Main Channel location. Impacts to light and glare would be less than significant. No mitigation is required.

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

Less than significant. The proposed Project consists of the construction of a warehouse with office space in the parking lot of Berth 95 adjacent to the China Shipping Container Terminal facility and under the Vincent Thomas Bridge. The proposed Project would not create a new source of substantial shade or shadow that would adversely affect daytime views in the area. The proposed Project site is already situated in an area subject to shade and shadow based on its proximity to the bridge and other structures of similar industrial activities. The nearest sensitive receptors are across Harbor Boulevard south of the project site. The proposed Project would have less than significant impacts related to the creation of shade or shadows with less than significant impacts expected related to the potential obstruction of daytime views in the area. No mitigation is required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

The purpose of this section is to identify and evaluate agricultural and forestry resources in the proposed Project area and to determine the degree of impacts that would be attributable to the proposed Project.

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. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies categories of agricultural resources that are significant and therefore require special consideration. According to the Department of Conservation's Important Farmland Map, the project site is not located in an area designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. No farmland currently exists on or anywhere near the project site (California DOC, 2014). The project site is designated as a heavy industrial area by the City of Los Angeles. Therefore, no farmland would be converted to accommodate the proposed Project. No mitigation is required.

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

No Impact. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments, which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

The proposed Project site is identified as Los Angeles County Assessor's Parcel Number (APN) 7440024911 and is zoned for heavy industrial uses (M3-1) (City of Los Angeles, 2014). The proposed Project site is not located within a Prime Farmland designation, nor does it consist of more than 40 acres of Farmland. The proposed Project site is not within a Williamson Act contract. Thus, the proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. No impacts would occur and no mitigation is required.

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

No Impact. The proposed Project is located on fully developed land within LAHD property. The site does not contain any property designated as forest or timberland. The proposed Project site is zoned for industrial uses and is not in the vicinity of any forest or timberland. Further, the proposed Project would not result in a change in the use of the existing site or surrounding area.

Therefore, the proposed Project would not conflict with existing zoning or cause rezoning of forest or timberland. No impacts would occur and no mitigation is required.

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

No Impact. As discussed in the response to Question 4.2(c), the proposed Project site does not contain any forest land or property designated as forest land. Therefore, the proposed Project would not result in the loss of forest land, nor would it convert forest land to a non-forest use. No impacts would occur and no mitigation is required.

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. Please see the response provided in 4.2 (a) and (b).

4.3 AIR QUALITY

This section includes a description of existing air quality conditions in the proposed Project area and analyses of potential short-term air quality impacts of the proposed Project. The methods of analysis for construction, operational, local mobile source, odor, and toxic air contaminant (TAC) emissions are consistent with the guidelines of the South Coast Air Quality Management District (SCAQMD) and LAHD's standard air quality protocols.

Would the Project:

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

Less than Significant. The proposed Project is located within the South Coast Air Basin (Basin), which includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Due to the combined air pollution sources within the Basin and meteorological and geographical effects that limit dispersion of air pollution, the Basin can experience high air pollutant concentrations. The Basin is currently classified as an extreme nonattainment area for the 8-hour national ambient air quality standard (NAAQS) for ozone (O_3), and a nonattainment area for the NAAQS for particulate matter less than 2.5 microns ($PM_{2.5}$). On June 12, 2013, the U.S. Environmental Protection Agency (USEPA) redesignated the Basin as a maintenance area for the NAAQS for particulate matter less than 10 microns (PM_{10}). The Basin is classified as a maintenance area for the NAAQS for carbon monoxide (CO). The Basin is also classified as a nonattainment area for the California ambient air quality standards (CAAQS) for O_3, $PM_{2.5}$, and PM_{10}.

The SCAQMD is responsible for the development and implementation of air quality plans and programs. Air quality plans describe air pollution control strategies to be implemented within the Basin designed to attain and maintain the NAAQS and CAAQS in accordance with the requirements of the federal and California Clean Air Acts. The most recent AQMP was adopted on December 7, 2012 (SCAQMD, 2012). The 2012 AQMP proposes emission reduction strategies and provides a demonstration that the Basin would attain the federal $PM_{2.5}$ standard in 2014 with implementation of all feasible control strategies. The AQMP also includes specific additional control measures to implement the ozone strategy within the 2007 AQMP that are designed to achieve attainment of the 8-hour NAAQS by 2023. The additional measures are also designed to demonstrate attainment of the revoked 1-hour O3 NAAQS, which is required by the USEPA.

LAHD provides input to SCAQMD regarding its projected mobile source emissions, including truck trips that would be associated with the proposed Project. The proposed Project is a shifting of freight delivery operations from Berth 184 to Berth 95, a distance of approximately four miles. The proposed Project does not promote any new additional trips and may actually decrease vehicle miles traveled (VMT) by allowing Catalina Express passengers with freight to drop it at

the same site before boarding the passenger ferry to Catalina Island rather than making a separate trip to Berth 184. Therefore, the proposed Project would be consistent with the assumptions regarding land use and motor vehicle emissions within the 2012 AQMP and would not obstruct implementation of the plan. Short-term construction vehicles would be minimal and would be subject to the requirements of the San Pedro Bay Port's Clean Air Action Plan (CAAP), including the Port of Los Angeles' Clean Trucks Program.

Through its Port Leasing Policy, LAHD tenants are required to comply with environmental requirements included in lease agreements to meet the requirements of the CAAP. The new freight operations will be utilizing two electric forklifts to unload freight into the warehouse and one utility tractor rig (UTR) to load the barge and/or landing craft. The equipment will be required to meet the emission standards within the CAAP for Cargo-Handling Equipment (CHE) - (POLA 2013c). These requirements are consistent with the California Air Resources Board (CARB) Regulation for Mobile Cargo Handling Equipment at Ports and Intermodal Rail Yards, codified in Title 13 CCR Section 2479. The requirements are shown below:

- By the end of 2012, all pre-2007 on-road or pre-Tier 4 top picks, forklifts, reach stackers, rubber tired gantry (RTG) cranes, and straddle carriers <750 hp were required to meet, at a minimum, the USEPA 2007 on-road engine standards or Tier 4 off-road engine standards.
- By end of 2014, all CHE with engines >750 hp will meet, at a minimum, the USEPA Tier 4 off-road engine standards. Starting 2007 (until equipment is replaced with Tier 4), all CHE with engines >750 hp will be equipped with the cleanest available CARB VDECS.

The proposed Project would not conflict with or obstruct implementation of the AQMP. The CARB requirement would ensure compliance with the applicable CAAP measures. Based on the discussion provided above, the proposed Project would have less than significant impacts on applicable air quality plans or clean air programs. No mitigation is required.

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

Less than Significant Impact. The SCAQMD provides guidance on analysis of the air quality impacts of proposed projects in its CEQA Handbook (SCAQMD 1993). Table 4.3-1 shows the SCAQMD thresholds of significance for potential air quality impacts.

Table 4.3-1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds[a]		
Pollutant	Construction[b]	Operation[c]
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Proposed project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality Standards for Criteria Pollutants[d]		
NO_2 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average Annual average	 10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	 10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation)	
SO_2 1-hour average24-hour average	 0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	 25 µg/m^3 (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average Quarterly average	 1.5 µg/m^3 (state) 0.15 µg/m^3 (federal) 1.5 µg/m^3 (federal)	

[a] Source: SCAQMD CEQA Handbook (SCAQMD 1993)
[b] Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).
[c] For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.
[d] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[e] Ambient air quality threshold based on SCAQMD Rule 403.
KEY: lbs/day = pounds per day ppm = parts per million µg/m3 = microgram per cubic meter
≥ = greater than or equal to
Source: SCAQMD 2011

The SCAQMD has also developed Localized Significance Thresholds (LSTs) to assist CEQA lead agencies in analyzing localized air quality impacts from proposed projects (SCAQMD, 2009). LSTs were developed based on a calculation of the maximum emissions from a project that would not cause or contribute to a violation of the most stringent applicable federal or state

ambient air quality standard. Accordingly, the LSTs were derived based on the ambient concentration of pollutant versus distance to receptor for each source-receptor area within the Basin. LSTs have been developed for NOx, CO, and particulate matter (PM_{10} and $PM_{2.5}$). The SCAQMD has developed LST look-up tables that apply to projects with an area of 5 acres or less. The proposed Project site is approximately five acres so it is appropriate to use the Localized Significance Thresholds to evaluate ambient air quality impacts from the proposed Project construction activities.

Table 4.3-2
SCAQMD Air Quality Localized Significance Thresholds

Pollutant	ConstructionThreshold (lbs./day)	Operational Threshold (lbs/day)
NOx	222	222
CO	4,119	4,119
PM_{10}	88	21
$PM_{2.5}$	35	9
SCAQMD, *Final Localized Significance Threshold Methodology*, Tables C-1, C-2, C-4, and C-6 based on Source Receptor Area 3 (Southwest Coastal LA County), approximately 5 acres construction area, and more than 200 meters to nearest receptor.		

Construction

Less than Significant Impact. Construction emissions are short term and temporary in duration. Construction emissions are associated with activities at the site designed to upgrade the facility to accommodate the shifting of freight operations from Berth 184 to Berth 95, a distance of approximately four miles. Construction activities are limited to the construction of a new, two-story warehouse measuring no larger than 20,000 square feet; including office space on the second floor for administrative staff. Minor waterside improvements will also occur including the installation of new pilings and the modification of an existing boat launch ramp. The proposed Project will follow the *Sustainable Construction Guidelines* prepared by LAHD for reducing air emissions from all LAHD-sponsored construction projects (POLA, 2009).

Emissions associated with construction activities and vehicles were calculated using the CalEEMod Model, Version 2013.2.2 (CARB 2013). Default construction equipment, worker trips and truck trips are input based on the size of the building. However, the proposed Project has a lot of detailed information available regarding construction workers, construction equipment and phasing so these data have been included for better accuracy. In addition, the Project has been analyzed as if all construction activities were occurring simultaneously to reflect a conservative analysis. However, it is unlikely that all pieces of equipment and workers will be in use every day. Further, it is unlikely that waterside and landside construction would occur simultaneously. The model has also been run to include implementation of all CAAP

construction requirements, the Port's *Sustainable Construction Guidelines* and Clean Trucks Program and the requirements of SCAQMD Rule 403 for fugitive dust.

The CalEEMod Model outputs are provided in Appendix A. The model incorporates standard practices such as such as replacing ground cover, watering exposed areas and reducing wind speed on unpaved roads. These are common practices that are incorporated into all construction projects. They are not mitigation measures, but rather, are standard components of every project and will be adhered to with the proposed Project. Any references to "mitigation measures" found in the CalEEMod Model outputs (Appendix A) refer to standard practices; rather than actual mitigation measures.

Table 4.3-3 provides a summary of the emissions associated with proposed Project construction. As shown in Table 4.3-3, the peak daily emissions generated by all aspects of the proposed Project construction would not exceed any of the LST thresholds, nor would they exceed the SCAQMD daily significance thresholds. Accordingly, proposed Project construction would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and impacts would be less than significant. No mitigation is required.

Table 4.3-3
Daily Emissions from Construction of the Proposed Project

	Peak Daily Emissions, lbs/day					
Construction Activity	ROG	NOx	CO	SOx	PM10	PM2.5
Peak Daily Construction Impacts	2.9	58.1	48.7	0.1	22.9	5.7
Localized Significance Threshold	NA	222	4,119	NA	88	35
SCAQMD Daily Significance Threshold	75	100	550	150	150	55
Significance Threshold Exceeded	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

lbs/day = pounds per day
[a] Peak daily emissions calculated within CalEEMod as the maximum daily emissions, considering simultaneous construction activities.

Operations

Less than Significant Impact. Currently, freight operations are handled out of Berth 184 in Wilmington, approximately four miles away from the proposed Project site. Freight is dropped off via personal passenger vehicle or commercial truck where it is either stored or loaded onto a barge and delivered to Catalina Island. The same operational equipment such as forklifts and utility tractor rigs and marine vessels are being used at Berth 184 that would no longer be used after April 1, 2016, for Catalina deliveries as this would now be conducted by Avalon Freight Services out of Berth 95. Although the equipment is not additional equipment; but rather, a shifting of operations, this analysis still includes the operational emissions associated with the transfer of freight to Catalina Island including the new forklifts, vessels, utility tractor rig and

new worker trips. It should be noted that any future use and change in operations at Berth 184 is unknown at this time and is not considered part of the proposed Project.

Table 4.3-4 presents an analysis of existing operational emissions that will occur at Berth 95 beginning in April 2016 when Avalon Freight Services takes over freight operations to Catalina Island. As seen below, the analysis includes the exact vessels to be used as well as the hours of operation assumed including the use of the UTR for loading and unloading and travel time to Catalina Island.

As shown in Table 4.3-4, project operations would not violate any air quality standard or contribute substantially to an existing or predicted air quality violation. Impacts would be less than significant and no mitigation is required.

Table 4.3-4
Daily Emissions from Operation of the Proposed Project

	Peak Daily Emissions, lbs/day					
Operational Activity	ROG	NOx	CO	SOx	PM10	PM2.5
Peak Daily Operational Impacts	0.2	2.6	2.8	0.0	1.7	0.5
Localized Significance Threshold	NA	222	4,119	NA	21	9
SCAQMD Daily Significance Threshold	55	55	550	150	150	55
Significance Threshold Exceeded	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

lbs/day = pounds per day

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)?

As discussed under Question 4.3(a), the Basin is currently classified as an extreme nonattainment area for the 8-hour NAAQS for O_3, and a nonattainment area for $PM_{2.5}$. The Basin is also classified as a nonattainment area for the CAAQS for O_3, $PM_{2.5}$, and PM_{10}.

Construction

Less than Significant Impact. As discussed under Question 4.3(b), construction of the proposed Project would result in the temporary generation of O_3 precursors which are reactive organic gases (ROG) and NOx, and emissions of nonattainment pollutants $PM_{2.5}$ and PM_{10}. Based on the analysis, construction of the proposed Project would not result in emissions that exceed the LSTs or the SCAQMD's daily significance thresholds. Accordingly, construction activities associated with the proposed Project would not contribute to a cumulatively considerable air quality impact. No mitigation is required.

Operation

Less than Significant Impact. As discussed under Question 4.3(b), operational emissions would not exceed the SCAQMD's daily significance thresholds and are merely a shifting of operations from one location at the Port of Los Angeles to another. Accordingly, operational activities associated with the proposed Project would not contribute to a cumulatively considerable air quality impact. No mitigation is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, school, or convalescent facility where sensitive receptors could be exposed to substantial pollutant concentrations. Commercial and industrial facilities are not included in the definition of sensitive receptors because employees do not remain on-site for a full 24 hours, and are not considered sensitive.

The nearest sensitive receptors are located across Harbor Boulevard in San Pedro in an apartment complex approximately 200 meters from the proposed Project's warehouse location. These include properties zoned One-Family (R-1) and Restricted Density Multiple Dwelling (RD).

Impacts to sensitive receptors are evaluated in terms of the greatest potential for exposure to toxic air contaminants (TACs). Diesel particulate matter (DPM) is the most prevalent TAC that would be emitted from equipment used in the construction of the warehouse and from diesel-powered vehicles. DPM is considered to be a carcinogenic TAC, and is also considered to have the potential for adverse non-cancer health effects with chronic (i.e., long-term) exposure. According to SCAQMD methodology, health effects from carcinogenic TACs are usually described in terms of individual excess cancer risk based upon a lifetime of exposure, which is based on 70 years.

Construction activities would occur over a short-term period, anticipated to be approximately six months for warehouse construction. Waterside improvements would take approximately nin3e weeks but are not scheduled to overlap with landside construction. In addition, waterside

improvements are even farther away from the apartment complex. The construction period would be much lower than the 70-year exposure period for which carcinogenic risks are evaluated. Further, the proposed Project's emissions during construction would not exceed the SCAQMD's LSTs for PM_{10} and $PM_{2.5}$ during construction. The proposed Project would follow the *Sustainable Construction Guidelines* prepared by the LAHD for reducing air emissions from all LAHD-sponsored construction projects. The Guidelines require that all on-road heavy-duty diesel trucks with a gross vehicle weight of 19,500 pounds or greater used at LAHD would comply with the USEPA 2007 on-road emission standards for PM_{10} and NOx (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively). Furthermore, the Guidelines require that off-road construction equipment be equipped with engines that meet Tier 3 emission standards. The use of off-road heavy-duty diesel equipment for construction would be temporary and minimal in nature. Further, new operational equipment would consist solely of one utility tractor rig used approximately four hours/day as well as the new vessels which would not have to idle during loading or unloading of freight. As a result, the proposed Project would not expose sensitive receptors to substantial emissions of TACs. Impacts would be less than significant and no mitigation is required.

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

Construction

Less than Significant Impact. Construction activities associated with the proposed Project could result in emissions of odor compounds within diesel exhaust from heavy construction equipment operating on-site. As discussed under Question 4.2(d), the nearest sensitive receptors are located approximately 200 meters feet away from the Project's warehouse construction site across Swinford Street on Harbor Boulevard. The proposed Project involves the construction of a warehouse and minor waterside improvements at Berth 95. Construction activities associated with the proposed Project could result in emissions of odor compounds within diesel exhaust from heavy construction equipment operating on-site.

Due to the temporary nature of the construction activities and the distance to the nearest sensitive receptor, construction would not have the potential to create objectionable odors affecting a substantial number of people. Impacts would be less than significant, and no mitigation is required.

Operation

Less than Significant Impact. The SCAQMD identifies land uses associated with odor complaints, including agricultural operations, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies and fiberglass molding plants. The proposed Project is a freight storage and shipping facility and would not have the potential to generate objectionable odors due to operations. There will be no storage of any hazardous compounds that would have the potential to create objectionable odors and no

operational equipment other than one utility tractor rig (UTR) that would have any odor potential. The UTR would be used no more than four hours per day and will be located anywhere between 900 feet and 1200 feet from the nearest identified receptor as it loads and unloads freight from the barge and/or landing craft. The proposed Project is not an odor source (as defined by SCAQMD), therefore, the proposed Project would not result in significant odor impacts from operations. Impacts would be less than significant and no mitigation is required.

4.4 BIOLOGICAL RESOURCES

LAHD conducted biological baseline surveys of the Port area in 1988, 2000, and 2008. Several candidate, sensitive, or special-status species were identified in the Port area. The following description of biological resources incorporates information from the previous environmental documents, including information from the most recent surveys. The most recent comprehensive survey was completed in 2008. The 2008 survey studied adult and juvenile fish, ichthyoplankton, benthic invertebrates, riprap-associated organisms, kelp and macroalgae surface canopy, eelgrass, birth and various exotic species. The goal of the biological baseline surveys conducted in 1988, 2000, and 2008 was to provide quantitative information on the physical/chemical and biological conditions within the different marine habitats of both the POLA and the Port of Long Beach.

According to the biological baseline surveys, several candidate, sensitive, or special-status species have been identified in the Port area, which include adult and juvenile fish, ichthyoplankton, benthic invertebrates, riprap-associated organisms, kelp and macroalgae surface canopy, eelgrass, birds, and various exotic species. Two state and federally listed endangered species, the California least tern (*Sterna antillarum browni*) and the state-listed endangered American peregrine falcon (*Falco peregrinus anatum*) regularly use the harbor area (U.S.FWS, 2013). California least tern are a migratory species that nest at Pier 400 between April and September and forage within the shallow waters of the Port. Peregrine falcons have been known to nest on bridges within the Port. Additionally, several other migratory birds protected by the Migratory Bird Treaty Act (MBTA) are known to use the harbor area.

Landside improvements are being conducted on an existing paved parking lot at Berth 95 with no potential for any nesting or foraging to occur. The warehouse location is currently being used for vehicle parking. Further, there are no trees or potential habitats being removed as a result of the proposed Project.

Waterside improvements include the installation of approximately 22 pilings as well as minor improvements to an existing boat launch ramp. These improvements are being reviewed by the U.S. Army Corp of Engineering (USACE) for potential impacts to marine life. Permits issued by the USACE will include provisions mandatory to ensure that any identified marine plant and animal life experience minimal impacts as a result of the waterside improvements. There is no dredging and no filling associated with the proposed project nor are any existing pilings being removed. Waterside improvements are occurring at a site that already has vessel operational activity throughout the day at Berth 95 along with its neighboring berths as well as floating docks and existing timber and concrete pilings.

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. Berth 95 is located in the Main Channel, just south of the West Basin region. This area has no known kelp forest nor is it an area that is a protected refuge for the least tern. Further, eelgrass is not expected to be present although an eelgrass survey will be required as part of the permitting process prior to the commencement of any waterside improvements. Pursuant to the Caulerpa Control Protocol, a Caulerpa survey is required when disturbing activities occur in the water. A Caulerpa Survey will also be required as part of this permitting process.

The proposed Project is unlikely to affect listed, candidate, or special concern species through temporary increases in noise, vibration and turbidity due to pile driving, as well as the potential for displacement of individuals from the work area. No critical habitat for any federally listed species is present. No nesting habitat has been identified at or near the proposed Project site, although the area could potentially be used for foraging, resting on the water surface, or roosting on structures. Any special status species, present in the area would still be able to use other areas in the Main Channel or West Basin if construction activities caused them to avoid the work area temporarily. Thus, no individuals would be lost and their populations would not be significantly affected by short-term construction activities.

Underwater noise levels during pile driving could range from 177 to 220 dB at 33 feet depending on the material and size of the piles (Hastings and Popper, 2005). The majority of pilings involved in the proposed Project are expected to be timber; which are at the lower end of the noise levels. However, concrete pilings would be used if the area is not found to be stable enough to support timber. Sound pressure waves in the water caused by the pile driving could affect the hearing of marine mammals such as sea lions swimming in the Main Channel or West Basin. Observations during pile driving for the San Francisco-Oakland Bay Bridge showed that sea lions swam rapidly out of an area when piles were being driven (Caltrans 2001). Thus, even though sea lions are sometimes present in the Main Channel and West Basin, they would be expected to avoid areas where temporary sound pressure could affect them. No other protected or sensitive marine species normally occur in the Main Channel or West Basin area.

Project-related construction activities on land and water are temporary and would not result in a loss of individuals or habitat for rare, threatened, endangered, protected or species of special concern and sound pressure waves from construction activities in the water would not injure marine mammals. In addition, LAHD requires a Marine Mammal Monitor during construction if the project involves the installation of concrete pilings. This requirement is included in the Bid Specifications for the proposed Project. There are no new operational components occurring at the Project site that do not occur already in terms of vessel activity. Therefore, impacts to any special species or habitat would be less than significant. No mitigation is required.

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 US Fish and Wildlife Service?

No Impact. As discussed in Question 4.4(a) above, the proposed Project site is fully developed both for landside and waterside operations and does not contain riparian habitat. As such, no impacts to riparian habitat or a sensitive natural community would occur as a result of the proposed Project. No mitigation is required.

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. The proposed Project site does not contain any federally protected wetlands. The closest recognized saltwater wetland is located near the Cabrillo Marina approximately 2.5 miles from the Project site. The proposed Project would not affect any federally protected wetlands as defined by Section 404 of the CWA. No mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact. Los Angeles and Long Beach Harbors provide valuable habitat for foraging, resting, and breeding by numerous species of birds. Per the baseline surveys, over 100 avian species use the various habitats within the Ports seasonally, year-round, or during migration. A total of 96 species representing 30 families were observed within the Ports during the 2008 study. Of these species, 68 are dependent on marine habitats. Species numbers varied seasonally, with a greater variety of birds present in fall and winter and fewer species during summer, consistent with large-scale migratory patterns. Bird abundance was more variable and was attributed to differences in bird migratory patterns and nesting activities. Bird abundance along the Southern California coast typically follows a seasonal pattern, with the greatest numbers of individuals and species occurring during fall and winter. The highest numbers of birds were noted in the Long Beach West Basin and main shipping channel of Los Angeles Harbor, with counts being approximately an order of magnitude lower at small basin and channel zones at inner harbor locations.

The proposed Project site is an existing paved parking lot so it does not contain habitat suitable for wildlife species and is not used by native resident or migratory species for movement or nursery purposes. There are no trees on the site. Waterside construction activities would be temporary in nature. Two new vessels will be docked at Berth 95 in addition to the other vessels already operating out of this location. No migratory fish or birds would be impacted by these minor modifications to Berth 95 as they would still have access to the Main Channel, West Basin,

resting, foraging and feeding at this location. As such, impacts to the movement of wildlife species or the use of wildlife nursery sites would be less than significant as a result of the proposed Project.

Construction and operational activities on land and water would not interfere with wildlife movement/migration corridors that would diminish the chances for long-term survival of a species. The only defined migratory species in the Port are birds, which would not be adversely impacted by construction or operation of the proposed Project. Possible effects on fish species in the Port related to noise during construction would be temporary, lasting only a few days at a time and totaling no more than nine weeks. No barriers to wildlife passage would result from the operation of the project. Impacts would be less than significant and no mitigation is required.

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

No Impact. The only biological resources protected by City of Los Angeles ordinance pertain to certain tree species. A permit is required for removal or relocations of the following trees:

- Oak tree including valley oak (*Quercus lobata*)
- California live oak (*Quercus agrifolia*)
- Any other tree of the oak genus indigenous to California but excluding the scrub oak (*Quercus dumosa*)
- Southern California black walnut (*Juglans californica* var. *californica*)
- Western Sycamore (*Platanus racemosa*)
- California bay (*Umbellularia californica*).

The proposed Project site is located in a heavily industrial region of the City of Los Angeles. The Project site is entirely paved and requires no tree removal for project construction. As such, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would occur and no mitigation is required.

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. Habitat Conservations Plans (HCPs) are administered by the United States Fish and Wildlife Service (US FWS) and are intended to identify how impacts would be mitigated when a project impacted an endangered species (U.S. FWS, 2011). There are no HCPs currently in place at the Port of Los Angeles. The County of Los Angeles has established Significant Ecological Areas (SEAs) to preserve a variety of biological communities for public education, research, and other nondisruptive outdoor uses. The proposed Project is not located in a SEA. The closest SEA

is the CA Least tern nesting area at the southern tip of Pier 400, approximately two miles from the Project site.

The nearest Natural Community Conservation Plan (NCCP) to the proposed Project site, the Palos Verdes Peninsula Sub-Regional Plan, is located approximately six miles from the proposed site. Neither the proposed Project site nor any adjacent areas are included as part of an NCCP. No impact would occur and no mitigation is required.

4.5 CULTURAL RESOURCES

This section addresses potential impacts on cultural resources that could result from implementation of the proposed Project. Cultural resources customarily include archaeological resources, ethnographic resources, and those of the built environment (architectural resources). Though not specifically a cultural resource, paleontological resources (fossils predating human occupation) are also considered in this evaluation, as they are discussed in Appendix G of the State CEQA Guidelines (Environmental Checklist Form).

Regulatory Framework

CEQA provides a definition of what constitutes a cultural or historical resource. Cultural resources can include traces of prehistoric habitation and activities, historic-era sites and materials, and places used for traditional Native American observances or places with special cultural significance. In general, it is required to treat any trace of human activity more than 50 years in age as a potential cultural resource.

CEQA states that if a project would have significant impacts on important cultural resources, then alternative plans or mitigation measures must be considered. However, only significant cultural resources (termed "historical resources") need to be addressed. The CEQA Guidelines define a historical resource as a resource listed or eligible for listing on the California Register of Historical Resources (CRHR) (PRC Section 5024.1) (California State Parks, 2014).

Cultural resources in California are protected by a number of federal, state, and local regulations, statutes, and ordinances. The determination of CRHR significance of a resource is guided by specific legal context outlined in Sections 15064.5 (b), 21083.2, and 21084.1 of the Public Resources Code (PRC), and the CEQA Guidelines (CCR Title 14, Section 15064.5). A cultural resource may be eligible for listing in the CRHR if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage:
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region or method of construction or Represents the work of an important creative individual or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the above criteria, historical resources eligible for listing in the CRHR must retain enough of their historic character or appearance to be able to convey the reasons for their significance. Such integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association.

The CEQA Guidelines also require consideration of unique archaeological resources (Section 15064.5). As used in the PRC (Section 21083.2), the term "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Would the Project:

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

No Impact. There are no historic resources being altered, demolished or modified as a result of the proposed Project. The new warehouse will be located on an existing parking lot in an area underlain with man-made fill that is already paved and highly disturbed. There are no known historic resources at the site nor would any be disturbed or compromised as a result of the proposed Project. The proposed Project would have no impact on historical resources. No mitigation is required.

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

Less than significant impact. The proposed Project is located on an existing parking lot at Berth 95 in San Pedro. The site possesses no known unique geologic features. Further, no paleontological resources are known to exist in or around the project site. The footprint of the building will be no more than 10,000 square feet; which is a small area. However, because the building will be placed on a liquefaction site, pilings will be inserted below ground and under the foundation to add structural support. The pilings will be approximately 55 feet deep thereby creating ground disturbance at greater depths than would normally occur at a site with no known liquefaction.

There have been no sensitive paleontological resources recorded within the marine portion of the project area. The majority of the West Basin area was dredged in the early 1980s and then recently again for the Port's Channel Deepening Project. Additionally, extensive artificial fill has been placed over marine deposits within much of the West Basin area. Thus, there is very little

potential for the construction related to the new waterside pilings to encounter paleontological resources in the Main Channel or West Basin area.

Although impacts to unknown buried resources is remote given the high degree of previous disturbance and the site being underlain by man-made fill, archaeological or ethnographic cultural resources have been encountered throughout the Port in the past. The proposed 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 event an archaeological discovery is made. The Port's construction specifications require that if potentially significant cultural resources (50 years or older) are encountered during construction, construction in the area of the discovery shall immediately cease until authorized to resume by the Engineer. Once the find has been evaluated by a qualified archaeologist, (see 36 CFR 800.11.1 and California Code of Regulations Title 14, Section 15064.5 (f)) 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 or State Historic Resource Preservation Officer Guidelines. As such, the proposed Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to state CEQA Guidelines Section 15064.5. For the reasons discussed above, the proposed Project would have a less than significant impact to archaeological resources with adherence to applicable regulatory requirements. No mitigation measures are required.

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

Less than significant impact. As mentioned in 4.5 (b) above, the proposed Project is located on an existing parking lot at Berth 95. No paleontological resources are known to exist in this project area. The site is underlain with man-made fill and is already paved and highly disturbed. The footprint of the foundation is no more than 10,000 square feet which is a relatively small disturbed area.

The foundation of the warehouse is unique in that it will require pilings to be inserted below the foundation at a depth of 55' for structural stability. As such, there could be a potential for buried resources to be exposed during this process. Although highly unlikely, the proposed 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 event that archaeological or paleontological discovery is made.

Potential impacts to a unique paleontological resource or site or unique geologic feature are not anticipated from either the landside or waterside aspects of the proposed Project. Impacts would be less than significant and no mitigation is required.

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

No Impact. The proposed Project is located on area with man-made fill that has been highly developed over the years. The site is now a paved parking lot at Berth 95 for passenger vehicles. There are no human remains known to exist within the Port boundary. Activities associated with the proposed Project will occur at or near the surface within the footprint of previous construction activity and does not have the potential to disturb any human remains.

Discovery of human remains is governed by the California Health and Safety Code, and PRC Sections 5097.94 and 5097.98, and can fall within the jurisdiction of the Native American Heritage Commission (NAHC). Section 7052 of the Health and Safety Code establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives. Under Section 7050.5 of the Health and Safety Code If human remains are discovered no further excavation or disturbance at the site shall stop and the county coroner contacted. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

There are no potential impacts to the disruption of human remains as a result of the proposed Project. No mitigation is required.

4.6 GEOLOGY AND SOILS

This section describes the regional and local geologic and soil characteristics of the proposed Project area.

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.

Less than Significant Impact. Southern California is recognized as one of the most seismically actives areas in the United States. The region has experienced 52 major earthquakes of magnitude 6.0 or higher since 1796. The proposed Project site 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 proposed Project site is not located within the Palos Verdes fault zone nor is it located within the Alquist-Priolo Earthquake Fault Zone.

The proposed Project involves the construction of a new warehouse with the inclusion of 80' pilings under the structure for support. Construction of the building, including the installation of the pilings, will be conducted in compliance with the City of Los Angeles General Plan; which contains policies for the protection of geologic features and avoidance of geologic hazards. Local grading ordinances establish detailed procedures for excavation and earthwork. Further, City of Los Angeles Building Codes and building design standards for the Port establish requirements for construction of all aboveground structures (City of Los Angeles 2002b). Uniform Building Codes will also be used as the basis for seismic design. These codes are intended to limit the probability of occurrence and the severity of consequences from geologic hazards such as earthquakes. Necessary permits, plan checks, and inspections are also specified. The Los Angeles Municipal Code incorporates structure seismic requirements of the California Uniform Building Code which classifies most of coastal California in Seismic Zone 4; on a scale of 1-4. Four is considered the most severe. Project engineers will review the plans for compliance with appropriate standards and building codes.

Construction of the proposed Project includes strict building and safety components to minimize any impacts from the unlikely rupture of a fault zone. Therefore, construction and operation of the proposed Project would result in less than significant impacts related to the risk of surface rupture due to faulting. No mitigation is required.

ii) Strong seismic ground shaking?

Less than Significant Impact. Please see the response to 4.6 (a)(i) above. Compliance with existing regulations would minimize risk to ensure a less than significant impact. No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is defined as the transformation of a granular material from a solid state into a liquefied state as a consequence of increase pore pressure, which results in the loss of grain-to-grain contact. Seismic ground shaking is capable of providing the mechanism for liquefaction, usually in fine-grained, loose to medium dense, saturated sands and silts. The effects of liquefaction may be excessive if total and/or differential settlement of structures occurs on liquefiable soils. The proposed Project site has been identified by the City of Los Angeles General Plan Safety Element as being susceptible to liquefaction.

Knowing that the proposed Project site is susceptible to liquefaction, the project applicant enlisted the services of Earth Mechanics, Inc., to perform a liquefaction analysis on the site. The firm performed an analysis using boring and cone penetration testing. Based on the exploration data, the site was found to have substantial layers of liquefiable soils down 48 feet below existing ground surface. The total static and seismic settlement at the site is approximately 5.25 inches; which is beyond the permissible limit of 4 inches for the use of a standard mat foundation. As a result, the warehouse has been designed to include approximately seventy pilings installed under the foundation at a depth of greater than 5- feet to account for and exceed the 48' of liquefiable soils discovered at the site. These pilings will secure the foundation and ensure it is structurally sounds for a two-story concrete warehouse.

Because it was known that the site is subject to liquefaction, design elements have been incorporated to ensure building safety and stability. Impacts as a result of seismic ground failure or liquefaction are considered less than significant. No mitigation is required.

iv) Landslides?

No Impact. Landslides occur when masses of rock, earth, or debris move down a slope. Landslides are caused by disturbances in the natural stability of a slope. They can accompany heavy rains or follow droughts, earthquakes, or volcanic eruptions. Construction activities, such as grading, can accelerate landslide activity.

The proposed Project site is flat with no significant natural or graded slopes. According to the City of Los Angeles, Department of City Planning, Parcel Profile Report, the proposed Project site is not located within an area susceptible to landslides. The potential for seismically induced

landslides in the proposed Project site is considered remote. As such, no impacts would occur and no mitigation is required.

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

Less than Significant. Landside construction activities would be limited to the construction of a warehouse on an existing paved parking lot. To accommodate the building, an area of approximately 10,000 square feet will be graded for the foundation footprint. Minimal grading will be required as the area is flat from the paving. Pilings will be inserted into the graded surface to structure stability prior to pouring the foundation. In addition, the surrounding area, including the parking lot, is already paved and would not be disrupted as a result of the project. No soil will be left exposed upon completion of the building and there is no potential for a loss of topsoil as a result of the project.

Surface runoff water and drainage from the proposed Project site are directed toward the existing municipal storm drains and sewers. The proposed Project would not create new areas of impervious surface or generate new sources of runoff. The proposed Project cannot be constructed without obtaining a Building Permit through the City of Los Angeles along with project approval through Watershed Protection through the Los Angeles County Sanitation District. In addition, the project must comply with the city's Low Impact Development Ordinance (City of LA, 2012) which provides several different compliance options to permit applicants. Compliance with these regulations will reduce impacts to less than significant. No mitigation is required.

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. As discussed in the response to Question 4.6(a)(iii) and (iv) above, the proposed Project site is not located within an area susceptible to landslides. As discussed in Question 4.6(a)(iii), the proposed Project site is located in an area identified as being susceptible to liquefaction. Design standards have been incorporated into the warehouse/office to ensure the structural integrity of building at the site. Adherence to these requirements would result in less than significant impacts related to unstable geologic units or soils. No mitigation is required.

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?

Less than Significant Impact. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. Expansive soils may be present in the area around Berth 95. However, during the proposed

Project design phase, the project engineer will evaluate the expansion potential associated with onsite soils. The soil expansion potential would be evaluated through a site-specific geotechnical investigation, which includes subsurface soil sampling, laboratory analysis of samples collected to determine soil expansion potential. Recommendations of the engineer would be incorporated into the design specifications for the proposed Project consistent with the design modification made based on the liquefaction discovery. Procedures for handling any potential expansive soil include over excavation and replacement of expansive soil with nonexpansive soil; construction of post-tensioning concrete slabs that can accommodate movement of expansive soils; or, installation of concrete or steel foundation piles through the expansive prone soils to a depth of nonexpansive soils.

It is unknown at this time whether the warehouse will be located on a site susceptible to expansive soils. However, the building is already being constructed with concrete pilings to account for the liquefaction already known to be present at the site. Therefore, this design modification would address any potential adverse impacts due to soil expansion as well. Impacts from expansive soil would be less than significant. No mitigation is required.

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. Sewers are currently and would continue to be available to the proposed Project site for the disposal of wastewater and the use of septic tanks or other alternative wastewater disposal systems would not be necessary. Therefore, there are no impacts associated with the use of wastewater disposal systems. No mitigation is required.

4.7 GREENHOUSE GASES

This section includes a description of the potential effects of greenhouse gases (GHGs) and analyses of potential GHG emissions and impacts of the proposed Project. The methods of analysis for construction and operational emissions are consistent with the guidelines of the SCAQMD and LAHD's standard protocols.

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. A portion of the solar radiation that enters the atmosphere is absorbed by the surface of the earth and a portion of this energy is reflected back toward space as infrared radiation. This infrared radiation released from the earth that otherwise would escape back into space is instead absorbed or "trapped" by GHGs, resulting in a warming of the atmosphere.

GHGs occur in the atmosphere naturally or are emitted by human sources or are formed by secondary reactions in the atmosphere. The most common GHGs emitted from natural processes and human activities include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Examples of GHGs created and emitted primarily through human activities include fluorinated gases (hydro fluorocarbons and per fluorocarbons) and sulfur hexafluoride. Each GHG is assigned a global warming potential (GWP), which is the ability of a gas or aerosol to trap heat in the atmosphere. The GWP rating system is standardized to CO_2, which has a value of one. For example, CH_4 has a GWP of 21, which means that it has a global warming effect 21 times greater than CO_2 on an equal-mass basis. Total GHG emissions from a source are often reported as a CO_2 equivalent (CO_2e). The CO_2e is calculated by multiplying the emissions of each GHG by its GWP and adding the results together to produce a single, combined emission rate representing all GHGs.

The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year of CO_2e for industrial projects where SCAQMD is the lead agency. For the purpose of this IS/ND, this analysis used the SCAQMD GHG threshold identified above to evaluate proposed project GHG emissions under CEQA. Consistent with SCAQMD guidelines, construction emissions for the proposed Project are amortized over the life of the project (defined as 30 years), added to operational annual emissions, and then compared to this threshold. If estimated GHG emissions remain below this threshold, they would be expected to produce less than significant impacts to GHG levels.

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction

Less than Significant Impact. As discussed in Section 4.3, construction emissions are associated with the landside and waterside improvements at Berth 95 to accommodate the freight movement operations. Landside construction will occur at an existing paved parking lot where surrounding operational uses are all heavy-industrial. The proposed Project would follow the *Sustainable Construction Guidelines* prepared by LAHD for reducing air emissions from all LAHD-sponsored construction projects (POLA, 2009).

Construction GHG emissions were calculated using the CalEEMod Model, Version 2013.2.2 (please see Appendix A). Table 4.7-1 presents a summary of the construction emissions estimated for the proposed Project. As can be seen in Table 4.7-1, GHG emissions are below SCAQMD significance thresholds. Therefore, impacts from the proposed Project are less than significant and no mitigation is required.

Table 4.7-1
Total GHG Emissions from Construction of the Proposed Project

Construction Activity	CO_2	CH_4	N_2O	CO_2e[b]
	Total Emissions (Metric Tons/year[a])			
Total Emissions	661[d]	0.3	0	667
Amortized Emissions[c]				22.23
Significance Threshold				10,000
Exceed Significance Threshold				**NO**

Notes:

a) One metric ton equals 1,000 kilograms, 2,205 lbs, or 1.1 U.S. (short) tons.
b) CO2e = the carbon dioxide equivalent emissions of all GHGs combined. The carbon dioxide equivalent emission rate for each GHG represents the emission rate multiplied by its global warming potential (GWP). The GWPs are 1 for CO2; 21 for CH4; and 310 for N2O.
c) SCAQMD recommends amortizing construction emissions over a 30-year period to evaluate the contribution of construction to GHG emissions over the lifetime of the project.
d) GHG emissions from page 4 of 17 from CalEEMod run.

Operation

Less than Significant Impact. Operational activities associated with the proposed Project include the loading and unloading of freight using electric forklifts and one UTR. Operations are also associated with the vessel trips and worker vehicles, even though these vessels are not new trips to

Catalina. Rather, they are a shifting of trips from one Berth within the Port of Los Angeles to another Berth.

Table 4.7-2 presents a summary of operational emissions estimated for the proposed Project. As can be seen in Table 4.7-2, GHG emissions are below SCAQMD significances thresholds. Therefore, impacts are less than significant and no mitigation is required.

Table 4.7-2
Total GHG Emissions from Operational Activities

Operational Activity	CO_2	CH_4	N_2O	CO_2e[b]
	Total Emissions (Metric Tonnes/year[a])			
Total Annual Emissions[d]	150.46	0.06	0	151.79
Significance Threshold				10,000
Exceed Significance Threshold				NO

Notes:

a) One metric ton equals 1,000 kilograms, 2,205 lbs, or 1.1 U.S. (short) tons.
b) CO2e = the carbon dioxide equivalent emissions of all GHGs combined. The carbon dioxide equivalent emission rate for each GHG represents the emission rate multiplied by its global warming potential (GWP). The GWPs are 1 for CO2; 21 for CH4; and 310 for N2O.
c) SCAQMD recommends amortizing construction emissions over a 30-year period to evaluate the contribution of construction to GHG emissions over the lifetime of the project.
d) See air quality technical appendix for emission assumptions.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. Statewide GHG emissions must adhere to the requirements of Assembly Bill (AB) 32, first signed by Governor Arnold Schwarzenegger in 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions.

In May 2007, the City of Los Angeles Mayor's Office released the Green LA Plan, which is an action plan to lead the nation in fighting global warming. The Green LA Plan presents a citywide framework for confronting global climate change to create a cleaner, greener, sustainable Los Angeles. The Green LA Plan directs the Port to develop an individual Climate Action Plan, consistent with the goals of Green LA, to examine opportunities to reduce GHG emissions from Port operations. In accordance with this directive, LAHD prepared a Harbor Department Climate Action Plan that details GHG emissions related to municipally controlled Port activities (such as Port buildings and Port

workforce operations) and outlines current and proposed actions to reduce GHGs from these operations. The Port is a founding member of The Climate Registry (TCR). LAHD completed annual GHG emissions inventories for LAHD-controlled operations beginning in 2006, and they submitted annual GHG inventories for trucks, ships, and rail to TCR (formerly the California Climate Action Registry) beginning in 2008 for year 2006. LAHD is developing a Sustainability Plan in accordance with the Mayor's Office Directive that would incorporate Port environmental programs and reports, including the Port's Climate Action Plan.

As shown in Table 4.7-1 and 4.7-2, construction of the warehouse for Avalon Freight Services and associated operations would not result in significant GHG emissions. Thus, the proposed Project would not conflict with AB 32, Executive Directive No. 10, the City of Los Angeles Green LA Plan, or the Port's Climate Action Plan. Accordingly impacts would be less than significant. No mitigation is required.

4.8 HAZARDS AND HAZARDOUS MATERIALS

This section discusses the potential for the proposed Project to expose people to hazards and hazardous materials. Hazardous substances are defined by state and federal regulations as substances that must be regulated to protect the public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be hazardous. CCR Title 22, Chapter 11, Article 2, Section 66261 provides the following definition:

> A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of or otherwise managed.

According to CCR Title 22 Chapter 11, Article 3, substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or stored prior to disposal.

Toxic substances may cause short-term or long-term health effects, ranging from temporary effects to permanent disability or death. Examples of toxic substances include most heavy metals, pesticides, benzene, petroleum, hexane, natural gas, sulfuric acid, lye, explosives, pressurized canisters, and radioactive and biohazardous materials. Soils may also be toxic because of accidental spilling of toxic substances.

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.

Construction

Construction activities would be limited to the construction of a 20,000 square foot warehouse along with waterside improvements to accommodate the new vessels at the site for freight operations. Construction activities would be temporary in nature and would involve typical construction materials such as fuels, lubricants, solvents and similar materials typically used in construction that are not acutely hazardous. Further, all storage, handling and disposal of these materials are regulated by the California Department of Toxic Substances (DTSC), the United

States Environmental Protection Agency, the Los Angeles City Fire Department, the County of Los Angeles Fire Department and the Occupational Safety and Health Administration (OSHA). The transport, use and disposal of construction-related hazardous materials would occur in conformance with all applicable federal, state and local regulations governing such activities. Construction impacts would be less than significant with adherence to required regulations and standards. No mitigation is required.

Operation

The proposed Project involves the transport of freight from San Pedro to Catalina Island via barge and/or landing craft. These operations currently occur in Wilmington on a daily basis at Berth 184. Part of the freight to be moved may include acutely hazardous materials such as gasoline, diesel, propane, solvents, etc. These materials will continue to be shipped to and from Catalina from the Port; the only change with the proposed Project is that these operations will originate at Berth 95 instead of Berth 184. There are no new hazardous materials that will be transported as a result of the proposed Project.

No hazardous materials will be stored at the warehouse prior to being shipped to Catalina Island. Hazardous materials will be brought in on the day of shipping and be loaded directly onto the barge and/or landing craft. There is no potential for explosion or accidental release via storage in the warehouse that could adversely affect warehouse staff or neighboring employees or residential receptors. Further, many of the acutely hazardous materials being shipped are already being stored on site at the Catalina Express terminal for use in its current operations.

Harley Marine Services, in partnership with Catalina Express, will be operating the barge and landing craft for the freight movement. Harley Marine Services has been operating throughout the United States since 1987 with a focus on the safe transport of petroleum products. Harley Marine Services transports petroleum products for a number of major oil companies. These services consist of moving product from one terminal (including refineries, offshore platforms, and storage facilities) to another, providing marine fuel to ships in port, and temporarily removing marine fuel from ships just outside of port (lightering). The company also services its clients with petroleum tank storage which consists of operating a marine petroleum terminal on behalf of an oil company.

Harley Marine Services has decades of experience using safe operating practices. The company is a leader in safe operating practices. Its safety program exceeds the requirements of ISO 9001:2000 (International Quality Management Standard); the International Safety Management (ISM) Code; American Waterways Operators (AWO) Responsible Carrier Program (RCP); and the ISO 14001:2004 (International Environmental Management Standard). Harley Marine Service's management provides full support of all safety procedures and training to maintain a healthy, safe, environmentally sound and reliable operation. Harley Marine Service safety and

environmental programs include training, certification, and integrating industry best practices while providing a mechanism for review and continuous improvement to our Quality Systems.

Acutely hazardous materials are currently being transported to and from Catalina Island and the Port of Los Angeles and the proposed Project would not add new or increased volumes of such materials. Further, the contractor selected has been working with hazardous materials for decades with a long history of proven safe handling. Impacts from the use, transport or storage of hazardous materials are less than significant. No mitigation is required.

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. Please see the response to section 4.8 (a) above.

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 proposed Project location is not within one-quarter mile of an existing or proposed school. The closest school is Port of Los Angeles (POLA) High School which is approximately 1.5 miles northwest of the proposed Project. In addition, the World Tots Preschool and Daycare is located on 5th Street, approximately 1.4 miles from the proposed site. Due to distance from local schools and adherence to all regulatory requirements related to handling and use of hazardous materials, no impacts would occur. No mitigation is required.

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?

Less than Significant Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) to compile and update as appropriate, but at least annually, a list of all of the following:

(1) All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.

(2) All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.

(3) All information received by DTSC pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.

(4) All sites listed pursuant to Section 25356 of the Health and Safety Code.

(5) All sites included in the Abandoned Site Assessment Program.

The California Environmental Protection Agency (CalEPA) maintains these lists, which collectively make up the Cortese list, on their website at http://www.calepa.ca.gov/sitecleanup/corteselist/. (Government Code Section 65962.5) (CalEPA 2010).

The Catalina Cruise Terminal (formerly at 1510 East Swinford Street) is currently included on the Cortese List by the Los Angeles Regional Water Quality Control Board. The site was formerly used as a marine oil terminal and there were underground tanks left on the property that experienced corrosion that resulted in soil contamination of various hydrocarbons. A detailed Phase I and Limited Phase II Environmental Site Assessment was performed for Berths 95 and 96 in 2012 as part of the lease negotiations proceedings for Catalina Express (Port of Los Angeles, 2012). The tanks were subsequently removed and the soil was remediated. There is currently one remaining underground storage tank on the property but there is no contamination associated with this tank and the tank is not located at the proposed new warehouse site.

The new warehouse will be constructed on the existing parking lot between Reagan Avenue and Swinford Street at Berth 95 (please see Figure 2-1). This region of the property was surveyed for soil contamination during the Phase I and limited Phase II and no contamination at this area was reported. As such, construction of the warehouse will not disturb or exacerbate any soil contamination. Impacts are, therefore, less than significant and no mitigation is required.

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?

Less than Significant Impact. The proposed Project site is not located within 2 miles of a public airport or private airstrip, nor is it located within an airport land use plan. However, there is a helicopter-landing pad at Berth 95 used by the Island Express Company. The heliport is used infrequently at a site that already has extensive operational activity such as Catalina Express and the neighboring World Cruise Center. The warehouse would be more than 1200 feet away from the heliport and would be only two stories in height with little potential to create a safety hazard for people residing or working in the project area. Therefore, impacts to public safety as a result of the project being located near an airport are less than significant and no mitigation is required.

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?

Less than Significant Impact. Please see the response provided in Question 4.8(e) above.

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

No Impact. The proposed Project involves the shifting of freight operations from Berth 184 in Wilmington to Berth 95 in San Pedro, a distance of approximately four miles. Operations at the site would not change significantly as a result of the proposed project. All construction activities would conform to the City of Los Angeles Municipal Code. In addition, the project applicant would coordinate with the Los Angeles City Fire Department and the Los Angeles Police Department prior to the commencement of construction activities to verify that emergency response vehicles have adequate access to the site. The site is currently operational and is fully equipped with access for emergency vehicles with an emergency response plan already in place. Any new Berth 95 personnel would be trained in emergency response and evacuation procedures. The project site (i.e., warehouse) will be secured with only access allowed to authorized personnel. If necessary, LAFD and Port Police would be able to provide adequate emergency response services to the proposed Project site. Additionally, proposed Project operations would also be subject to emergency response and evacuation systems implemented by LAFD, which would review all plans to ensure that adequate access in the proposed Project vicinity is maintained. All proposed Project contractors would be required to adhere to plan requirements as well.

The proposed Project does not impair or physically interfere with an adopted emergency response plan. No mitigation is required.

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. Per the Safety Element of the City of Los Angeles General Plan, the proposed Project site is not located in an area designated as Very High Fire Hazard Severity Zone nor are there any wildlands near the vicinity of the site. The site is currently, and would remain, paved thus limiting the potential for wildland fires due to a lack of vegetation. Neither construction nor operation of the proposed Project would create the potential for wildland fires to occur with the vicinity. Therefore, no impacts related to wildland fires would occur. No mitigation is required.

4.9 HYDROLOGY AND WATER QUALITY

This section describes the existing conditions relating to hydrology and water quality and the potential impacts associated with the proposed Project. In addition, this analysis includes a discussion on the potential sea-level rise (SLR) impacts that may result with implementation of the proposed Project.

Would the Project:

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

Construction

Less than Significant Impact. The proposed Project involves the construction of a 20,000 square-foot warehouse as well as waterside improvements consisting of the installation of 22 pilings as well as maintenance to the existing boat launch ramp. Construction activities would not result in soil exposure and no new areas of impervious surface would be created by the project. These activities do not entail any direct or intentional discharges of wastes or waters to the Main Channel or West Basin. Pile driving and ramp maintenance operations would require a permit from the USACE as well as a Section 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). The project further requires a Coastal Development Permit and Harbor Engineer Permit from LAHD; all of which will include conditions, including Best Management Practices, related to both landside and waterside construction and operation. In addition, the City of Los Angeles adopted its LID Ordinance in 2011 which requires the use of LID standards and practices in future developments. The project would not receive its building permit through the City of Los Angeles without full compliance with the LID Ordinance.

With compliance with all permit conditions and the use of BMPs throughout the project's duration, impacts to water quality standards or waste discharge requirements would be less than significant with no mitigation required.

Operation

Less than Significant Impact. Long-term operation of the proposed Project would not violate any water quality standards or waste discharge requirements because the proposed Project site is already developed with structures and pavement. The proposed Project would comply with the City of Los Angeles Municipal Code and all other applicable federal, state and local regulations prior to project approval and would result in less than significant impacts. No mitigation is required.

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. Groundwater in the harbor area is south of the Dominquez Gap Barrier and impacted by saltwater intrusion (salinity) and is, therefore, unsuitable for use as drinking water. In addition, the proposed Project site is entirely covered with impermeable surfaces and does not support surface recharge of groundwater. The proposed Project site would remain paved. The project would have no effect on existing groundwater supplies. No impacts would occur and no mitigation is required.

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 proposed Project is paved and is not within the course of a stream or a river. As such, construction and operation of the proposed Project would not alter the course of a stream or river. Construction would not result in substantial erosion or siltation as no areas of soil would be exposed. Existing parking lot asphalt will be removed for the installation of the building's foundation, which is a short-term basis at a small surface of 10,000 square feet. Surface improvements of portions of the proposed Project site would not substantially alter the drainage pattern of the currently paved site and would continue to direct runoff to the existing storm drain system. No impacts would occur and no mitigation is required.

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. Please see the response to 4.9 (c) above.

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?

Less than Significant Impact. Please see the response for Question 4.9 (a) above.

f) Otherwise substantially degrade water quality?

Less than Significant Impact. As discussed in Question 4.9(a), the construction of the proposed Project would not violate any water quality standards or waste discharge requirements. The proposed Project would comply with the City of Los Angeles Municipal Code and all other applicable federal, state, and local regulations prior to project approval and would result in less than significant impacts. Any potential operational impacts associated with the project would be consistent with activities already occurring at the site. No mitigation is required.

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. A 100-year flood is one that has a 1 percent chance of occurring in any given year. The proposed Project site is mapped by the Federal Emergency Management Agency (FEMA) and was designated to be located within a Flood Zone. However, there is no housing associated with the Project and there is no aspect of the project that would contribute to the occurrence of a flood or exacerbate an event should one occur. No mitigation is required.

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

No Impact: The proposed Project site has been identified by FEMA as being located within a Flood Zone. Flooding in the Project area may occur due to its proximity to the Main Channel. Flooding within the area could disrupt freight operations as well as current passenger ferry operations. However, the only structure being constructed is a two-story warehouse built within the existing paved parking lot and not in close proximity to the Main Channel where a potential flood would occur. The surrounding area is also generally flat and open with several other structures already in existence. The addition of the structure would not promote flooding at the site or to adjacent structures or properties. This structure would not promote a flood hazard nor would it impede or redirect flood flows. There are no impacts to the direction of water flow in the event of a flood as a result of the proposed Project and no mitigation is required.

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. There are no dams or levees near the proposed Project nor does the Project have the potential to create or contribute to a risk of a levee or dam failure. There are no impacts to flooding from the failure of a levee or dam as a result of the Project and no mitigation is required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The proposed Project is located within the coastal setting of the Port of Los Angeles. The topography of the site and surrounding area is flat. The State of California identifies areas that possess the potential for earthquake induced rock falls, slope failure and debris flow. The site has not been identified as being susceptible to mudflow from landslides. There is no impact from the Project on mudflow and no mitigation is required.

Seiches are oscillations generated in enclosed bodies of water usually as a result of earthquake related ground shaking. A seiche wave has the potential to overflow the sides of a containing basin to inundate adjacent or downstream areas. However, the Pacific Ocean and San Pedro Bay

are not of the nature that would result in a seiche. There are no impacts from the Project to a potential seiche. No mitigation is required.

Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption, and affect low-lying areas along the coastline. The Port is open to the ocean and not entirely closed, allowing entry of seismically induced waves. According to the Safety Element of the City of Los Angeles' General Plan, the proposed Project site is located within an area susceptible to tsunami and subject to possible inundation as a result. However, there is no aspect of Project construction or operation that would contribute or exacerbate a tsunami. No mitigation is required.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the sea level rise (SLR)?

Less than Significant. Due to its geographic location, the infrastructure and operations of the Port would be vulnerable to SLR by nature. Wharves and piers may be damaged in strong storms, waves or surges resulting from SLR.

As part of the climate change research, there have been many recent developments in the science underlying the projection of SLR. Higher temperatures are expected to further raise sea level by expanding ocean water, melting mountain glaciers and small ice caps, and causing portions of Greenland and the Antarctic ice sheets to melt. The International Panel on Climate Change (IPCC) estimates that the global average sea level will rise between 0.6 and 2 feet (0.18 to 0.59 meters) in the next century (IPCC 2007).

Coastal zones are particularly vulnerable to climate variability and change. Rising sea levels inundate wetlands and other low-lying lands; erode beaches; intensify flooding; and increase the salinity of rivers, bays, and groundwater tables. Some of these effects may be further compounded by other effects of a changing climate such as increased frequency and severity of storms and changes in precipitation patterns.

LAHD and the Rand Corporation completed a study in 2012 entitled *"Characterizing Uncertain Sea Level Rise Projections to Support Investment Decisions.*" The study examines how to address the potential for presumably low probability but large impact levels of extreme SLR in the Port large infrastructure investment plans. The study's focus was whether POLA should harden its container ship terminal against future SLR during the next major upgrades of those terminals. Overall, the study concluded that a decision to harden at the next upgrade would merit serious consideration only for one of the four POLA facilities considered: the Alameda and Harry Bridges Crossing.

Because of the above study findings and the fact that the proposed Project would involve the construction of only one structure, it is not anticipated that people or structure would be exposed

to significant flooding potential due to SLR as a result of the proposed Project. Impacts associated with risks from SLR would be less than significant. No mitigation is required.

4.10 LAND USE AND PLANNING

This section contains a description and analysis of the land use and planning considerations that would result from proposed Project implementation.

Would the Project:

a) Physically divide an established community?

No Impact. The proposed Project adds a new warehouse and waterside improvements to an existing facility and operation at Berth 95. The site is zoned for heavy-duty industrial activities and is surrounded by a large container terminal and the World Cruise Center. No separation of land uses or disruption of access between land use types would occur as a result of the development of the proposed Project. Therefore, implementation of the proposed Project would not divide an established community. No impacts would occur and no mitigation is required.

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 proposed Project site is zoned for industrial uses ([Q]M3-1). The addition of the warehouse and waterside improvements for freight shipping operations is consistent with that land use designation. The proposed Project would not alter the land use of the proposed Project site or surrounding area, and would not conflict with any applicable land use plans. Therefore, no impact would occur and no mitigation is required.

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

No Impact. As discussed in response to question 4.4(f), the site is not part of any HCP or NCCP.

4.11 MINERAL RESOURCES

The purpose of this section is to identify and evaluate key mineral resources in the proposed Project area and to determine the degree of impacts that would be attributable to the proposed Project.

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. According to the California Department of Conservation Division of Mines and Geology mineral resource maps, the nearest non-petroleum mineral resources area is located in the San Gabriel Valley (California Department of Conservation 2014). The proposed Project is located on an existing industrial site and will be constructed on an existing paved parking lot. No known valuable mineral resources would be impacted by the proposed Project. No impact would occur and no mitigation is required.

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 discussed in Question 4.11(a), the proposed Project site is not located within a mineral resource recovery site delineated in the Port of Los Angeles Master Plan (POLA, 2014). As such, no loss of availability to mineral resources would occur. No mitigation is required.

4.12 NOISE

The purpose of this chapter is to identify sensitive noise receptors in the proposed Project area and to determine the degree of noise impacts that would be attributable to the proposed Project.

Existing Noise Environment

The site is within the Port of Los Angeles Community Plan area in the City of San Pedro; approximately 20 miles south of downtown Los Angeles. Existing noise levels within the Port complex are from a wide array of sources that include ship engines, operations of bulk loading facilities, container terminal uses, truck traffic, train operations, and vehicle traffic on the local street network and freeways. The proposed Project is located at Berth 95 in San Pedro within an area designated as "heavy industrial" ([Q] M3-1) uses. The City of Los Angeles' Municipal Code permissible ambient noise levels within areas zoned [Q] M3-1 are 65 A-weighted decibels (dBA) during daytime and nighttime due to light and heavy industrial uses.

Existing noise in the area comes from SR-47 and Harbor Boulevard vehicular traffic, the nearby container terminal, the existing World Cruise Center and Catalina Express' existing passenger operations. The nearest sensitive receptors are residents of an apartment complex across Harbor Boulevard approximately 600 feet from the proposed site of the warehouse.

Noise-sensitive receptors are defined as locations where people reside or where the presences of unwanted sound may adversely affect the use of land. Noise-sensitive land uses are categorized as residences, schools, libraries, churches, hospitals, nursing homes and miscellaneous passive recreational uses.

Chapter 11 of the Municipal Code sets forth noise regulations, including regulations applicable to construction noise impacts, within 500 feet of a residence. Section 112.05 establishes maximum noise levels for powered equipment or powered hand tools. The apartment complex identified as the closest receptor is approximately 650 feet from the warehouse site.

Section 41.40 of the City of Los Angeles Municipal Code prohibits construction work during nighttime and early morning hours. The Municipal Code section states, in part, the following:

> No person shall between the hours of 9 p.m. and 7 a.m. of the following day perform any construction or repair work of any kind upon or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, driven machine, excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in the any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the jobsite delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who

knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this code.

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?

Construction

Less than Significant Impact. The overall surrounding area of the proposed Project site is industrial. The site is zoned for heavy industrial uses ([Q] M3-1) as are the other uses located at Berth 95 and its neighboring berths.

Construction is anticipated to begin in first quarter of 2015 and take approximately six months for warehouse construction and three months for the waterside improvements. The warehouse is the closest construction site to the nearest receptor (i.e., apartment complex on Harbor Boulevard), which is just over 600 feet from the proposed warehouse location. Waterside improvements are almost 2000 feet to this receptor. Upon completion, the warehouse will be used for the temporary storage of freight prior to shipment to Catalina Island. The facility will also be used for office space on the second floor. Table 4.12-1 highlights the typical decibel rating for the pieces of construction equipment being used for the construction of the proposed Project. It is important to note that these decibel ratings are associated with a sensitive receptor approximately 50 feet from the activity. The nearest receptor is across Harbor Boulevard at over 600 feet away.

Table 4.12-1
Typical Noise Levels for Construction Equipment

Construction Equipment Type	Typical Noise Level (dBA) 50 feet from Source
Tractors/Loaders	85
Excavator	N/A
Skiploader	85
Rollers	74
Pile Driver (Impact)	101
Trucks	88

(U.S. DOT, 2006)

The currently proposed location of the new warehouse is south of the existing Los Angeles Department of Water and Power building. This structure serves as an intervening structure between the construction site and nearest receptor. In addition, the nearest receptor is located

across Harbor Boulevard; which experiences high levels of background noise that will also serve to reduce any potential noise impacts. Further, because the proposed Project is located in a highly visible area, the construction site will utilize a partition to shield visitors and residents from construction site. This is standard practice for projects along the Main Channel and is include in LAHD bid specifications. The bid specifications will include a provision that this partition also be a temporary sound wall. This structure will further minimize any potential noise impacts from short-term construction.

All Best Management Practices (BMP) for noise will be adhered to throughout project construction. The structure is being built immediately behind an existing multi-story building which will provide an effective noise buffer between the construction site and the nearest receptors. In addition, the apartment complex is located across Harbor Boulevard which will serve to diminish the noise from the site. BMPs restrict unnecessary equipment idling and require the contractor to purchase low-noise levels options for their equipment whenever feasible. There are 15-20 construction workers associated with the project and no construction activities will occur between the hours of 9 p.m. and 7 a.m. nor will construction occur on the weekends. Further, City of Los Angeles Noise Ordinance Section 41.40 (b) allows for construction work to be performed in any district zoned for manufacturing or industrial uses. The site is zoned for heavy industrial uses by the City of Los Angeles.

Potential noise impacts would be short-term and occur in an industrial setting with other operational activities already on going. All BMPs will be adhered to and noise impacts would be less than significant. No mitigation is required.

Operation

Less than Significant Impact. Operations at the site will involve the transport of freight from San Pedro to Catalina Island. Freight will be dropped off in personal vehicles or commercial trucks and loaded onto the barge and/or landing craft. Vessels are already being utilized at this location on a daily basis and these additional trips will not contribute to or exacerbate existing noise levels.

Equipment associated with these operations is minimal as are additional employees needed at the site. Passenger vehicles and trucks are already occurring at the site as it is a fully operational passenger ferry operation surrounded by the World Cruise Center and China Shipping Container Terminal. There are no new operations that will occur beyond what are already normal noise levels for the site. Noise impacts from the project's operations would be less than significant with no mitigation necessary.

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

Less than Significant Impact. The proposed Project includes the installation of concrete pilings in the foundation of the warehouse for structural stability. In addition, pilings will also be installed in the water for the new floating docks for the new vessels.

The foundation installation aspect of the project will be constructed in its own phase and will take approximately three to six weeks. The pile driver being used for this aspect of construction will generate some degree of groundborne vibration or groundborne noise levels. However, the nearest receptor is approximately 200 meters across Harbor Boulevard which is a street that already experiences groundborne vibration from the heavy-duty truck trips as they exit SR-47 and the 100-Harbor Freeway.

As discussed in Section 4.12 (a) above, the project is located in a heavy-industrial area and any potential impacts will be related to construction and will be short-term in nature. All feasible BMPs will be included in the Harbor Engineers Permit issued for the project as well as in the building permit issued by the City of Los Angeles. Several options exist for pile drivers, including quieter models with less vibratory impact. All techniques and approaches will be considered to keep any potential noise or vibratory impacts to a level of less than significant. No mitigation is required.

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

Less than Significant Impact. As noted in 4.12 (a) above, the site is currently being used as a passenger ferry terminal with several departures daily to and from Catalina Island. There are employees, passengers, personal vehicles and trucks trips associated with the current operation. There is nothing being added to the site that is inconsistent with the activities already occurring. The project adds employees and the delivery of freight in a heavy-industrial area. Any noise associated with the project would be consistent with what is already occurring and not result in a substantial increase from any operational source. Permanent substantial increases in noise in the project vicinity would be less than significant. No mitigation is required.

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. Please see the response to Section 4.12 (a).

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?

Less than Significant Impact. The proposed Project site is not located within 2 miles of a public airport or private airstrip, nor is it located within an airport land use plan. However, Island Express operates a heliport at Berth 95 which is not used on a regular basis and is used primarily during summer months. The proposed project is not expected to expose people residing or working in the project area to excessive noise levels. Helicopter travel from this location is infrequent. Employers are required by the Occupational Safety and Health Administration (OSHA) to provide hearing protection to employees in the form of earplugs, ear muffs or aural caps (ear bands) when exposed to noise in excess of 85 dBA (OSHA, 2014).

As stated above, the closest residents are approximately 200 meters away from the warehouse location. It is not expected that they will experience excessive noise levels given the short-term nature of construction and the BMPs that will be implemented as well as the background noise in the area of a heavy industrial setting.

Impacts to workers or people from exposure to excessive noise levels are less than significant. No mitigation is required.

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. Please see response provided in Question 4.12(e).

4.13 POPULATION AND HOUSING

This section describes potential impacts to population and housing associated with the proposed Project.

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 proposed Project is the shifting of freight movement activities from Berth 184 in Wilmington to Berth 95 in San Pedro. The proposed Project has no potential to increase the population of the region necessitating the construction of additional housing, businesses, or infrastructure. There are only ten new employees being added to Berth 95 which would not be sufficient enough to induce substantial growth in the area. No impacts on population growth would occur. No mitigation is required.

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

No Impact. There is no housing or replacement housing associated with the proposed Project. No impacts would occur and no mitigation is required.

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

No Impact. As discussed in the response to Questions 4.12 (a) and (b) above, the proposed Project would not displace any people. No impacts would occur and no mitigation is required.

4.14 PUBLIC SERVICES

This section evaluates public services impacts associated with the implementation of the proposed Project in terms of fire protection, police protection, schools, parks, and other 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 City of Los Angeles Fire Department (LAFD) provides fire protection and emergency services for the proposed Project site. Fire protection capabilities are based on the distance from the emergency to the nearest fire station and the number of simultaneous emergency or fire-related calls.

LAFD facilities in the vicinity of the proposed Project site include land-based fire stations and fireboat companies. In the Harbor area, Battalion 6 is responsible for all of Wilmington and its waterfronts, Terminal Island and all of the surrounding water, San Pedro, Harbor City, and Harbor Gateway. The closest fire station to Berth 95 is Station 48 which serves San Pedro. The station is located at 1601 South Grand Avenue in San Pedro; approximately two miles from the project site.

The proposed Project is the shifting of operations from Berth 184 to Berth 95. There are no new hazards or hazardous materials nor anything that would create a new impact to fire protection or fire safety. There are no new impacts to fire protection and no mitigation is required.

ii) Police protection?

No Impact. The Los Angeles Police Department (LAPD) provides police protection to the entire City of Los Angeles. The proposed Project site is located within the LAPD Harbor Division Area, which includes a 27.5-square-mile area including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island.

Please see section 4.14 (a)(i) above. There are no impacts to police protection and no mitigation is required.

iii) Schools?

No Impact. No new students would be generated and no increase in demand on local schools would result from implementation of the proposed Project. No impacts to schools would occur and no mitigation is required.

iv) Parks?

No Impact. The proposed Project does not include development of any residential uses and would not generate any new permanent residents that would increase the demand on local parks. Therefore, no impacts related to parks would occur and no mitigation is required.

v) Other public facilities?

No Impact. The proposed Project does not include development of residential uses and would not generate any new permanent residents that would increase the demand on other public facilities. Therefore, no impacts would occur and no further analysis is required. No mitigation is required.

4.15 RECREATION

This section evaluates recreation impacts associated with the implementation of the proposed Project. The analysis addresses construction-related and operational impacts and the associated potential impact to any surrounding local parks or other recreation facilities that would occur as a result of the proposed Project.

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 proposed Project does not include development of any residential uses and would not generate new permanent residents. Thus, the proposed Project would not result in an increased demand on existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated. Therefore, no impact would occur. No mitigation is required.

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 proposed Project does not include any recreational facilities. The proposed Project does not include development of any residential uses and, thus, would not generate new permanent residents that would increase the demand on local recreational facilities. Further, the proposed Project would not promote or indirectly induce new development that would require the construction or expansion of recreational facilities. Therefore, no impact would occur. No mitigation is required.

4.16 TRANSPORTATION AND TRAFFIC

This section provides a summary of the existing and future traffic conditions. Regional and local access to 470 East Swinford Street is provided by a network of freeways and arterial routes. The freeway network consists of Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), the Terminal Island Freeway (SR-103), and Seaside Avenue/Ocean Boulevard (SR-47). The proposed Project is located at the exit of the 110 freeway at Harbor Boulevard as well as the exit of the SR-47 (see Figures 2-1 and 2-2).

Existing land uses in the vicinity are composed of port-related uses that generate on-site traffic and associated traffic from west and south of the Project site. The Project site and surrounding properties are zoned for heavy industrial uses ([Q] M3-1) and include the World Cruise Center, China Shipping and Catalina Express; which has existing operations at the site.

The proposed Project is the shifting of freight operations from Berth 184 in Wilmington to Berth 95 in San Pedro; which is located approximately four miles away. Freight will be delivered to Berth 95 via passenger vehicle or commercial truck where it will be loaded onto barge or landing craft and transported to Catalina Island. Freight will be accepted at the site between the hours and 8 a.m. and 5 p.m. with limited hours on Saturday as well.

New employees associated with the freight operation include five warehouse employees and five employees on the vessel(s). In addition, approximately 40 existing Catalina Express employees and fifteen seasonal workers (in two shifts during off-peak hours) will be relocated back to San Pedro from their temporary corporate offices in Long Beach. These workers are not new employees; this project allows them to be returned to their original work site after temporary displacement.

The *City of Los Angeles CEQA Thresholds Guide* has established the following screening criteria to determine is a proposed Project will result in a significant adverse impact to traffic or congestion:

> Would the proposed project generate and/or cause a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicle trips on the street system? (City of Los Angeles, 2006)
>
> Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio (V/C) on roads, or congestion at intersections. (City of Los Angeles, 2006)
>
> Exceed, either cumulatively or individually, a level of service (LOS) standard established by the county congestion management agency for designated roads or highways. (City of Los Angeles, 2006)

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?

Construction

Less than Significant Impact. Construction is estimated to take approximately six months for the warehouse and approximately three months for the waterside improvements. These two construction phases are not expected to overlap. However, there will still be no more than twenty construction workers per day at Berth 95 throughout the duration of the project. As such, construction trips associated with the proposed Project would generate less than 43 trips per day during peak hours. The LAHD consulted with the City of Los Angeles Department of Transportation and determined that the Level of Service (LOS) at the intersection of Harbor Boulevard and Swinford Street was evaluated in 2013 and determined to be the highest rating of LOS A for both a.m. and p.m. peak traffic hours (LADOT 2013).

The proposed Project would not result in traffic impacts and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. In addition, the project does not encourage or promote non-motorized transit nor will it adversely impact public transit in any way. Impacts from the construction of the proposed Project would be less than significant and no mitigation measures are required.

Operation

Less than Significant Impact. Upon project completion, approximately ten new employees would be located at the site. Please note that approximately 40 employees and 15 seasonal workers will also be shifted back to San Pedro from their temporary leased facility in Long Beach upon being displaced in 2012. Because these workers were displaced temporarily, they do not count as new employees for the purposes of a traffic analysis.

In addition to worker trips, freight would be dropped off via personal vehicle or commercial truck throughout the day between the hours of 8 a.m. and 4 p.m. with limited service of Saturdays. In order to determine how many deliveries would be shifting to Berth 95, LAHD performed traffic counts during two different days at Berth 184; which is where freight operations currently occur. For a conservative analysis, two separate days in August 2014 were selected, which is peak tourist season for Catalina Island. Counts were performed for the entire eight hours that freight is accepted at the site. Trip counts were similar for the two days with one day reporting approximately 118 trips and the other day reporting 122 trips. The highest peak hour of

deliveries occurred between the hours of 8 a.m. and 9 a.m. and reported 13 trips. The highest non-peak hour reported was 20 trips during the hours of 10 a.m. and 11 a.m. (LAHD, 2014).

Taking the 13 freight delivery trips and combining it with the 10 new employees at the site, the proposed Project is well below the 43 trips per hours during a peak hour and does not degrade an existing intersection that is currently rated a LOS A. As a result, the proposed Project results in approximately 23 additional peak hour traffic trips at Harbor Boulevard and Swinford Street intersection. However, nearby Regan Avenue may be used for freight drop off thereby even further minimizing the activity to Swinford Street. Impacts are, therefore, less than significant and no mitigation is required.

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. Please see the response to section 4.16 (a) above. As stated above, the City of Los Angeles' screening criteria for traffic impacts is 43 peak hour vehicle trips or 500 daily trips as a result of the project. The proposed Project does not exceed either of these criteria nor does it conflict with or degrade an existing LOS or any other standards established by the county congestion management agency. Traffic impacts as a result of both construction and operation of the proposed Project would be less than significant with no mitigation required.

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 proposed Project would not result in a permanent aerial structure other than a two-story warehouse. The project has no potential to increase traffic levels or result in a substantial safety risk. No change to air traffic patterns would occur. As such, no impacts would occur and no mitigation measures are required.

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 proposed Project does not include any alterations to access points or routes to the site or interfere with any existing accesses. Therefore, the proposed Project would not substantially increase hazards due to a design feature. As such, no impacts would occur and no mitigation measures are required.

e) Result in inadequate emergency access?

No Impact. The proposed Project is currently operational with adequate emergency access. There is no aspect of the proposed Project that would impair or degrade emergency access in any

way. Therefore, the proposed Project would not result in inadequate emergency access. No mitigation measures are required.

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 proposed Project would not alter the land use of the site or surrounding area, and would not conflict with any applicable land use plans. Therefore, the proposed Project would not conflict with policies, plans, or programs supporting alternative transportation, (e.g., bicycles, buses, carpools, vanpools, ridesharing, walking). There are no impacts to public transit; bicycle or pedestrian facilities and no mitigation measures are required.

4.17 UTILITIES AND SERVICE SYSTEMS

This section evaluates impacts related to utilities and service systems associated with the implementation of the proposed Project in terms of water service, wastewater, solid waste and stormwater.

Would the Project:

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

Less than Significant Impact. The proposed Project site is serviced by the City of Los Angeles Department of Public Works. The Department of Public Works provides wastewater treatment and conveyance service for most of the City of Los Angeles and numerous jurisdictions or agencies that contract with the City for wastewater conveyance and treatment. The Department of Public Works maintains sewer lines, force mains, and pump stations throughout the proposed Project area and conveys wastewater from the project area to the Terminal Island Treatment Plant (TITP) which is located at 455 Ferry Street. The capacity of the TITP is 30 million gallons per day (mgd) but it currently operates at just over 50 percent of capacity, treating approximately 17 mgd.

To determine the amount of wastewater that will be produced by a development project, the TITP maintains a generation factor of 150 gallons per day per additional person (LAHD, 2008) The plant treats all wastewater flows received to tertiary treatment levels, discharging treated effluent into the Harbor. Some wastewater is further treated for nonpotable reuse within the Port (i.e., irrigation and industrial water supplies). (City of Los Angeles, 2005)

There are only ten additional employees being added to the site as a result of the proposed Project. This results in an increase of wastewater of approximately 1,500 gpd which would not jeopardize or exceed the wastewater treatment requirements of the Regional Water Quality Control Board. Impacts to wastewater treatment would be less than significant and no mitigation is required.

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 4.17 (a) above.

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. Storm drains are located throughout the proposed Project area as the site is an operational facility currently being used for passenger transport to Catalina Island. Nearby uses

also include the World Cruise Center and China Shipping container terminal. The storm drains are maintained by the LAHD, City of Los Angeles and County of Los Angeles.

The proposed Project would not result in the construction or need for new stormwater drainage facilities. The project involves the construction of a 20,000 square foot warehouse and waterside improvements. Operations are not expected to generate or contribute to stormwater. The proposed Project would comply with the City of Los Angeles Municipal Code and well as the Low Impact Development (LID) Best Management Practices prior to project approval. Thus, there are no impacts to stormwater drainage facilities as a result of the proposed Project. No mitigation measures are required.

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

Less than Significant Impact. Los Angeles Department of Water and Power maintains water consumption factors of 150 gpd per 1,000 square feet of office use space and 80 gpd per 1,000 square feet of industrial use space (LAHD, 2008). Based on this usage factor, the proposed Project would need approximately 2,300 gpd on an operational basis. The 2005 Urban Water Management Plan forecasted that the City of Los Angeles would grow 0.4 percent annually over the next 25 years. Citywide water demand was estimated to be 755,000 acre-feet in 2025 and 766,000 acre-feet in 2030. The Urban Water Management Plan further states that the LADWP's supply portfolio is expected to be reliable with adequate supplies to meet demand through 2030. The additional demand of 2,300 gpd is less than significant with no mitigation required.

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?

Less than Significant Impact. Please see the response to section 4.17 (a) above. Impacts to wastewater treatment providers are less than significant with no mitigation required.

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

Less than Significant Impact. The Solid Waste Integrated Resource Plan is a long-range master plan for solid waste management in the City of Los Angeles. It proposes an approach for the City to achieve a goal of diverting 70 percent of solid from landfills by 2013 and 90 percent by 2025. The Solid Waste Integrated Resource Plan recommends a series of policies, programs, and facilities to be implemented over the next 20 years.

Construction

Minimal solid waste would be generated during construction as the warehouse is being constructed on a paved parking lot with demolition only to the asphalt footprint which is approximately 10,000 square feet. LAHD's Construction and Maintenance Division recycles asphalt and concrete demolition debris by crushing and stockpiling the crushed material to use on other Port projects. Very little to no material would need to be disposed of as a result of the proposed Project. In addition, waterside improvements do not involve the replacement or removal of any pilings, wharves, floating docks or any other structures that would require disposal. Construction of the proposed Project is not expected to significantly affect any local landfills' ability to accommodate waste. Impacts are less than significant and no mitigation is required.

Operation

Operations associated with the site do not involve construction or manufacturing or other areas where large amount of solid waste are typically generated. The site will be used as a warehouse facility with office space. Impacts to the generation of solid waste would be less than significant and no mitigation is required.

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

Less than Significant Impact. The proposed Project would be required to conform to the policies and programs of the Solid Waste Integrated Resource Plan. Compliance with the Solid Waste Integrated Resource Plan would ensure sufficient permitted capacity to service proposed Project. As such, the impact would be less than significant. Further, there is minimal solid waste associated with project-related construction and/or operation. No mitigation measures are required.

4.18 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. As described above, the proposed Project would not significantly impact biological resources. The proposed Project site is fully developed and has existing uses similar to the freight operations being proposed herein. The freight operations are not new to the area, but rather, are shifting from one location at the Port to another location. The site is a heavy industrial site and is not suitable for use by any biological species. The proposed Project site is entirely paved and no vegetation occurs on-site. The proposed Project would not interfere 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. It does not contain habitat suitable for wildlife species and is not used by native resident or migratory species for movement or nursery purposes. The proposed Project site does not contain any federally protected wetlands as defined by Section 404 of the CWA. In-water construction improvements are temporary and minimal in nature and would occur at a site already being utilized for passenger and vessel traffic. The proposed Project does not have the potential to substantially reduce the habitat of a fish or wildlife species as no dredging or piling removal will occur that would have the potential to disrupt a habitat. Piling installation is short-term in nature and will occur at an active operational location with all Best Management Practices in place for less than significant adverse impacts to habitat or species.

The proposed Project would not have a significant impact on historic resources. There is no demolition of any historic buildings or structures associated with the proposed Project.

The proposed Project would not have a significant impact on cultural resources. The entire Project site is fully developed and zoned for heavy industrial purposes and has been extensively disturbed. Below-surface disturbance would be limited to the piling installation and there is a low potential for discovering archaeological or ethnographic cultural resources due to previous disturbance and man-made fill at the project site. If such discoveries are made, LAHD construction contractors and staff are required to follow standard procedures included in all bid specifications that include the cessation of all construction activities if a discovery is made so that it can be safely unearthed and researched. Based on the above analysis, proposed Project construction activities are not anticipated to result in significant impacts to known archaeological or ethnographic cultural resources under CEQA.

The proposed Project would not degrade the quality of the environment. The impact would be less than significant to biological and cultural resources. As such, the proposed Project would not

have the potential to substantially degrade the quality of the environment. No mitigation measures are required.

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 proposed Project would not result in any cumulatively considerable impacts. Several other development projects are currently under construction, are planned, or have recently been completed within the Port. These projects include container terminal developments, industrial developments, and other waterfront plans. Future projects, including development proposed near Berth 95 would be evaluated in a separate future environmental document. These types of projects and other present and/or probable future projects are required to comply with CEQA requirements, including implementation of mitigation measures to reduce or avoid environmental impacts, as well as with applicable laws and regulations at the federal, state and local level, including but not limited to the Los Angeles City Municipal Code and local ordinances governing land use and development.

As discussed throughout the Chapter 4 analysis, the proposed Project would result in no impacts to agricultural and forestry resources, land use and planning, mineral resources, public services, population and housing and recreation. Thus, the proposed Project would not contribute to any cumulative impacts related to these areas.

The proposed Project would result in less than significant impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic and utilities.

The proposed Project would not result in significant impacts or require mitigation measures. The proposed Project site is currently developed with industrial uses similar to what the project now proposes. Because of the small scale and localized effects of the proposed Project, the potential incremental contribution from the proposed Project would not be cumulatively considerable. Operations will shift and be relocated to Berth 95 where freight operations will continue in a manner similar to that being conducted at Berth 184. The proposed Project does not represent an increase in operations; but rather, a shifting from one location to another. As such, operational impacts of the proposed Project would not contribute to a cumulative impact. In terms of construction, the only change is the addition of the warehouse and minor waterside improvements. The analysis has determined that the proposed Project would not have any individually limited but cumulatively considerable impacts. No mitigation measures are required.

Approved projects as well as other current and future probable projects are required to comply with CEQA requirements, including implementation of mitigation measures to reduce or avoid

environmental impacts, as well as with applicable laws and regulations at the federal, state and local level. These regulations include but are not limited to Los Angeles City Building Code, LAHD *Sustainable Construction Guidelines*, SCAQMD regulations, US ACE
Letter of Permission and Regional Water Quality Control Board Section 401 Certification. The analysis contained herein has determined that the proposed Project would not have any individually limited but cumulatively considerable impacts. No mitigation measures are required.

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

Less than Significant Impact. The proposed Project would not result in substantial adverse effects on human beings, either directly or indirectly. The proposed Project shifts freight movement operations from Berth 184 to Berth 95. Adverse effects on human beings resulting from implementation of the proposed Project would be less than significant. No mitigation measures are required.

5.0 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.

6.0 PREPARERS AND CONTRIBUTORS

City of Los Angeles Harbor Department

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- Lisa Ochsner, Marine Environmental Manager
- Laura Masterson, Marine Environmental Supervisor
- Tara Tisopulos, Project Manager

7.0 ACRONYMS AND ABBREVIATIONS

[Q]M3-1	Heavy Industrial Uses
AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
AWO	American Waterways Operators
BMP	Best Management Practices
CARB	California Air Resources Board
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CHE	Cargo Handling Equipment
CMP	Congestion Management Program
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	CO_2-equivalents
CRHR	California Register of Historical Resources
CWA	Clean Water Act
D/C	demand/capacity
dBA	A-weighted decibel
DPM	diesel particulate matter
DOC	Department of Conservation
DOT	Department of Transportation
DTSC	Department of Toxic Substances
FEMA	Federal Emergency Management Agency
g/bhp-hr	grams per brake-horsepower hour
gpd	gallons per day
GHG	greenhouse gas
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
I	Interstate
IPCC	International Panel on Climate Change
IS	Initial Study
ISM	International Safety Management
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department

lbs/day	pounds per day
LST	Localized Significance Threshold
LID	Low Impact Development
LOS	Level of Service
Metro	Los Angeles County Metropolitan Transportation Authority
MGD	million gallons per day
MW	megawatt
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAS	Naval Air Station
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NOSC	Naval Operations Support Center
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NRC	National Research Council
O_3	ozone
OSHA	Occupational Safety & Health Administration
PHL	Port Harbor Line
PM_{10}	diesel-emitted particulate matter less than 10 microns
$PM_{2.5}$	directly emitted particulate matter less than 2.5 microns
PRC	Public Resources Code
POLA	Port of Los Angeles
ROG	reactive organic gases
RTG	rubber tired gantry
RCP	Responsible Carrier Program
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Area
SLR	sea-level rise
SO_X	sulfur oxides
SR	State Route
TACs	toxic air contaminants
TCR	The Climate Registry
TIWRP	Terminal Island Water Reclamation Plant
TSCA	Toxic Substances Control Act
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UTR	Utility Tractor Rig
VDECS	Verified Diesel Emissions Control Strategy

V/C	Volume to Capacity Ratio
VMT	Vehicle Miles Traveled
ZI-1192	2000 ft. Buffer Zone for Border Zone Property Site

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APPENDIX A – AIR QUALITY CALCULATIONS

Air Quality Technical Appendix
Port of Los Angeles
Avalon Freight Services Improvements

Prepared by: Environmental Compliance Solutions, Inc.

September 20, 2014

POLA Avalon Freight Services Improvements

Construction and Operation Air Emissions Estimates

Construction Emissions (Daily)

	Construction Emissions (lb/day)							
	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	CO2e
Onroad Equipment Exhaust	2.1	0.2	1.0	0.1	0.1	0.0	1,865.6	1,882
Offroad Diesel Equipment Exhaust	29.6	1.2	18.2	1.4	1.3	0.0	6,384.9	6,442
Worker Commute Exhaust	0.6	0.2	6.4	0.2	0.2	0.0	1,303.2	1,315
Tugboat Exhaust	25.8	1.3	23.1	0.5	0.5	0.0	3,183.8	3,212
Fugitive Dust	-	-	-	20.7	3.5	-	-	-
Total Daily Emissions	58.1	2.9	48.7	22.9	5.7	0.1	12,737	12,852
SCAQMD Significance Threshold	100	75	550	150	55	150	-	-
Significant?	No	No	No	No	No	No	-	-

Significance thresholds from http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf (2011 revision)

CO2e = CO2 x 1.009 (the 1.009 factor accounts for CH4 and N2O greenhouse gases)

Construction Emissions (Annual)

	Construction Emissions (ton/yr)							
	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	CO2e (metric tons)
Onroad Equipment Exhaust	0.2	0.0	0.1	0.0	0.0	0.0	167.9	154
Offroad Diesel Equipment Exhaust	2.0	0.1	1.4	0.1	0.1	0.0	441.0	404
Worker Commute Exhaust	0.1	0.0	0.6	0.0	0.0	0.0	117.3	107
Tugboat Exhaust	0.0	0.0	0.0	0.0	0.0	0.0	3.2	3
Fugitive Dust	-	-	-	0.9	0.2	-	-	-
Total Daily Emissions	2.3	0.1	2.1	1.0	0.3	0.0	729	667
SCAQMD Significance Threshold	-	-	-	-	-	-	-	10,000
Significant?	No	No	No	No	No	No	-	No

Operation Emissions (Daily)

	Operation Emissions (lb/day)							
	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	CO2e
Offroad Diesel Equipment Exhaust	2.4	0.1	0.9	0.1	0.1	0.0	513.8	518
Worker Commute Exhaust	0.2	0.1	1.9	0.1	0.1	0.0	394.9	398
Fugitive Dust	-	-	-	1.5	0.3	-	-	-
Total Daily Emissions	2.6	0.2	2.8	1.7	0.5	0.0	909	917
SCAQMD Significance Threshold	100	75	550	150	55	150	-	-
Significant?	No	No	No	No	No	No	-	-

Significance thresholds from http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf (2011 revision)

CO2e = CO2 x 1.009 (the 1.009 factor accounts for CH4 and N2O greenhouse gases)

POLA Avalon Freight Services Improvements

Onroad Equipment Emissions

Construction

				Exhaust Emission Factor (grams/mile)							Exhaust Emissions (lb/day)							Fugitive Dust (lb/day)		Controlled Exhaust Emissions (ton/yr)							Fugitive Dust (ton/yr)	
Equipment Category	Avg Engine Model Year	EMFAC Vehicle Class	Fuel (DSL or GAS)	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	PM10	PM2.5	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	PM10	PM2.5
Delivery Trucks	2010	77 tractor	DSL	1.9044	0.1643	0.8721	0.0671	0.0972	0.0161	1692	2.099	0.181	0.961	0.074	0.107	0.018	1865.585	17.3	2.9	0.19	0.02	0.09	0.01	0.01	0.00	167.90	1.55	0.26

Notes:

Fugitive Dust emissions estimates include road dust, brake wear, and tire wear.

Emission factors for corresponding model year and vehicle class from CARB's EMFAC2011 emissions database, http://www.arb.ca.gov/emfac/

Assumptions:

Parameter	Value	Basis
Number of delivery trucks	10 trucks/day	Project description
Daily mileage per truck	50 mi/day/truck	Project description
Work days	180 days	Project description

POLA Avalon Freight Services Improvements
Offroad Equipment Emissions

Construction

									Uncontrolled Emission Factor (g/hp-hr)							Daily Emissions (lb/day)							Daily Fugitive Dust (lb/day)		Annual Emissions (ton/yr)							Annual Fugitive Dust (ton/yr)	
Equipment Category	CARB Off-Road Category	Fuel	Engine Rating (hp)	Engine Model Year	Quantity	hr/day	day/yr	Load Factor	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	PM10	PM2.5	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	PM10	PM2.5
Tractor/loader	Tractors/Loaders /Backhoes	Diesel	77	2010	4	8	180	0.3685	2.45	0.1	3.05	0.14	0.13	3.33E-03	527.8	4.9	0.2	6.1	0.3	0.3	0.0	1056.5	0.1	0.0	0.4	0.0	0.5	0.0	0.0	0.0	95.1	0.0	0.0
Excavator/Loader	Excavators	Diesel	260	2010	3	8	180	0.3819	2.45	0.1	0.92	0.11	0.10	3.33E-03	527.8	12.9	0.5	4.8	0.6	0.5	0.0	2772.9	0.2	0.0	1.2	0.0	0.4	0.1	0.0	0.0	249.6	0.0	0.0
Crane	Cranes	Diesel	300	2010	2	4	30	0.2881	2.45	0.1	0.92	0.11	0.10	3.33E-03	527.8	3.7	0.2	1.4	0.2	0.2	0.0	804.5	-	-	0.1	0.0	0.0	0.0	0.0	0.0	12.1	-	-
Hammer or pile driver	Drill Rig (Mobile)	Diesel	209	2010	2	4	30	0.5025	2.45	0.1	0.92	0.11	0.10	3.33E-03	527.8	4.5	0.2	1.7	0.2	0.2	0.0	977.6	-		0.1	0.0	0.0	0.0	0.0	0.0	14.7	-	-
Compressor	Other Construction Equipment	Diesel	50	2010	2	8	180	0.4154	2.45	0.1	2.86	0.14	0.13	3.33E-03	527.8	1.8	0.1	2.1	0.1	0.1	0.0	386.7	-	-	0.2	0.0	0.2	0.0	0.0	0.0	34.8	-	-
Generator	Other Construction Equipment	Diesel	50	2010	2	8	180	0.4154	2.45	0.1	2.86	0.14	0.13	3.33E-03	527.8	1.8	0.1	2.1	0.1	0.1	0.0	386.7	-		0.2	0.0	0.2	0.0	0.0	0.0	34.8	-	-

Notes:
Quantity, daily operation (hr/day), and annual operation (day/yr) from project description
All offroad diesel construction equipment assumed to have Tier 3 engines (project description).
Emission factors from CARB's OFFROAD2011 and OFFROAD2007 models for 2010 engine model year.

Operation

									Uncontrolled Emission Factor (g/hp-hr)							Daily Emissions (lb/day)							Daily Fugitive Dust (lb)		Annual Emissions (ton/yr)							Annual Fugitive Dust (ton/yr)	
Equipment Category	CARB Off-Road Category	Fuel	Engine Horsepower	Engine Model Year	Quantity	hr/day	day/yr	Load Factor	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	PM10	PM2.5	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	PM10	PM2.5
Yard hostler	-	DSL	240	2010	1	8	260	0.23	2.45	0.1	0.92	0.11	0.10	3.33E-03	527.8	2.4	0.1	0.9	0.1	0.1	0.0	513.8	0.6	0.1	0.3	0.0	0.1	0.0	0.0	0.0	66.8		-

Notes:
Quantity, daily operation (hr/day), and annual operation (day/yr) from project description

EPA's Tier 3 nonroad emission standards effective 2006.
NOx, VOC, and PM10 emission factors from CARB's OFFROAD2011 model for 2010 engine model year
CO emission factor from CARB's OFFROAD2007 model for 2010 engine model year
SO2 emission factor based on BSFC from CARB's OFFROAD2011, 15 ppmw sulfur content diesel fuel, and mass balance.
CO2 emission factor based on BSFC from CARB's OFFROAD2011 and 10.21 kg/gal CO2 emission factor for mobile combustion (http://www.epa.gov/climateleadership/documents/emission-factors.pdf)

Hostler load factors range from 0.18 to 0.65, according to Table 3 of "Intermodal Yard Activity and Emissions Evaluations," http://www.epa.gov/ttnchie1/conference/ei17/session11/lindhjem.pdf
Assumed load factor of 0.23 based on EPA fuel survey from Table 3

POLA Avalon Freight Services Improvements
Worker Commute Emissions

Construction

				Exhaust Emission Factor (grams/mile)							Exhaust Emissions (lb/day)							Fugitive Dust (lb/day)		Exhaust Emissions (ton/yr)							Fugitive Dust (ton/yr)	
Description	Engine Model Year	EMFAC Vehicle Class	Fuel	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	PM10	PM2.5	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	PM10	PM2.5
Commute	All	LDA	Gas	0.1560	0.0591	1.7628	0.0580	0.0533	0.0036	358.2	0.6	0.2	6.4	0.2	0.2	0.0	1303.2	3	1	0.1	0.0	0.5	0.0	0.0	0.0	117.3	0.3	0.1

Notes:
Emission factors from CARB's EMFAC2011 model for calendar year 2012, and assume aggregated speeds and vehicle model years.
Fugitive dust estimate includes brake wear, tire wear, and travel on paved roads.

Assumptions:

Parameter	Value		Basis
Equipment workers	33	worker trips/day	Project description
Trip VMT:	50	miles roundtrip/worker	Project description
Daily VMT:	1,650	VMT/day	Calc
Working days	180	days	Project description
Total VMT during project:	297,000	VMT	Calc

Operation

				Exhaust Emission Factor (grams/mile)							Exhaust Emissions (lb/day)							Fugitive Dust (lb/day)		Exhaust Emissions (ton/yr)							Fugitive Dust (ton/yr)	
Description	Engine Model Year	EMFAC Vehicle Class	Fuel (DSL or GAS)	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	PM10	PM2.5	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	PM10	PM2.5
Commute	All	LDA	GAS	0.1560	0.0591	1.7628	0.0580	0.0533	0.0036	358.2	0.2	0.1	1.9	0.1	0.1	0.0	394.9	1	0	0.0	0.0	0.2	0.0	0.0	0.0	48.4	0.1	0.0

Notes:
Emission factors from CARB's EMFAC2011 model for calendar year 2012, and assume aggregated speeds and vehicle model years.
Fugitive dust estimate includes brake wear, tire wear, and travel on paved roads.

Assumptions:

Parameter	Value		Basis
Employee trips	10	employee trips/day	Project description
Trip VMT:	50	miles roundtrip/worker	Project description
Daily VMT:	500	VMT/day	Calc
Working days	245	days	Project description
Total VMT during project:	122,500	VMT	Calc

POLA Avalon Freight Services Improvements
Tugboat Emissions

Construction

								Uncontrolled Emission Factor (g/kW-hr)							Daily Emissions (lb/day)							Annual Emissions (ton/yr)						
Equipment Category	Category	Fuel	Engine Power Rating (kW)	Qty	hr/day	day/yr	Load Factor	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	NOx	VOC	CO	PM10	PM2.5	SO2	CO2	NOx	VOC	CO	PM10	PM2.5	SO2	CO2
Harbor tugboat (Main engines)	Tier 3	Diesel	1,000	1	4	2	0.5	5.6	0.28	5	0.11	0.107	6.50E-03	690	24.7	1.2	22.0	0.5	0.5	0.0	3042.3	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Harbor tugboat (Auxiliary engine)	Tier 3	Diesel	75	1	4	2	0.31	5.4	0.27	5	0.14	0.136	6.50E-03	690	1.1	0.1	1.0	0.0	0.0	0.0	141.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Tugboat (total)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.8	1.3	23.1	0.5	0.5	0.0	3183.8	0.0	0.0	0.0	0.0	0.0	0.0	3.2

Notes:
Tugboat main and auxiliary engines assumed to be Category 1 marine diesel engines (Category 1 means < 7 liters per cylinder)

NOx, VOC, CO, PM10, and PM2.5 factors for main engines based on Tier 3 emission standards for >= 600 kW Category 1 marine diesel engines: NOx+HC (5.6 g/kW-hr), PM (0.11 g/kW-hr), and CO (5 g/kW-hr)
NOx, VOC, CO, PM10, and PM2.5 factors for auxiliary engine based on Tier 3 emission standards for "disp.<0.9 L/cyl, kW>=75" Category 1 marine diesel engines: NOx+HC (5.4 g/kW-hr), PM (0.14 g/kW-hr), and CO (5 g/kW-hr)
Reference: 40 CFR 1042, Control of Emissions from New and In-Use Marine Compression-Ignition Engines and Vessels, http://www.gpo.gov/fdsys/pkg/FR-2008-06-30/pdf/R8-7999.pdf

NOx emission factor conservatively assumed to equal 100% of NOx+HC emission standard; VOC factor conservatively assumed to equal 5% of NOx+HC.
PM10 emission factor conservatively assumed to equal 100% of PM emission standard.
PM2.5 emission factor conservatively assumed to equal 97% of PM10 emission factor.
SO2 emission factor assumes ultra low sulfur fuel and is based on Tables 3-8 and 3-9 in EPA's 2009 Current Methodologies in Preparing Mobile Source Port-Related Emission Inventories,
http://epa.gov/cleandiesel/documents/ports-emission-inv-april09.pdf
CO2 emission factor from Table 3-8 (Harbor Craft Emission Factors) and Table 3-9 of EPA's 2009 Current Methodologies in Preparing Mobile Source Port-Related Emission Inventories.

Load factors (0.50 for main engine, 0.31 for auxiliary engine) from Table II-3 (Engine Load Factor by Vessel Type; "Tug Boats" vessel type),
CARB's Emission Estimation Methodology for Commercial Harbor Craft Operating in California, Appendix B, http://www.arb.ca.gov/msei/chc-appendix-b-emission-estimates-ver02-27-2012.pdf

POLA Avalon Freight Services Improvements

Fugitive PM Emissions from Offroad and Onroad Equipment

Description	Details	Vehicle weight, empty (lb)	Soil Capacity (yd3)	Cycle Time (min)	Cycles /hr	Bucket Fill Factor	Volume Moved (yd3/ hour)	Travel Distance (ft/ cycle)	Travel Distance (ft/hr)	Avg VMT /hr	Road Type	Mean Vehicle Weight (tons)	PM10 EF (lb/ VMT)	Mitigation (watering):	Travel PM10 Emissions (lb/hr)	Material Handling PM10 EF (lb/ton)	Material Handling Rate (ton/hr)	PM10 Emissions (lb/hr)	Total PM10 Emissions (lb/hr)
Excavator	CAT 330L Excavator	74,380	1.5	0.75	80	90%	108	5	400	0.08	Paved	37.2	0.176	63%	0.00	9E-05	146	0.005	0.01
Backhoe/loader	Backhoe	14,285	0.87	1.00	60	90%	47	-	-	2.00	Paved	7.7	0.017	63%		9E-05	63	0.002	0.00
Delivery truck	Onroad vehicle	25,000	-	-	-	-	-	-	-	10	Paved	12.5	0.034	63%	0.13	-	-	-	0.13
Commute Vehicle	Onroad vehicle	3,500	-	-	-	-	-	-	-	25	Paved	1.8	0.002	0%	0.04	-	-	-	0.04
Yard Hostler	Offroad vehicle	20,000	-	-	-	-	-	-	-	3	Paved	10.0	0.025	0%	0.07	-	-	-	0.07

Fugitive dust from vehicle travel on roads, material transfer:

General

Onsite fugitive dust (PM10/PM2.5) control: 63% Assumes 63% reduction from watering 3x per day and/or soil stabilizers. (SCAQMD Rule 403)

Fugitive dust reduction applied to all onsite activities (vehicle travel on onsite paved/unpaved roads, material transfer). Reduction not applied to offsite vehicle travel.

PM2.5 / PM10 fraction for Construction Dust: 0.208 (CARB-approved California Emission Inventory and Reporting System (CEIDARS) PM size speciation profile database.)

PM2.5 / PM10 fraction for Paved Roads: 0.169 (CARB-approved California Emission Inventory and Reporting System (CEIDARS) PM size speciation profile database.)

Soil weight: 2,700 lb/yd3. Assumes loose, wet excavated earth. Weight varies with moisture content, compaction, etc.

Paved Roads

Empirical formula from AP42, Section 13.2.1 (Paved Roads, 9/98):

PM10 Emissions (lb/VMT) = k * [(sL / 2)^(0.65)] * [(W / 3)^(1.5)]

PM10 particle size multiplier (k): 0.016 (AP42, Table 13.2-1.1, Particle Size Multipliers for Paved Road Equation)

Road surface silt loading (sL): 0.24 grams/m2. For Los Angeles County: Local Road = 0.24 g/m2, Freeway = 0.02 g/m2 (CARB, Section 7.9, Table 3 (Silt Loadings and Emission Factors for California Entrained Paved Road Dust Estimates)

Average weight of vehicle (W): Varies tons.

Material Handling/Drop Operations:

AP42, Section 13.2.4 (Aggregate Handling and Storage Piles, 1/95):

PM10 Emissions (lb/ton) = k * (0.0032) * ((u / 5)^(1.3) / (M / 2)^(1.4)) -- Note: equation is the same as that provided in Table 9-9-G of the 1993 CEQA Handbook--, where:

PM10 particle size multiplier (k): 0.35 unitless.

Mean wind speed (u): 6.2 mi/hr. Average wind speed for Los Angeles County = 6.2 mi/hr (EPA Tanks v4)

Material moisture content (M): 15 %. Assumption based on Table 9-9-G-1, 1993 CEQA Handbook (Dry = 2.0%, Moist = 15.0%, Wet = 50.0%)

POLA Avalon Freight Services Improvements

General Assumptions

Onroad/offroad equipment:

Offroad equipment load factors from CARB's OFFROAD2011 model.

Offroad equipment emission factors from CARB's OFFROAD2011 and OFFROAD2007 models.

Emission factors for onroad vehicles from CARB EMFAC2011

PM2.5 / PM10 fraction for Offroad equipment exhaust: 0.920

CARB-approved California Emission Inventory and Reporting System (CEIDARS) PM size speciation profile database.

Note: For Onroad equipment, PM2.5 emissions factor is provided by EMFAC.