

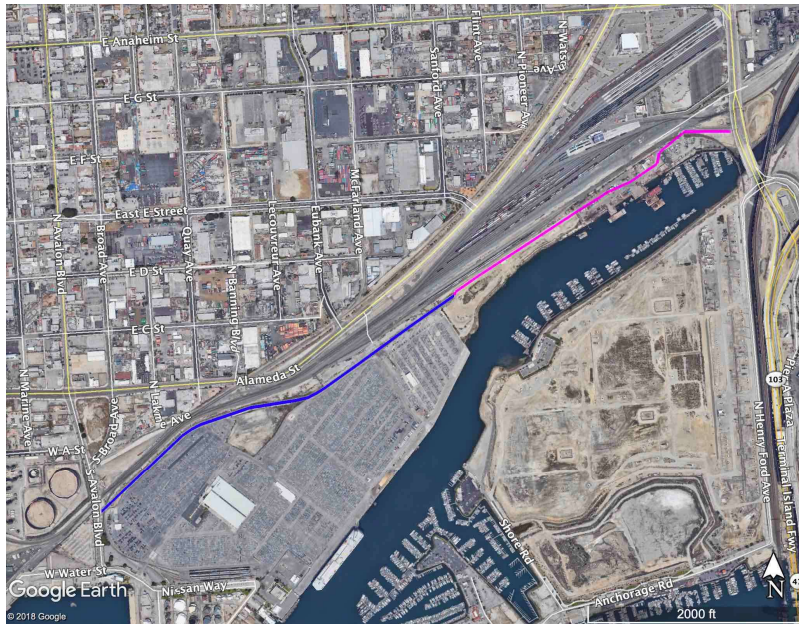
# Draft Initial Study/Negative Declaration

## Berth 200 Roadway Extension

Port of Los Angeles

APP No. 190314-037

SCH No. TBD



*Prepared By:*

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

*with assistance from:*

Environmental Compliance Solutions, Inc.  
171 Pier Avenue #337  
Santa Monica, CA 90405



May 2020

*This page left intentionally blank*

<b>Table of Contents</b>		<b>Page</b>
<b>1.0</b>	<b>Introduction .....</b>	<b>1-1</b>
1.1	CEQA Process.....	1-1
1.2	Document Format.....	1-2
<b>2.0</b>	<b>Project Description .....</b>	<b>2-1</b>
2.1	Project Overview .....	2-1
2.1.1	Project Location.....	2-1
2.1.2	Existing Conditions .....	2-2
2.1.3	Project Background and Objectives .....	2-6
2.2	Project Description .....	2-6
2.2.1	Construction.....	2-6
2.2.2	Operation .....	2-6
2.3	Project Permits and Approvals .....	2-6
<b>3.0</b>	<b>Initial Study Checklist.....</b>	<b>3-1</b>
<b>4.0</b>	<b>Impacts and Mitigation Measures .....</b>	<b>4-1</b>
I.	AESTHETICS.....	4-1
II.	AGRICULTURE AND FORESTRY RESOURCES.....	4-3
III.	AIR QUALITY.....	4-4
IV.	BIOLOGICAL RESOURCES.....	4-7
V.	CULTURAL RESOURCES.....	4-8
VI.	ENERGY.....	4-9
VII.	GEOLOGY AND SOILS.....	4-10
VIII.	GREENHOUSE GAS EMISSIONS.....	4-12
IX.	HAZARDS AND HAZARDOUS MATERIALS.....	4-16
X.	HYDROLOGY AND WATER QUALITY.....	4-18
XI.	LAND USE AND PLANNING.....	4-20
XII.	MINERAL RESOURCES.....	4-21
XIII.	NOISE.....	4-21
XIV.	POPULATION AND HOUSING.....	4-23
XV.	PUBLIC SERVICES.....	4-24
XVI.	RECREATION.....	4-25
XVII.	TRANSPORTATION.....	4-25
XVIII.	TRIBAL CULTURAL RESOURCES.....	4-26
XIX.	UTILITIES AND SERVICE SYSTEMS.....	4-27
XX.	WILDFIRE.....	4-28
XXI.	MANDATORY FINDINGS OF SIGNIFICANCE.....	4-29
<b>5.0</b>	<b>Proposed Finding .....</b>	<b>5-1</b>
<b>6.0</b>	<b>Preparers and Contributors .....</b>	<b>6-1</b>
<b>7.0</b>	<b>Acronyms and Abbreviations.....</b>	<b>7-1</b>

**8.0**                    **References.....8-1**

**List of Figures**

---

Figure 1, Regional Location Map..... 2-3  
Figure 2, Project Vicinity Map..... 2-4  
Figure 3, Project Site Map..... 2-5

**Appendix**

---

Appendix A – Air Quality, Greenhouse Gas Emissions, and Noise Calculations

## 1.0 Introduction

The Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Negative Declaration (IS/ND) to address potential environmental effects of the proposed Berth 200 Roadway Extension (Project), located at Berth 200, San Pedro, in the Port of Los Angeles (Port). LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The proposed Project would widen and extend the Berth 200 roadway between South Avalon Boulevard and North Henry Ford Avenue. Future truck traffic would continue down the extended roadway where it would then make a right-turn onto North Henry Ford Avenue. The objectives of the Project are the following: to improve container terminal efficiency, divert trucks away from the proposed future Wilmington Waterfront Park, and improve the park's visual experience with a truck restriction imposed on Water Street. Construction would take approximately 12 months.

### 1.1 CEQA Process

This document was prepared in accordance with the California Environmental Quality Act (CEQA), the California Public Resources Code Section 21000 et seq., the CEQA Guidelines (14 CCR 15000 et seq.), and the City of Los Angeles CEQA Guidelines (2006). One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision-makers. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. This IS/ND includes a discussion of the Project's potential effects on the existing environment.

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a Project. Pursuant to Section 15367 of the CEQA Guidelines (14 CCR 15000 et seq.), LAHD is the lead agency for the Project and has prepared an environmental document that complies with CEQA. The LAHD Board of Harbor Commission will consider the information in this document when determining whether to approve the proposed Project.

The preparation of an IS is guided by Section 15063 of the CEQA Guidelines, while Sections 15070–15075 of the CEQA Guidelines direct the process for the preparation of a negative declaration or mitigated negative declaration (14 CCR 15000, et seq.). Where appropriate and supportive, references will be made to CEQA, the CEQA Guidelines, or appropriate case law.

This IS/ND meets CEQA content requirements by including a project description; a description of the environmental setting and project location, a finding that the proposed Project will not have a significant effect on the environment, and inclusion of any feasible mitigation measures, if necessary, to avoid potentially significant effects.

In accordance with CEQA and the CEQA Guidelines, this IS/ND will be 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 May 21, 2020 and will conclude on June 20, 2020. This IS/ND has specifically been distributed to interested or involved public agencies, organizations, and private individuals for review. The Draft IS/ND will be made available for public review on the Port's website at: <https://www.portoflosangeles.org/environment/environmental-documents>.

During the 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 or not 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 negative declaration or mitigated negative declaration reflects the lead agency’s independent judgment and analysis” (14 CCR 15070). Responses to all public comments on the Draft IS/ND will be included in the Final IS/ND.

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 and ways in which the potential significant effects of the proposed Project are proposed to be avoided or mitigated. 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 June 20, 2020.

Please submit written comments to:

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

Written comments may also be sent via email to [ceqacomment@portla.org](mailto:ceqacomment@portla.org). All correspondence, through mail or email, should include the project title “Berth 200 Roadway Extension” in the subject line.

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

## 1.2 Document Format

This IS/ND contains the following sections:

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

**Section 2. Project Description.** This section provides a detailed description of the Project’s 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. Impacts and Mitigation Measures.** This section presents the environmental analysis for each issue area identified on the environmental checklist. If the Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected.

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

**Section 6. Preparers and Contributors.** This section provides a list of key personnel involved in the preparation of the IS/ND.

**Section 7. Acronyms and Abbreviations.** This section provides a list of acronyms and abbreviations used throughout the IS/ND.

**Section 8. References.** This section provides a list of reference materials used during the preparation of the IS/ND.

The environmental analysis included in Section 4, Impacts and Mitigation Measures, is consistent with the CEQA Initial Study format presented in Section 3, Initial Study Checklist. Impacts are separated into the following categories:

***Potentially Significant Impact.*** This category is only applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less-than-significant level. Given that this is an IS/ND, no impacts were identified that fall into this category.

***Less-than-Significant Impact 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. There were no significant adverse effects identified from the project; therefore, no mitigation measures are included herein.

***Less-than-Significant Impact.*** This category is identified when the Project would result in impacts below the threshold of significance, and no mitigation measures are required.

***No Impact.*** This category applies when a Project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency that show that the impact does not apply to the specific project. A “No Impact” answer should be explained where it is based on project-specific factors and general standards.

## 2.0 Project Description

### 2.1 Project Overview

This Initial Study (IS)/Negative Declaration (ND) is being prepared to evaluate the potential environmental impacts that may result from the proposed Project. The proposed Project would widen and extend the Berth 200 roadway between South Avalon Boulevard and North Henry Ford Avenue. Roadway work would include grading, excavating, paving, striping, and other infrastructure improvements such as storm drainage, lighting, and fencing. The Project site is accessible from South Avalon Boulevard and would be located on multiple parcels. Relocation and/or replacement of existing ancillary structures (e.g., power poles, streetlights, fire hydrants, etc.) may also be required. No tree removal is expected to occur.

This section discusses the location, description, background, and objectives of the proposed Project. This document has been prepared in accordance with the California Environmental Quality Act (CEQA - California Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.).

#### 2.1.1 Project Location

##### *Regional Location*

The Port is located in San Pedro Bay, 20 miles south of downtown Los Angeles. Figure 1, Regional Location Map, shows the Port relative to the Los Angeles and Orange County areas. The Port encompasses 7,500 acres and 43 miles of waterfront and provides a major gateway for international goods and services. With approximately 23 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities, the Port handled about approximately 194 million metric tons of revenue cargo in fiscal year 2018 (July 2017–June 2018) (POLA, 2019). In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, boat repair facilities, as well as recreational, community, and educational facilities. The Port also provides slips for approximately 3,800 recreational vessels, 105 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 located 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.

##### *Project Setting*

The Project site is bounded by South Avalon Boulevard to the west, rail lines to the north, Berth 200 to the south, and North Henry Ford Avenue to the east (Figure 2, Project Vicinity Map). Overall access to the Project (and most of the Port) is provided through State Route (SR)-47, the Harbor Freeway (Interstate (I)-110) to the west, the Long Beach Freeway (I-710) to the east, and the San Diego Freeway (I-405) to the north (Figure 1). The Project site is mostly developed, with a paved, 2-lane roadway in the western portion and multiple uses in the eastern portion, including an unpaved road, equipment and boat storage, and a marina (Figure 3, Project Site Map). Primary access to the Project site is from South Avalon Boulevard. The Proposed Project includes increasing the width of the shoulder on each side of the existing road, but no additional lanes for traffic will be created.

##### *Land Use and Zoning*

The Project is located in the Port Master Plan's Area 2. Planning Area 2 encompasses the West Basin and Wilmington areas, and includes Berths 96-204. The Wilmington Waterfront land uses provide



public access to the waterfront at Berths 183-186. The Project site has PMP land use designations that include, but are not limited to: Container, Maritime Support, Institutional, Visitor-Serving Commercial, Open Space and Mixed Use. The project is consistent with the primary land use designation of the project area according to the PMP and would not require a change to the current zoning, General Plan, or the existing land use designation of the Project site within the Port Master Plan.

The Project site is designated as a [Qualified] Heavy Industrial Zone ([Q]M3-1) and is within the Harbor Gateway State Enterprises Zone (ZI-2130) (City of Los Angeles 2019).

### **2.1.2 Existing Conditions**

The proposed Project would widen and extend the Berth 200 roadway between South Avalon Boulevard and North Henry Ford Avenue. The Project site is accessible from South Avalon Boulevard.

The objectives of the Project are to improve container terminal efficiency, divert trucks away from the future Wilmington Waterfront Park, and improve the visual experience from the park with trucks being restricted from accessing Water Street.

Figure 1, Regional Location Map

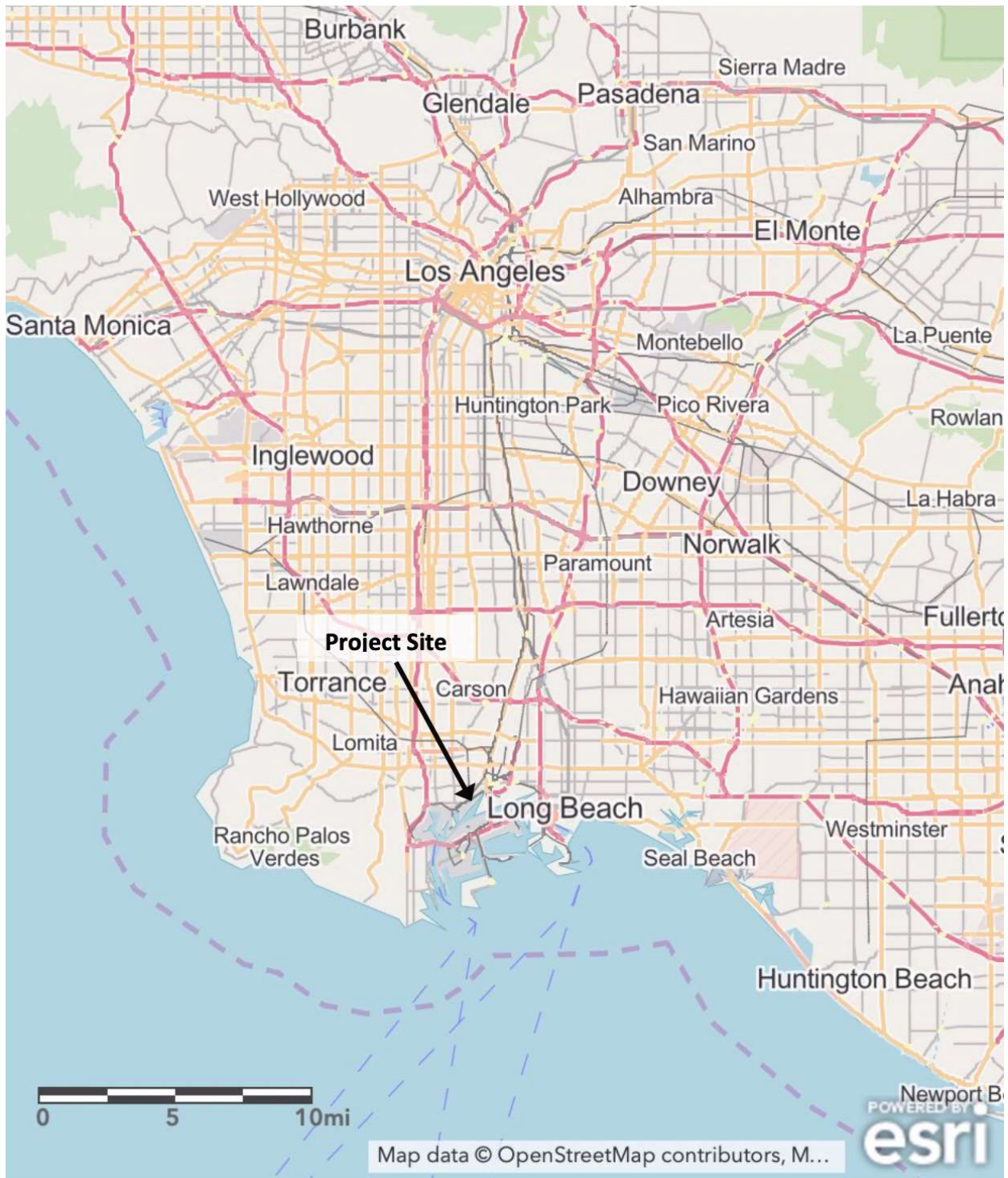


Figure 2, Project Vicinity Map

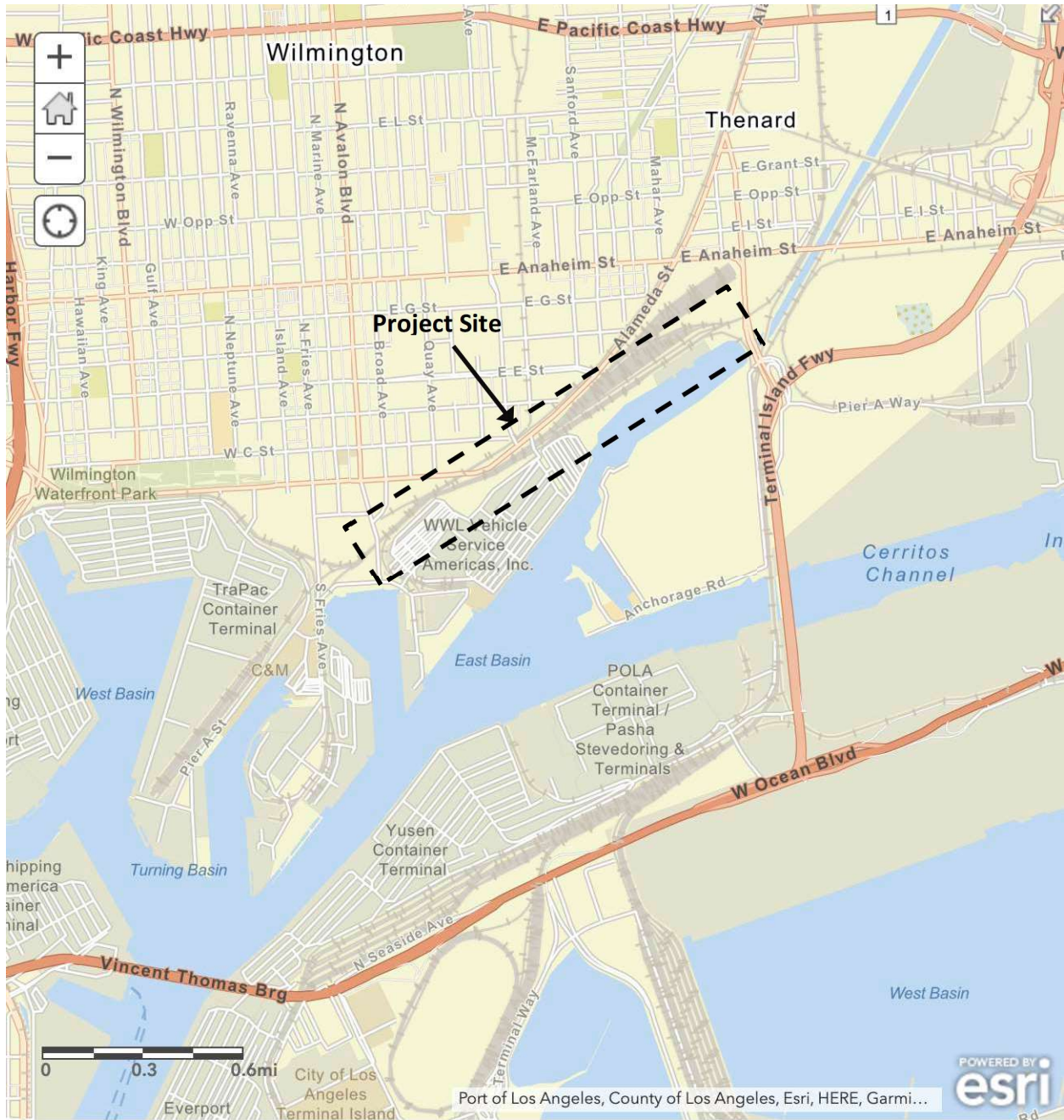


Figure 3, Project Site Map



### **2.1.3 Project Background and Objectives**

The proposed Project includes widening the existing Berth 200 roadway by approximately 11 feet which would allow for an 8-foot safety shoulder in both directions. The road would also be extended approximately 3,000 linear feet connecting it to North Henry Ford Avenue.

The objectives of the Project are to improve container terminal efficiency, allow trucks to be diverted away from the proposed future Wilmington Waterfront Park, and improve the visual experience from the park by imposing truck restrictions on Water Street. All trucks will be required to turn right onto North Henry Ford Avenue.

## **2.2 Project Description**

### **2.2.1 Construction**

Construction of the Project would involve grading, excavation, paving, striping, and other infrastructure improvements including storm drains, street lighting, and fencing. In total, construction is anticipated to take approximately 12 months. Construction is estimated to begin around February 2021.

Construction equipment and activity assumptions are presented in Appendix A.

### **2.2.2 Operation**

The Project would not change Berth 200's operational activity level and does not add additional roadway lanes. It is not expected to increase truck traffic, but rather will divert traffic away from neighborhood and recreational areas.

## **2.3 Project Permits and Approvals**

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a Project. Pursuant to the State CEQA Guidelines (14 CCR 15367), the CEQA lead agency for the Project is the Los Angeles Harbor Department.

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

- LAHD Harbor Engineer Permit
- LAHD Coastal Development Permit
- City of Los Angeles Building Permits (including paving permits)
- City of Los Angeles B Permits (for in-street utility work, if required)
- Los Angeles Regional Water Quality Control Board (LARWQCB) Permit (General Permit for Discharges of Stormwater Associated with Construction Activity)

### 3.0 Initial Study Checklist

1	<b>Project Title:</b>	Berth 200 Roadway Extension
2	<b>Lead Agency Name and Address:</b>	Los Angeles Harbor Department (LAHD) 425 S. Palos Verde St., San Pedro, CA 90731
3	<b>Contact Person and Phone Number:</b>	Erin Sheehy, Project Manager, Environmental Management Division, LAHD (310) 732-7693
4	<b>Project Location:</b>	Berth 200 Roadway Expansion
5	<b>Port Master Plan Designation:</b>	Planning Area 2, Port of Los Angeles
6	<b>Zoning:</b>	Qualified Heavy Industrial Zone ([Q]M3-1)
7	<b>Description of Project:</b>	Widening and extending Berth 200 roadway
8	<b>Surrounding Land Uses/Setting</b>	The Project site is bounded by South Avalon Boulevard to the west, North Henry Ford Avenue to the east, rail lines to the north, and Berth 200 to the south. The western portion of the Project site is an active, 2-lane paved road that serves Berth 200; the eastern portion of the Project site has multiple existing uses, including an unpaved roadway, equipment/boat storage, and marina activities. The surrounding land use is port-related activities.
9	<b>Other Public Agencies Whose Approval Is Required</b>	City of Los Angeles Building Permits (including paving permits); City of Los Angeles B Permits (for in-street utility work, if required); City of Los Angeles Building and Safety; Los Angeles Regional Water Quality Control Board (LARWQCB) (General Permit for Discharges of Stormwater Associated with Construction Activity)


**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below will be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. These issues will be further analyzed in the EIR to determine if, in fact, the impact is significant. If the impact is determined to be significant in the EIR, the EIR will further determine if feasible mitigation is available that can reduce the impact to less-than-significant.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Public Services
<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Recreation
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Transportation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities/Service Systems
<input type="checkbox"/> Energy	<input type="checkbox"/> Noise	<input type="checkbox"/> Wildfire
<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Mandatory Findings of Significance

**Determination:**

On the basis of this initial evaluation:

X	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 to the proposed 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 an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.
	
Christopher Cannon, Director of Environmental Management Division	Date 05-19-20



ENVIRONMENTAL IMPACTS		(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)			
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II.	AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Involve other changes in the existing environment which, due to their location or nature, could result in	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				
III.	AIR QUALITY. Would the project:				
a.	Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV.	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 by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES. Would the project:</b>					
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VI. ENERGY. Would the project:</b>					
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VII. GEOLOGY AND SOILS. Would the project:</b>					
a.	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VIII. GREENHOUSE GAS EMISSIONS. Would the project:</b>					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. LAND USE AND PLANNING. Would the project:</b>					
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. MINERAL RESOURCES. Would the project:</b>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. NOISE. Would the project result in:</b>					
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. POPULATION AND HOUSING. Would the project:</b>					
a.	Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<hr/>					
XV.	<b>PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a.	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<hr/>					
XVI.	<b>RECREATION.</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<hr/>					
XVII.	<b>TRANSPORTATION.</b> Would the project:				
a.	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
intersections) or incompatible uses (e.g., farm equipment)?				
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVIII. TRIBAL CULTURAL RESOURCES. Would the project:</b>				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or				
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
project's projected demand in addition to the provider's existing commitments?				
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XX. WILDFIRE.</b> If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>("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).</p>				
<p>c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 4.0 Impacts and Mitigation Measures

### I. AESTHETICS.

Except as provided in Public Resources Code Section 21099, would the project:

#### a. Have a substantial adverse effect on a scenic vista?

**No Impact.** There are no protected or designated scenic vistas from the Project site. The Project site is located within the working Port environment. The Project site consists of multiple parcels that are currently used for port-related activities, including a paved roadway for Berth 200 cargo transport, equipment/boat storage, and a marina. Existing structures on the Project site include paved and unpaved roadways and associated fencing.

Since the project is an extension and widening of an existing public road, it is consistent with the surrounding Port uses and would not materially alter views of the Port and ocean available from public and private vantage points. The Project would be similar in nature to the existing visual landscape and would blend into the panorama of the working Port uses and activities. Therefore, no impacts to a scenic vista would result from the Project and 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.** The Project site and surrounding vicinity would not be visible from any state scenic highways that have been designated or determined eligible by the California Department of Transportation (Caltrans). The nearest officially designated state scenic highway is located approximately 26 miles northwest of the Project (State Highway 27 post miles 1.0-3.5) (Caltrans 2018). The nearest eligible state scenic highway is approximately 11 miles southeast of the Project site (State Highway 1 from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) (Caltrans 2018).

There are no scenic resources, including but not limited to trees, rock outcroppings, or historic buildings, within a state scenic highway that could be substantially damaged by the Project. No impact would occur and no mitigation is required.

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

**No Impact.** The Project is located in an urbanized area. It would not conflict with applicable zoning and land use regulations governing the scenic quality. The Project site is currently zoned for heavy industrial use and the Project would not require any changes to the existing zoning. Use of the existing roadway would continue into the future. No impacts to existing visual character or quality would result from the Project, and it would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur and 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?**

**No Impact.** As described in the Noise section below, Project construction activities will be consistent with the City of Los Angeles (Ordinance No. 144.331; LAMC Section 41.40, Noise Due to Construction Excavation Work – When Prohibited): the hours of construction would be restricted to 7:00 AM to 9:00 PM on weekdays and 8:00 AM and 6:00 PM on weekends. No construction-related nighttime lighting is expected to be needed.

The current lighting environment within the proposed Project site and vicinity consists mainly of street lights. The major source of illumination at the Port is the extensive system of down lights and floodlights attached to the tops of the tall light standards throughout the terminals. High intensity boom lights are attached on top of shipping cranes along the edge of the terminals and channels along the Los Angeles Harbor.

The Project would include the installation of light poles along the proposed extended roadway. Because the nature of the proposed Project is similar to the surrounding land uses, all lighting sources as a result of the proposed Project would be similar and consistent with existing nighttime lighting in the proposed Project area. While the amount and level of lighting at the proposed Project site may increase from existing conditions, any increase would not adversely affect nighttime views because of the dominance of existing surrounding lighting throughout the Port, which operates 24 hours a day. The proposed Project is not anticipated to have any components that might create new sources of glare affecting daytime views. No impact would occur and no mitigation is required.

## II. AGRICULTURE AND FORESTRY RESOURCES.

Would the project:

- a. **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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 require special consideration. According to the Farmland Map, the Project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed Project would not involve the conversion of farmland to non-agricultural use. Therefore, no impact would occur and no mitigation is required.

- b. **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The Williamson Act, also known as the California Land Conversion Act of 1969 (California Government Code Section 51200 et seq.), preserves agricultural and open space lands from the conversion to urban land uses by establishing a contract between local governments and private landowners to voluntarily restrict their land holdings to agricultural or open space use. The Project site is not located on any lands with Williamson Act contracts. The Project site is currently designated as [Qualified] Heavy Industrial Zone ([Q]M3-1) and does not support agricultural uses (City of Los Angeles 2019). As such, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur and no mitigation is required.

- c. **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

**No Impact.** As discussed in (b) above, the Project site is currently designated as [Qualified] Heavy Industrial Zone ([Q]M3-1) and is within the Harbor Gateway State Enterprise Zone (ZI-2130). The Project site does not support timberland or forest land. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impact 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.** The Project site is not designated as forest land, and no loss or conversion of forest land would result from the implementation of the proposed Project. No impact 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 or conversion of forest land to non-forest use?**

**No Impact.** No farmlands exist within or in the immediate vicinity of the Project site; therefore, these road improvements would have no effect on farmland. No impact would occur and no mitigation is required.

### III. AIR QUALITY.

Would the project:

#### a. Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?

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

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

Project construction activities are subject to all applicable local, state and federal air quality regulations designed to reduce emissions from on-road trucks, off-road construction equipment, paving activities, and fugitive dust. The project is expected to generate very minimal short-term construction-related emissions (approximately one year). Operational emissions from trucks are not expected to increase because no additional lanes will be added to the roadway and no additional trucks are expected to use the road over current uses.

Therefore, the proposed Project would not conflict with or obstruct implementation of the AQMP, the SIP, and the CAA. Impacts would be less than significant and no mitigation is required.

#### Clean Air Action Plan

The LAHD, in partnership with the Port of Long Beach (POLB), adopted the Clean Air Action Plan (CAAP) in 2006 and subsequently updated the CAAP in 2010 and 2017 (POLA and POLB 2017). The CAAP is a plan designed to reduce the health risks posed by air pollution from all Port- and POLB-related emission sources, including ships, trains, trucks, terminal equipment, and harbor craft. The CAAP contains strategies to reduce emissions from sources in and around the Ports and plans for zero-emissions infrastructure. It also encourages freight efficiency and addresses energy resources.

The proposed Project is not expected to conflict with the CAAP's emission reduction goals and initiatives. Since the roadway already exists and this project involves paving the unpaved portion of it, no additional operational emissions are expected above baseline conditions. Short-term construction emissions are calculated herein. Impacts would be less than significant and no mitigation is required.

**b. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is in non-attainment under an applicable federal or state ambient air quality standard?**

**Less-than-Significant Impact.** The Basin is designated as a federal nonattainment area for ozone and PM<sub>2.5</sub>, and a state nonattainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. As outlined below, the proposed Project's criteria pollutant emissions are significantly below SCAQMD's established CEQA significance thresholds.

**Construction Impacts**

Project construction to extend the Berth 200 roadway would take approximately 12 months. Construction activities would include earthwork, paving, striping, and infrastructure improvements such as street lighting and storm water drainage.

SCAQMD's CEQA Air Quality Handbook requires that maximum daily construction emissions be compared to their published CEQA thresholds (SCAQMD, 1993). If emissions are greater than the thresholds, the project is deemed to have significant air quality impacts.

Table 1 below shows peak daily construction emissions are below SCAQMD's CEQA maximum daily significance thresholds.

**Table 1**  
**Peak Daily Construction Emissions (pounds per day)**

	<b>NO<sub>x</sub></b>	<b>VOC</b>	<b>SO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Peak Daily Total Construction	19.9	3.9	<0.1	26.9	4.9	2.6
SCAQMD Max. Daily CEQA Significance Threshold <sup>1</sup>	100	75	150	550	150	55
<b>Exceeds CEQA Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Prepared by: Environmental Compliance Solutions, Inc.

<sup>1</sup> SCAQMD 2015

In addition to CEQA maximum daily emission thresholds, SCAQMD has developed a voluntary program to determine whether or not projects trigger the need for air dispersion modeling. SCAQMD's Localized Significance Thresholds (LST) methodology is based on maximum daily allowable emissions, the area of the emissions source, and the distance to the nearest exposed individual. The LST is set up as a series of look-up tables for emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. If calculated emissions are below the LST look-up table levels, then the proposed activity is considered to not violate or substantially contribute to an existing or projected air quality standard. This IS/ND conservatively assumes the nearest sensitive receptors are the liveaboard tenants in the Leeward Marina approximately 250 feet away from the eastern end of the roadway. The closest homes are approximately 2,300 feet away.

Table 2 below shows onsite peak daily construction emissions would not exceed SCAQMD's LSTs.

**Table 2**  
**Peak Daily Onsite Construction Emissions (pounds per day)**

	<b>NO<sub>x</sub></b>	<b>VOC</b>	<b>SO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Peak Daily Onsite Construction	19.9	3.9	0.1	26.9	4.9	2.6
SCAQMD Localized Significance Threshold (LST) <sup>1</sup>	118	NA	NA	1,982	42	10
<b>Exceeds CEQA Threshold?</b>	<b>No</b>	<b>NA</b>	<b>NA</b>	<b>No</b>	<b>No</b>	<b>No</b>

Prepared by: Environmental Compliance Solutions, Inc.

<sup>1</sup> SCAQMD Localized Significance Thresholds Guidance, July 2008 – Final Localized Significance Threshold Methodology, Tables C-1, C-2, C-4, and C-6 based on Source Receptor Area 4 (South Coastal Los Angeles County). Assumes 5-acre site area, nearest sensitive receptor is potentially a liveaboard > 50 meters (~250 ft).

The Project involves improvements to an existing roadway which is not expected to change any Port activities or operations.

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

The proposed Project’s peak daily construction emissions would not exceed applicable significance thresholds, indicating short-term air quality impacts would not violate air quality standards. The proposed Project would be short-term in nature and not expected to result in any cumulatively significant air quality impacts.

Less-than-significant impacts would occur and no mitigation is required.

**c. Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact:** Project would not expose sensitive receptors to substantial pollutant concentrations. The Project’s air pollutant emissions are below SCAQMD’s CEQA significance thresholds, including the LST thresholds used as surrogates for pollutant concentration modeling. In addition, the construction emissions would be short-term, occurring over a 12-month period.

The nearest sensitive receptors are the liveaboard tenants (people that live on their boats) near the end of the roadway near Henry Ford Road. Note: this is already an existing roadway, but it will be paved and widened. As mentioned above, the closest liveaboards are approximately 250 feet away from the end of the roadway. The closest residential homes are approximately 2,300 feet away from the road upon its completion. Emissions associated with construction would be temporary. Under SCAQMD’s LST thresholds, impacts would be less than significant at both the marina and private residences.

The nearest schools are George De La Torre Junior Elementary School and Wilmington Park Elementary, both approximately 0.7 miles away. Due to the short-term duration of construction and emissions that are below SCAQMD standards, less-than-significant impacts would occur and no mitigation is required.



**d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**Less-than-Significant Impact.** Short-term operation of diesel-fueled vehicles during construction activities could generate short-term odors. However, construction activities are expected to be minimal nearest the closest receptors – which are liveaboard approximately 250 feet away. The majority of residential areas near the roadway are almost one-half mile away. Therefore, less-than-significant impacts would occur and no mitigation is required.

**IV. 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 by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?**

**No Impact.** Neither construction of the roadway improvements nor the road's continued use are expected to affect any candidate, sensitive, or special status species, as none are expected to nest, reside or migrate along an existing busy roadway. Further, there are no trees being removed as part of the proposed Project.

Project-related construction activities would be short-term and temporary and would not result in a loss of individual or substantial loss of habitat for any federal endangered, threatened, candidate species, state list species or other special status species.

No waterside construction improvements that could affect marine wildlife are part of this project. For the aforementioned reasons, no impacts associated with candidate, sensitive, or special-status species as identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS are expected and no mitigation is required.

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

**No Impact.** As mentioned above, the Project site is an existing roadway which does not contain riparian habitat or other sensitive natural communities. As such, no impacts associated with riparian habitat or any other sensitive natural community would result from implementation of the Project and no mitigation is required.

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

**No Impact.** The Project site is not on or adjacent to the water, and paving and widening the road is not expected to impact water quality. The Project construction would be confined to the immediate Project site. There would be no in- or over-water construction or operations, and no activities would occur within or near wetlands. Further, the Project would not affect marine vessel traffic or otherwise affect any in-water operations. Therefore, no impacts to federally protected wetlands as defined by Section 404 of the CWA would occur. 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.** Since this project is along an existing road with no in-water work, there is currently no suitable habitat on-site to support native resident or migratory fish or wildlife species. The Port Complex is a dense, urban development adjacent to ocean waters; therefore, natural corridors (topographic or habitat pathways) supporting terrestrial wildlife movement typically do not occur (POLA 2018). Part of the existing roadway would be widened, and the unpaved portion would be paved.

The Project would not interfere substantially with the movement of any native resident, migratory fish, or wildlife species. Less-than-significant impacts would occur and no mitigation is required.

**e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

**No Impact.** The Project would not conflict with any local policies protecting biological resources. The only biological resources protected by City ordinance (Ordinance No. 177404) pertain to certain tree species. Therefore, no conflict with the City's native tree protection and relocation ordinance would occur. There would be no impact 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.** No adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan overlay the Project site. The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan, which is located approximately 5 miles west of the Project site (City of Rancho Palos Verdes 2018). The County of Los Angeles (County) has established official, designated areas, referred to as Significant Ecological Areas (SEAs), within the County that contain rare or unique biological resources. The Terminal Island (Pier 400) California least tern nesting site is the only SEA in the Port. The Project site is over two miles from the Terminal Island SEA and nesting site and this SEA would not be affected by the construction or operation of the Project. Outside of the Port boundary, the County has proposed the creation of the Palos Verdes Peninsula SEA; however, the boundary of the proposed SEA would be approximately 4 miles southwest of the Project site and would not be affected by the construction or operation of the Project. Since the Project is not in the vicinity of any existing or proposed SEAs, no impact would occur and no mitigation is required.

**V. CULTURAL RESOURCES.**

Would the project:

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

**No Impact.** A historical resource is defined in CEQA Guidelines Section 15064.5(a)(3) as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historic resources are further defined as being

associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for inclusion in the National Register of Historic Places, California Register of Historical Resources, or another local register, and/or otherwise identified as significant in a historic resource survey, are also considered historical resources under CEQA. As further described in Section 4.5(b), the proposed Project site is a roadway currently in use (paved and unpaved). The expansion area is underlain by urban fill soils, substantially limiting the potential for the proposed Project to uncover buried cultural resources. Therefore, no impact would occur and no mitigation is required.

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

**No Impact.** The Project site is currently graded, partially paved, and highly disturbed. There is an extremely low potential for encountering native soil and/or discovering archaeological or ethnographic cultural resources. For these reasons, proposed Project activities are not expected to encounter archeological resources; therefore, no impacts are anticipated and no mitigation is required.

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

**No Impact.** 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. Therefore, no impact would occur and no mitigation is required.

**VI. ENERGY.**

Would the project:

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

**Less-than-Significant Impact.** The Project would not use energy resources in a wasteful or inefficient manner during construction or operation. The Project would require the use of non-renewable resources, primarily diesel and gasoline, to fuel equipment during construction activities. Construction activities are expected to occur for approximately one year. For construction activities, estimated total fuel consumption would be less than 96,000 gallons (less than 88,000 gallons diesel and less than 8,000 gallons gasoline). See Appendix A for fuel consumption calculations.

In addition, electricity consumption may increase as a result of additional street lighting. Street lighting would meet the latest energy efficiency standards. Any increase in energy use would be not be expected to be used in a wasteful, inefficient, or unnecessary manner. The Project's energy use would have a less-than-significant impact and no mitigation is required.

**b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**No Impact.** The Project would not conflict with adopted state or local renewable energy or energy plans. Additionally, the Project would not conflict with any Port of Los Angeles energy plans,

including the Energy Management Action Plan. The Project would not require the removal of any existing renewable energy infrastructure, such as solar panels or wind turbines. The Project would be required to comply with energy efficiency requirements under the California Green Building Code. The LAHD Construction Division is responsible for inspection, management, and oversight of construction projects to ensure projects comply with energy efficiency requirements. Energy consumption during construction activities would be efficient and would represent a negligible portion of State-wide energy consumption. Therefore, these uses do not conflict with energy plans. No impacts are expected and no mitigation is required.

## VII. GEOLOGY AND SOILS.

Would the project:

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

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

**Less-than-Significant Impact.** The Project site is located in a region with several active fault lines. The Palos Verdes Fault Zone traverses the Port in a general northwest to southeast manner from the West Turning Basin to Pier 400 and beyond and is located southwest of the Project site (POLA 2018). No faults are known to underlie the Project site. Thus, although the Project could experience strong seismic ground shaking (see Section VII (a)(ii)), the Project site is not likely susceptible to surface rupture. In addition, the Project would not include the construction of any new habitable structures. Therefore, impacts associated with the risk of surface rupture due to faulting would be less-than-significant and no mitigation is required.

- ii. **Strong seismic ground shaking?**

**Less-than-Significant Impact.** As discussed under Section VII (a) above, the Project site is located in a region with several active fault lines, which upon rupture could result in strong seismic ground shaking. However, the Project would not include the construction of any new habitable structures. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less-than-significant and no mitigation is required.

- iii. **Seismic-related ground failure, including liquefaction?**

**Less-than-Significant Impact.** Liquefaction is the loss of soils strength or stiffness due to a buildup of pore-water pressure during strong ground-shaking activity and is typically associated with loose, granular, and saturated soils. According to Exhibit B of the City of Los Angeles General Plan Safety Element, the Project is located in a liquefiable area where there have been recent alluvial deposits, and groundwater is less than 30 feet deep (City of Los Angeles 1996). The Project would not include the construction of any new habitable structures. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related

ground failure, including liquefaction. Impacts would be less-than-significant and no mitigation is required.

**iv. Landslides?**

**No Impact.** The Project site is relatively flat with no significant natural or graded slopes that could be susceptible to landslides. The Project is not located near any landslide hazard areas. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impact would occur and no mitigation is required

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

**Less-than-Significant Impact.** Common causes of soil erosion from construction include movement of soil off-site via stormwater, wind, and vehicles. The Project would involve earthwork activities that would disturb surface soils or temporarily leave exposed soil on the ground's surface. Erosion and sediment controls would be used during construction to reduce the amount of soils disturbed and to prevent disturbed soils from entering runoff. Construction projects resulting in the disturbance of one-acre or more are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board to control soil erosion due to stormwater. Prior to the start of construction activities, the contractor would prepare a Storm Water Pollution Prevention Plan (SWPPP) that specifies logistics and schedule for construction activities that would minimize potential for erosion and sedimentation. It would identify standard practices that include implementation of best management practices (BMPs) for the installation, monitoring, and maintenance of control measures. The SWPPP would be prepared and submitted prior to the start of construction and control measures would be installed at the Project site prior to ground disturbance. Therefore, the Project would not result in substantial soil erosion or the loss of topsoil. The impact would be less-than-significant and no mitigation is required.

**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?**

**Less-than-Significant Impact.** As discussed under Section VII (a)(iv) above, the Project site is not located within an area susceptible to landslides. As addressed under Section VII (a)(iii) above, the Project is located in a liquefiable area. Project activities would have a low likelihood of causing a landslide, lateral spreading, subsidence, liquefaction or collapse. The Project would not include the construction of any new habitable structures. Therefore, impacts associated with the risk of unstable soil would be less-than-significant and no mitigation is required.

The Project features would not cause or accelerate geologic hazards and would be constructed in accordance with design and engineering criteria and applicable building and safety requirements for roads. This impact would be less-than-significant and no mitigation is required

**d. Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial direct or indirect risks to life or property?**

**Less-than-Significant Impact.** Expansive soils are characterized by their potential shrink-swell behavior. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the process of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals

present in near surface soils, the higher the potential for substantial expansion. Clay minerals in geologic deposits within the Project area could be expansive, and previously imported fill soils could be expansive as well.

Although the Project could be located on expansive soil, the Project would not include the construction of any new habitable structures. Therefore, impacts associated with the risk of expansive soil would be less-than-significant and 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.** The Project would not require septic tanks or an alternative wastewater disposal system. Existing sewers would be used for the disposal of wastewater. Therefore, no impact would occur and no mitigation is required.

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

**No Impact.** The Project would not destroy a unique paleontological site. There is already an existing roadway present. The project is designed to upgrade the road with wider lanes for safety and paving of an unpaved portion. The site possesses no known unique geologic features. For these reasons, no impact is anticipated to paleontological resources and no mitigation is required.

#### **VIII. GREENHOUSE GAS EMISSIONS.**

Would the project:

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

**Less than Significant Impact.** GHG emissions from construction activities, including equipment and vehicles powered by diesel and gasoline, are summarized in Table 3.

**Table 3**  
**Annual Construction GHG Emissions (metric tons/year)**

	<b>GHG (CO<sub>2</sub>e) (metric tons/yr)</b>
Construction Emissions	966
Amortized Emissions <sup>1</sup>	32.2
Significance Threshold <sup>2</sup>	10,000
<b>Exceeds Threshold?</b>	<b>No</b>

Environmental Compliance Solutions, Inc.

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

CO<sub>2</sub>e = the carbon dioxide equivalent of all GHGs combined.

<sup>1</sup> SCAQMD protocol requires amortizing construction emissions over 30 years

<sup>2</sup> SCAQMD 2015

For details, see Appendix A – Air Quality Emission Calculations.

#### *CEQA Significance Thresholds*

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

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

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

The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year (MT/yr) of carbon dioxide equivalent (CO<sub>2</sub>e) (MT/yr CO<sub>2</sub>e) for industrial projects where SCAQMD is the lead agency (SCAQMD 2008a). For the purpose of this IS/ND, this threshold was used to evaluate the Project's GHG emissions under CEQA. If estimated GHG emissions remain below this threshold, they would be expected to produce less-than-significant impacts.

LAHD has determined the SCAQMD-adopted interim industrial threshold of 10,000 MT/yr CO<sub>2</sub>e to be suitable for the proposed Project following reasons:

- The SCAQMD interim threshold used as the basis for its development, Governor Schwarzenegger's June 1, 2005 Executive Order S-3-05 which set emission reduction targets of reducing GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050 (SCAQMD 2008a). The 2020 target is the core of the California Global Warming Solutions Act of 2006, widely known as Assembly Bill (AB) 32.
- The Project's primary GHG source is construction equipment. The SCAQMD industrial source threshold is appropriate for projects with mobile emission sources. California Air Pollution Control Officers Association (CAPCOA) guidance considers industrial projects to include substantial GHG emissions associated with mobile sources (CAPCOA 2008). SCAQMD, on industrial projects for which it is the lead agency, uses the 10,000 MT/yr threshold to determine CEQA significance by combining a project's stationary source and mobile source emissions. Although the threshold was originally developed for stationary sources, SCAQMD staff views the threshold as conservative for projects with both stationary and mobile source because it is applied to a larger set of emissions and therefore captures a greater percentage of projects than would be captured if the threshold was only used for stationary sources.
- The SCAQMD industrial source threshold is appropriate for projects with sources that use primarily diesel fuel. Although most of the sources that were considered by the SCAQMD in the development of the 10,000 MT/yr threshold are natural gas-fueled, both natural gas and diesel combustion produce carbon dioxide (CO<sub>2</sub>) as the dominant GHG (The Climate Registry 2016). Furthermore, the conversion of all GHG species into a CO<sub>2</sub>e ensures that the GHG emissions from any source, regardless of fuel type, can be evaluated equitably.

Table 3 above shows the Project's construction GHG emissions would be well below SCAQMD's CEQA significance threshold.

As mentioned in the Project Description above, the roadway currently exists. The project will widen the road and pave the unpaved portion. Greenhouse gas emissions from construction activities are calculated here and are shown to be less than significant.

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

**Less-than-Significant Impact.** The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions. Less-than-significant impact would occur and no mitigation is required.

Several state, regional and local plans have been developed that set goals for the reduction of GHG emissions over the next few years and decades. Some of these plans and policies (notably, Executive Order S-3-05 and AB 32) were taken into account by the SCAQMD in developing the 10,000 MT/yr CO<sub>2</sub>e threshold. However, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects, within the meaning of CEQA Guidelines Section 15064.4(b) (3). (See *Center for Biological Diversity v. California Department of Fish and Wildlife [Newhall Ranch] [2015]* 62 Cal.4th 204, 223.) Consequently, no CEQA significance assessment based upon compliance with such regulations or requirements can be made for the Project. Nevertheless, LAHD has considered for informational purposes only, whether the Project activities and features are consistent with federal, state or local plans, policies or regulations for the reduction of GHG emissions, as set forth below:



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

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

LAHD has been tracking GHG emissions, in terms of CO<sub>2</sub>e, since 2005 through the LAHD municipal GHG inventory and the annual inventory of air emissions. POLA-related GHG emissions started making significant reductions since 2006, reaching a maximum reduction in CO<sub>2</sub>e of 15 percent from 1990 levels in 2013. Subsequently, 2014 and 2015 saw GHG levels rise due to a period of Port congestion that arose from circumstances outside of the control of either the LAHD or its tenants. This event illustrates a major challenge related to managing GHG-related emissions, as events outside the control of LAHD or its individual tenants will continue to have a varying degree of impact on the progress of reduction efforts.

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

It is not possible at this time to determine whether Port-wide emissions or any particular Project applicant will be able to meet the compliance trajectory shown. Compliance will depend upon future regulations or requirements that may be adopted, future technologies that have not been identified or fully developed at this time, or any other Port-wide GHG reduction strategies that may be established. As a result, while LAHD will continue to work with its tenants to implement aggressive

GHG reduction measures to meet the compliance trajectory that is shown, LAHD cannot with certainty confirm compliance with these future plans and policies at this time.

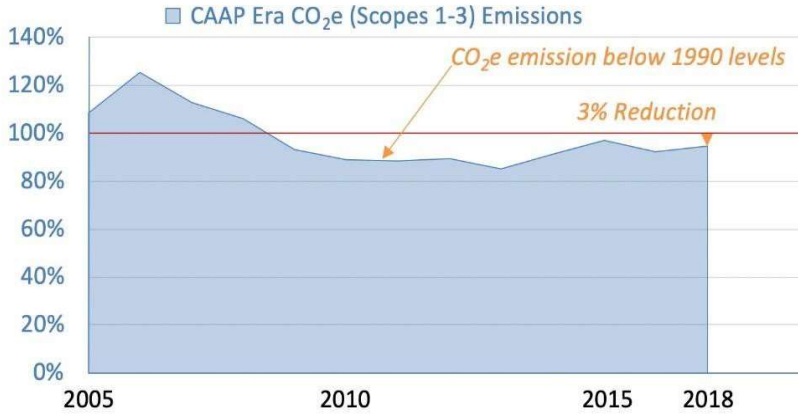


Figure 8-1 GHG Emissions, 2005–2018



Figure 8-2 - Actual GHG Emissions, 2005–2018 and 2018 GHG Compliance Trajectory

**IX. HAZARDS AND HAZARDOUS MATERIALS.**

Would the project:

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

**Less-than-Significant Impact.** Construction activities associated with building the proposed road improvements would not involve the handling of significant amounts of hazardous materials beyond those needed for construction vehicle operations and typical construction activities. The main hazardous materials in use would be diesel and gasoline in construction equipment. Asphalt and other paving materials are also expected to be used along with paint for striping and lane marking. Therefore, construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and no mitigation is required.

Operation of the proposed Project (i.e. improved existing roadway) would not involve the additional transport, use or disposal of hazardous materials. However, trucks carrying fuels or other hazardous materials may take a different route through the Port complex (by turning right at Henry Ford Avenue) upon completion of the proposed roadway extension. All carriers are expected to comply with Department of Transportation (DOT) federal guidelines for proper storage and handling of hazardous materials as well as all local and state regulations. With compliance with applicable regulations, the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As such, impacts would be less-than-significant and 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.** As discussed under Section IX(a) above, construction activities associated with the Project would involve relatively small quantities of hazardous substances associated with the operation of equipment and vehicles. Construction vehicles onsite may require refueling which could result in minor releases of oil, diesel fuel, or other materials. Accident prevention and containment would be the responsibility of the construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. Mandatory compliance with all federal, state, and local regulations on the transport, use, and disposal of hazardous materials would reduce potential for any impacts.

Therefore, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials. Less-than-significant impact would occur and no mitigation is required.

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

**No Impact.** There are no existing or proposed schools located within 0.25 mile of the Project. The nearest schools are George De La Torre Junior Elementary School and Wilmington Park Elementary School, both approximately 0.7 miles from the closest section of this roadway. No impact would occur and 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?**

**No Impact.** While the road itself is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., "Cortese List") maintained by the California DTSC (CALEPA 2019), the area immediately adjacent to the road may be impacted with hydrocarbons and heavy metals. While construction activities in the immediate vicinity of the Project site may be impacted with hydrocarbons and heavy metals, and concentrations of these contaminants at some locations could potentially render soil and groundwater as hazardous waste. Project construction would require minimal excavation related to removal of existing road infrastructure. Further, to minimize the potential exposure of on-site construction workers during this ground disturbance, a Health and Safety plan would be implemented during all construction and temporary installation activities. If contaminated materials are suspected or encountered, standard regulatory practices

would be applied and construction workers would follow procedures as outlined in the Health and Safety Plan.

No impact would occur 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 or excessive noise for people residing or working in the project area?**

**No Impact.** The Project site is not located within 2 miles of a public airport or within an airport land use plan. The nearest airports are Torrance Municipal Airport – Zamperini Field, which is located approximately four miles northwest of the Project; the Long Beach Airport, which is located approximately five miles northeast of the Project; and the Compton/Woodley Airport, which is located approximately eight miles north of the Project (County of Los Angeles 2019). Therefore, the Project would not be within the vicinity of a public airport, and safety hazard and noise impacts would not occur. No impact would occur and no mitigation is required.

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

**No Impact.** The Project would be fully located within a previously developed roadway site. Berth 200 roadway construction activities would not require the closure of public roads and would not restrict access to or around the Project site. Therefore, construction and operation of the Project is not anticipated to interfere with an adopted emergency response plan or emergency evacuation plan. No impacts are anticipated and no mitigation is required.

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

**No Impact.** The Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. The Project is located within a highly developed Port and not located in a wildland fire hazard area. Therefore, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur and no mitigation is required.

#### **X. HYDROLOGY AND WATER QUALITY.**

Would the project:

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

**Less-than-Significant Impact.** The Project would not violate any water quality standards or waste discharge requirements. The Project site is currently mostly paved and is used as a public roadway.

Construction activities include earthwork to widen and extend the Berth 200 roadway would be subject to the requirements of the NPDES Stormwater Program, which requires coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity which is General Construction Permit 2009-009-DWQ.

Permit for the Municipal Separate Storm Sewer System requirements for construction projects. Less-than-significant impact would occur and no mitigation is required.

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

**No Impact.** The Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Although ground would be paved as part of the Project, the Project is located on an industrial area that does not support groundwater recharge. Groundwater in the harbor area is south of the Dominquez Gap Barrier and generally impacted by saltwater intrusion (salinity) and is, therefore, unsuitable for use as drinking water.

Therefore, implementation of the Project would not affect the location or rate of groundwater recharge. Less-than-significant impact 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 or through the addition of impervious surfaces, in a manner which would:**

**i. Result in substantial erosion or siltation on- or off-site?**

**No Impact.** The Project would not substantially alter the existing drainage pattern of the site or area and would not alter the course of a stream or river. There are no streams or rivers located nearby that would be affected by the Project. As discussed in Section X (a), the Project would increase the amount of impervious surfaces; however, it would not have a significant impact on the rate or volume of stormwater runoff. Runoff from the Project site would enter the adjacent Harbor through surface flow or via the storm drain system; there are no downstream rivers that could be adversely affected. No impact would occur and no mitigation is required.

**ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**

**Less-than Significant Impact.** As discussed in Section X (c)(i), there are no streams or rivers located nearby that would be affected by the Project. The Project would increase the amount of impervious surfaces; however, it would not have a significant impact on the rate or volume of stormwater runoff that could result in on- or off-site flooding. Furthermore, the Project would use existing drainage infrastructure. Less-than-significant impact would occur and no mitigation is required.

**iii. 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.** Portions of the Project site are currently paved or used for Port-related activities. Implementation of the Project would include earthwork and an increase in impervious surfaces (pavement) that could contribute to runoff water; however, it would not have a significant impact on the rate or volume of stormwater runoff that could adversely affect the storm flow system, as the Project site is located close to the discharge

points. Furthermore, the Project would install drainage infrastructure as needed. Runoff from the Project would be managed by existing drainage infrastructure similar to existing conditions. Less-than-significant impact would occur and no mitigation is required.

**iv. Impede or redirect flood flows?**

**No Impact.** The Project would not impede or redirect flood flows. The Project site is not located within a Federal Emergency Management Agency 100-year or 500-year flood zone (FEMA 2008). No impact would occur and no mitigation is required.

**d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**Less-than-Significant Impact.** The Project site is located within a potential tsunami impact area, according to the Los Angeles General Plan Safety Element (City of Los Angeles 1996). However, the Project would not construct any habitable structures. The Project would not be anticipated to risk release of pollutants due to inundation because the Project is a paved roadway. Less-than-significant impact would occur and no mitigation is required.

**e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**No Impact.** The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As discussed in Section X (b), the Project will be a paved roadway located in a developed, industrial Port area. No impact would occur and no mitigation is required.

**XI. LAND USE AND PLANNING.**

Would the project:

**a. Physically divide an established community?**

**No Impact.** The Project is located in a heavy industrial area that does not contain any established communities. The physical division of an established community typically refers to the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, that would impair mobility within an existing community or between a community and outlying area. Under the existing conditions, the Project site is not used as a connection between established communities. Instead, connectivity in the surrounding area is facilitated via local roadways, such as SR-47. Therefore, no impact would occur and no mitigation is required.

**b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**No Impact.** The Project does not conflict with any land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental impact. The Project site is designated as a Harbor Gateway State Enterprise Zone (ZI-2130). The Project site is zoned for heavy industrial uses; the Project would be consistent with that land use designation.

The City General Plan Land Use Element is comprised of the City's 35 community plans. The Project falls under the Port of Los Angeles Community Plan Area, which designates the Project site for General/Bulk Cargo. The Project site is located in Planning Area 2 of the PMP, which designates the site for Maritime Support.

Implementation of the Project would include the same Berth 200 cargo terminal truck traffic, which would be consistent with existing uses in Planning Area 2 and with the Maritime Support land use designation. Therefore, the Project would not conflict with an applicable land use plan, policy, or regulation. No impact would occur and no mitigation is required.

## **XII. MINERAL RESOURCES.**

Would the project:

### **a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact.** According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, there are no gas, geothermal, or other known wells located on the Project site. There are several oil and gas production wells near the Project site, although the majority are plugged. The Project would neither result in a land use conflict with the existing oil extraction nor would it preclude future oil extraction on underlying deposits. According to Exhibit A of the City of Los Angeles General Plan Conservation Element, the Project site is not located within a mineral resource zone (City of Los Angeles 2001). Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. 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.** The Project would not result in the loss of availability of a locally-important resource recovery site. According to Exhibit A of the City of Los Angeles General Plan Conservation Element, the Project site is not located within a mineral resource zone (City of Los Angeles 2001). Further, as discussed in Section XII (a) above, there are no gas, geothermal, or other known wells located on the Project site, and the Project would neither result in a land use conflict with the existing oil extraction nor would it preclude future oil extraction on underlying deposits. Therefore, implementation of the Project would not result in the loss of availability of a locally important mineral resource recovery site. No impact would occur and no mitigation is required.

## **XIII. NOISE.**

Would the project result in:

### **a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less-than-Significant Impact.** The City of Los Angeles adopted a Noise Element as part of its General Plan (City of Los Angeles 1998). The following policies are applicable to the Project:

- Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

Section 41.40 of the LAMC prohibits construction work during nighttime and early morning hours. Construction activities are limited to the hours of 7:00 a.m. to 9:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday (no work is allowed on Sundays or national holidays). LAMC Section 112.04 addresses “powered equipment intended for repetitive use in residential areas,” while LAMC Section 112.05 establishes maximum noise levels for powered equipment or powered hand tools operated in any residential zone or within 500 feet thereof.

The City’s CEQA Thresholds Guide (City of Los Angeles 2006) provides screening criteria if construction activities occur within 500 feet of a noise sensitive land use and if construction occurs during the hours specified in LAMC, Section 41.40. The CEQA Threshold Guide also specifies that construction activities that last more than 10 days in a three-month period are less than significant if the existing ambient exterior noise levels at a noise sensitive use do not exceed 5 A-weighted decibels (dBA) during construction. Furthermore, the CEQA Threshold Guide states that Project operations would normally be significant if the ambient noise level measured at the property line of affected uses increases by 3 dBA in the Community Noise Equivalent Level (CNEL) to or within the “normally unacceptable” or “clearly unacceptable” category (generally over 70 decibels), or any increase in CNEL by 5 dBA or greater.

The nearest noise sensitive receptors are the liveaboards located in a marina approximately 250 feet away from the Henry Ford Avenue portion of the road. The Port of Los Angeles is zoned as “heavy manufacturing” (City of Los Angeles 2019) and so the presumed ambient noise level as set forth in LAMC Section 111.03 is 65 dBA. The Project is not anticipated to increase noise levels at the liveaboards. Please see Appendix B for results of the noise analysis.

A significant impact related to construction activity would occur if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 A-weighted decibels (dBA) or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use; and/or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday or at anytime on Sunday.

Construction of the proposed Project would occur in accordance with LAMC Section 112.05, Maximum Noise Level of Powered Equipment or Powered Hand Tools, which limits the maximum noise level powered equipment may produce within 500 feet from a residential zone to 75 dBA at a distance of 50 feet from the equipment, unless compliance is technically infeasible. The nearest sensitive receptors (marina liveaboards) to the Project site are approximately 250 feet away.



Construction activity would temporarily increase ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type, direction of use, and presence or absence of noise attenuation barriers.

Because there would not be an increase in truck trips to the area, an increase in noise at the nearest sensitive receptors would not occur. Therefore, a substantial temporary or permanent increase in ambient noise levels would not occur. Impact would be less-than-significant and no mitigation is required.

**b. Generation of excessive groundborne vibration or groundborne noise levels?**

**Less-than-Significant Impact.** As stated above, Project noise levels would be less than significant. Construction activities could generate vibration from operation of equipment like backhoes, rollers, and various trucks. The City of Los Angeles does not specify a significance criterion of vibration, but Caltrans developed guidelines for construction activities and estimates that vibration levels exceeding 0.3 inches per second (in/sec) can damage older residential structures and cause annoyance to humans (Caltrans 2013). The noise analysis shows that no excessive groundborne vibrations or noise levels would be expected. Impacts would be less-than-significant and no mitigation is required.

**c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The Project is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the Project would not expose people in the Project area to excessive noise levels. No impact would occur and no mitigation is required.

**XIV. POPULATION AND HOUSING.**

Would the project:

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

**No Impact.** The Project would expand and extend a roadway at a cargo terminal. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the Project. Accordingly, it is not anticipated that people would relocate into the area due to the Project.

The Project would not construct new or extend utilities, roads, or other infrastructure into areas not currently served by such improvements. Thus, the Project would not induce population growth. No impact would occur and no mitigation is required.

**b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The Project would expand and extend a roadway at a cargo terminal. There is no housing within the Project boundaries that would be displaced as a result of the Project. There is no formal

housing within the Port, although there are liveaboard boat residents in some marinas within the Port. The Project would not displace liveaboards at these marinas. No replacement housing would be needed due to the Project. No impact would occur and no mitigation is required.

## **XV. PUBLIC SERVICES.**

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

### **a. Fire protection?**

**No Impact.** The LAFD provides fire protection and emergency medical response services to the Project site. The LAFD operates 114 stations located throughout the City (LAFD 2016). The closest station is Fire Station No. 49 (400 Yacht Street), less than 0.5 mile from the Project site.

The Project site is already within the service area of the LAFD. During construction, emergency access to the Project vicinity would be maintained for emergency service vehicles. Following the completion of the Project, there would be no substantial adverse impacts for new or altered fire protection services. The Project would continue to be served by the LAFD. Additionally, as previously discussed under Section XIV (a) above, the Project would not directly or indirectly induce population growth in the City. The Project would not increase the demand for fire services and would neither require the expansion of existing facilities nor the construction of new fire facilities. Overall, it is anticipated that the Project would be adequately served by existing LAFD facilities, equipment, and personnel. Less-than-significant impact would occur and no mitigation is required.

### **b. Police protection?**

**No Impact.** The Los Angeles Port Police (Port Police) is the primary law enforcement agency within the Port. The Port Police is responsible for patrol and surveillance of Port property including 12 square miles of landside property and 43 miles of waterfront. Port Police headquarters is located at 330 S. Centre Street (between 3rd and 5th Streets), approximately 2 miles southwest of the Project site. Dive Unit facility boats and offices/lockers are located on 954 South Seaside Avenue, approximately 2 miles south of the Project site. The Los Angeles Police Department (LAPD) provides police protection to the entire City of Los Angeles, including San Pedro. The Project site is located within the LAPD Harbor Division Area, which covers 27.5 square miles including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island.

Similar to fire protection services, the Project site is already within the service area of the Port Police and LAPD, and they would continue to serve the Project site during construction and operation. Additionally, the Project would not directly or indirectly induce population growth in the City. The Project use is similar with the existing use of the area. The Project would not increase the demand for police services and would require neither the expansion of existing facilities nor the construction of new police facilities. No impact would occur and no mitigation is required.

### **c. Schools?**

**No Impact.** Public kindergarten through high school education in the City is provided by the Los Angeles Unified School District. As previously discussed in Section XIV (a), the Project would not

directly or indirectly induce population growth in the City. As such, an increase in school-age children requiring public education is not expected to occur as a result of the Project. No impact would occur and no mitigation is required.

**d. Parks?**

**No Impact.** As discussed in Section XVI (a), the Project does not include parks, residential uses, or other land uses typically associated with directly inducing population growth. Therefore, there would be no increase in residential use, and an increase in patronage at park facilities is not expected to result. No impact would occur and no mitigation is required.

**e. Other public facilities?**

**No Impact.** No residential uses or other land uses typically associated with directly inducing population growth are included as part of the Project. A substantial increase in patronage at libraries, community centers, or other public facilities is not expected. No impact would occur and no mitigation is required.

**XVI. 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?**

**No Impact.** Demand for neighborhood or regional parks or other recreational facilities is primarily generated by an increase in the permanent residential population. The Project does not propose any residential uses that may increase the use of existing neighborhood parks in the vicinity such that substantial physical deterioration of the facility or an increase in park facilities would occur or be accelerated. No impact would occur and no mitigation is required.

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

**No Impact.** As discussed in Section XVI (a), the Project site does not operate as a recreational facility, and the Project does not include recreational facilities or require the construction or expansion of recreational facilities. No impact would occur and no mitigation is required.

**XVII. TRANSPORTATION.**

Would the project:

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

**Less-than-Significant Impact.** The 2019 LADOT guidelines state that transportation projects which separate preferential vehicles, such as trucks, from general vehicles are also not likely to lead to substantial or measurable increase in vehicle travel. This project involves improvements to an existing roadway used primarily by trucks. Therefore, the project is not required to prepare an induced travel analysis under the LADOT guidelines and no further analysis is required under their significance Threshold T-2.

The proposed project is within an industrialized area and there are no bicycle or pedestrian facilities within Terminal Island. With no bicycle or pedestrian facilities within the area, no effect to such facilities is possible. Additionally, there are no transit lines, bus stops, transit stations, or transit facilities within a 0.25-mile radius of the Project site. Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

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

**Less-than-Significant Impact.** The intent of CEQA Guidelines section 15064.3, subdivision (b)(2) and Threshold T-2.2 is to assess whether a transportation project induces substantial additional vehicle miles travelled (VMT) by increasing roadway capacity and inducing additional vehicle travel. The 2019 LADOT guidelines state that projects that provide additional roadway capacity on local or collector streets are not likely to lead to substantial or measurable increase in vehicle travel, provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit. The new roadway is being designed as a local or collector street, and the objective of the project is to route trucks away from the re-aligned Water St. and Avalon Promenade, thereby improving conditions for pedestrians and cyclists using those facilities. As mentioned above, the LADOT guidelines also state that transportation projects which separate preferential vehicles, such as trucks, from general vehicles are also not likely to lead to substantial or measurable increase in vehicle travel. Therefore, the project is not required to prepare an induced travel analysis under the LADOT guidelines and no further analysis is required under Threshold T-2.2.

Less-than-significant impact would occur and no mitigation measures is required.

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

**No Impact.** The Project would not substantially increase hazards due to a geometric design feature or incompatible uses. The road design is expected to be completed in a manner which will not include sharp curves, dangerous intersections, or incompatible uses. Less-than-significant impact would occur and no mitigation measures is required.

**d. Result in inadequate emergency access?**

**No Impact.** The Project would not result in inadequate emergency access, but would increase vehicle traffic. All access routes for emergency services in the vicinity of the Project site would be maintained. Less-than-significant impact would occur and no mitigation is required.

**XVIII. TRIBAL CULTURAL RESOURCES.**

Would the project:

This section evaluates impacts related to tribal cultural resources associated with the implementation of the Project. Pursuant to Assembly Bill (AB) 52, a lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the Project if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area. As part of Native American consultation

associated with the Project, the Native American Heritage Commission (NAHC) was contacted and a consultation list received of tribes that are traditionally and culturally affiliated with the geographic area of the Project. On August 31, 2019, pursuant to Public Resources Code Section 21080.3.1(d), five tribes were sent AB 52 formal notification of the Project. No responses were received within 30 days of the notification.

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

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

**No Impact.** As discussed in Section X, Cultural Resources, the potential to discover an unknown tribal cultural resource within the Project site is very low as the site is already an existing heavily traveled road. Implementation of the Project would include widening of existing roadway and installation of new roadway at the Project site. Earthwork, including excavation and grading, would disturb surface and subsurface soils. For these reasons, no impact would and no mitigation is required.

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

**No Impact.** As discussed in Section XVIII (a), the Project would have very low potential to discover an unknown or buried tribal resource because the Project site is already an existing road. As no known tribal resources have been identified on the site, it is anticipated no impact would occur and no mitigation is required.

#### **XIX. UTILITIES AND SERVICE SYSTEMS.**

Would the project:

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

**Less-than-Significant Impact.** The Project consists of improvements to an existing roadway. The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects. Less-than-significant impact would occur and no mitigation is required.

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

**No Impact.** The Project would have sufficient water supplies available and would not create new water demand. There is currently minimal water usage associated with the Project and this would continue to be the case. No impact would occur and no mitigation is required.

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

**No Impact.** The Project would not require wastewater treatment. Therefore, no impact would occur and no mitigation is required.

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

**No Impact.** No demolition is expected to occur, but rather an existing roadway lane will be widened. Once the road is constructed, no solid waste is expected to be generated. The Project would not generate solid waste in excess of State or local standards or impair solid waste reduction goals. Solid waste generated during construction activities would be less-than-significant quantities and temporary. No impact would occur and no mitigation is required.

**e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**No Impact.** Further, there is minimal solid waste associated with Project-related construction activities. No demolition is expected to occur, but rather an existing roadway lane will be widened. Once the road is constructed, no solid waste is expected to be generated. No impact would occur and no mitigation is required.

**XX. WILDFIRE.**

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

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

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

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

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

**No Impact.** Public Resources Code Sections 4201-4204 direct the California Department of Forestry and Fire Protection (CAL FIRE) to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Project is neither located within a CAL FIRE State responsibility area nor classified as a Very High Fire Severity Zone (VHFSZ) within its Local Responsibility Area. The nearest boundary of a VHFSZ is in the City of Rancho Palos Verdes, over three miles west of the Project site. Therefore, the Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones.

No impact would occur and no mitigation is required.

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE.**

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

**Less-than-Significant Impact.** The Project site does not contain habitat for, or support, any fish or wildlife species, or plant or animal communities listed on any state or federal lists for endangered, threatened or special status species. The urbanized industrial nature of the Project site and surrounding area is not conducive to supporting fish or wildlife or plant and animal communities. As discussed in Section IV, Biological Resources, most of the terrestrial area within the Port contains facilities and infrastructure such as buildings, roads, and paved container storage areas that are highly-disturbed and have limited vegetated habitats. Wildlife use of developed and undeveloped areas within the area is limited. Additionally, the Project construction would be confined to the immediate Project site and no in- or over-water construction or operations are proposed and would not impact marine species. Overall, the Project would not significantly impact protected biological species and resources.

As discussed in Section V, Cultural Resources, the Project site is located on artificial land, there are no known cultural resources located on-site, and the Project would not eliminate important examples of the major periods of California history or prehistory. Further, neither construction nor operations for the Project is expected to encounter archeological resources. For these reasons, the Project would have no impact to cultural or archaeological resources with adherence to applicable regulatory requirements. Less-than-significant impact would occur and no mitigation is required

- b. Does the project have impacts which 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.** As discussed under each issue area in Sections V through XX of this IS/ND, the Project would not result in significant impacts to any of the CEQA-required study areas: aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, tribal cultural resources, transportation and traffic, utilities and services systems or wildfires. In the absence of significant Project-level impacts, the incremental contribution of the

Project would not be cumulatively considerable. Impacts are less-than-significant and no mitigation is required.

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

**Less-than-Significant Impact.** Based on the analysis in this IS/ND, the construction and operation of the Project is not anticipated to have significant impacts that would cause substantial adverse effects on human beings, either directly or indirectly. Less-than-significant impacts would occur and no mitigation is required.



## 5.0 Proposed Finding

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

## 6.0 Preparers and Contributors

### *Port of Los Angeles*

Christopher Cannon, Director of Environmental Management Division

Lisa Wunder, Marine Environmental Manager

Shirin Sadrpour, Marine Environmental Supervisor

Kat Prickett, Marine Environmental Supervisor

Erin Sheehy, Environmental Management Division Project Manager

Tara Tisopulos, Environmental Specialist

Melissa Harne, Engineering

Shozo Yoshikawa, Goods Movement

## 7.0 Acronyms and Abbreviations

AB	Assembly Bill
AQMP	Air Quality Management Plan
BMPs	best management practices
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CAL FIRE	California Department of Forestry and Fire Protection
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Los Angeles
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO <sub>2</sub> e	carbon dioxide equivalent
County	County of Los Angeles
dba	A-weighted sound level
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
GHG	greenhouse gas
I-	Interstate
IS	Initial Study
IS/ND	Initial Study/ Negative Declaration
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAMC	Los Angeles Municipal Code
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
NAHC	Native American Heritage Commission
NOX	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
PMP	Port Master Plan
PM <sub>10</sub>	directly emitted diesel-emitted particulate matter less than 10 microns
PM <sub>2.5</sub>	directly emitted particulate matter less than 2.5 microns
Port	Port of Los Angeles
POLA	Port of Los Angeles
Port Police	Los Angeles Port Police
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Area
SIP	State Implementation Plan
SOX	sulfur oxides
SR-	State Route
SWPPP	Stormwater Pollution Prevention Plan
USEPA/EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VOC	volatile organic compound

---

## 8.0 References

- 14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.
- AEP (Association of Environmental Professionals). 2019. 2019 California Environmental Quality Act Statutes and Guidelines. Accessed June 2019. Available at: [http://resources.ca.gov/ceqa/docs/2019\\_CEQA\\_Statutes\\_and\\_Guidelines.pdf](http://resources.ca.gov/ceqa/docs/2019_CEQA_Statutes_and_Guidelines.pdf).
- CalEPA (California Environmental Protection Agency). 2019. “Cortese List: Section 65962.5(a).” Accessed June 2019. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>.
- CAL FIRE (California Department of Forestry and Fire Protection). 2019. “Fire Hazard Severity Zones in SRA.” Adopted November 2007. Accessed June 2019.
- California Natural Resources Agency. 2019. “CEQA: The California Environmental Quality Act: New 2018 Amendments and Additions to the State CEQA Guidelines.” Accessed June 2019. Available at: <http://resources.ca.gov/>.
- California Public Resources Code, Sections 21000–21177. California Environmental Quality Act (CEQA), as amended.
- California State Parks. 2019. California Register of Historical Resources. Accessed June 2019.
- California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual. Accessed June 2019. Available at [http://www.dot.ca.gov/hq/env/noise/pub/TCVGM\\_Sep13\\_FINAL.pdf](http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf)
- Caltrans. 2018. “List of eligible and officially designated State Scenic Highways.” Last updated August 2, 2018. Accessed June 2019. Available at: <http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html>.
- City of Los Angeles. 1996. Safety Element of the Los Angeles City General Plan. Accessed June 2019. Available at <https://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>
- City of Los Angeles. 1998. Noise Element of the Los Angeles City General Plan. Accessed June 2019. Available at <https://planning.lacity.org/cwd/gnlpln/noiseElt.pdf>
- City of Los Angeles. 2001. Conservation Element of the City of Los Angeles General Plan. Adopted September 26, 2001. Approved March 10, 2001. Accessed June 2019. <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>.
- City of Los Angeles. 2006. L.A. CEQA Thresholds Guide. Accessed June 2019. Available online at <http://planning.lacity.org/Documents/MajorProjects/CEQAThresholdsGuide.pdf>
- Climate Registry. 2016. 2016 Climate Registry Default Emission Factors. Accessed June 2019.
- County of Los Angeles (Department of Regional Planning). 2015. “Significant Ecological Areas and Coastal Resource Areas Figure 9.3.” February 2015. Accessed June 2019. Available at: [http://planning.lacounty.gov/assets/upl/sea/Criteria\\_Table\\_13.pdf](http://planning.lacounty.gov/assets/upl/sea/Criteria_Table_13.pdf).

- County of Los Angeles (Department of Regional Planning). 2018. "Criteria Table 13 Palos Verdes Peninsula and Coastline: A, B, C, D, E, F." Accessed June 2019. Available at: <http://planning.lacounty.gov/sea/proposed>.
- DOC (California Department of Conservation). 2016. "Los Angeles County." 2016. Accessed June 2019. Available at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx>.
- DTSC (Department of Toxic Substances Control). 2019. "EnviroStor." Accessed June 2019. Available at: <https://www.envirostor.dtsc.ca.gov/public/>
- FEMA (Federal Emergency Management Agency). 2008. FEMA Flood Map Service Center: 06037C1965F. Accessed June 2019. Available at: <https://msc.fema.gov/portal/search?AddressQuery=895%20Reeves%20Ave%2C%20Los%20Angeles%2C%20CA#searchresultsanchor>.
- LADPW (Department of Public Works). 2019. "Los Angeles County Operation Area Disaster Routes, South Los Angeles County." Accessed June 2019. Available at: [https://dpw.lacounty.gov/dsg/DisasterRoutes/map/disaster\\_rdm-South.pdf](https://dpw.lacounty.gov/dsg/DisasterRoutes/map/disaster_rdm-South.pdf).
- LAFD (Los Angeles Fire Department). 2019. "Station List." Accessed June 2019. Available at: <http://www.lafd.org/fire-stations/find-your-station>.
- LAHD. 2018. "Terminal Island (Pier 400) Railyard Enhancement Project Final Initial Study/Mitigated Negative Declaration."
- LAPD/LAPP (Los Angeles Police Department/ Los Angeles Port Police). 2019. LAPD / LAPP Tsunami Evacuation Map - Harbor Area –Terminal Island. Accessed June 2019. Available at: <https://data.lacity.org/A-Safe-City/Port-of-Los-Angeles-Tsunami-Evacuation-Routes-Sign/xsnc-uga6/data>.
- Metro (Los Angeles County Metropolitan Transportation Authority). 2010. 2010 Congestion Management Program. Accessed June 2019. Available at: [http://media.metro.net/projects\\_studies/cmp/images/Final\\_Draft\\_2010.pdf](http://media.metro.net/projects_studies/cmp/images/Final_Draft_2010.pdf).
- POLA (Port of Los Angeles). 2011. Phase I and Limited Phase II Environmental Site Assessment Naval Operation Support Center Los Angeles. Accessed June 2019.
- POLA. 2012. "Terminal Island Land Use Plan: Summary Report. January 2012. Accessed June 2019.
- POLA. 2016. "Los Angeles County Important Farmland." Accessed June 2019. Available at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx>.
- POLA. 2018. Port Master Plan – Port of Los Angeles. September 2018. Accessed June 2019. Available at: [https://kentico.portoflosangeles.org/getmedia/adf788d8-74e3-4fc3-b774-c6090264f8b9/port-master-plan-update-with-no-29\\_9-20-2018](https://kentico.portoflosangeles.org/getmedia/adf788d8-74e3-4fc3-b774-c6090264f8b9/port-master-plan-update-with-no-29_9-20-2018).
- POLA. 2019. "Biological Baseline Surveys." Accessed June 2019. Available at: <https://www.portoflosangeles.org/environment/biological-resources/biological-baseline-surveys>.

POLA. 2019. "California Least Tern." Accessed June 2019.

POLA. 2019. "Port Addresses." Accessed June 2019.

POLA. 2019. Tonnage Data (1971-2018) In Million Metric Revenue Tons (MMRT) by Fiscal Year (July 1 through June 30). Accessed May 2019. Available at:  
<https://www.portoflosangeles.org/business/statistics/tonnage-statistics>.

POLB (Port of Long Beach). 2018. Initial Study/Mitigated Negative Declaration/Application Summary Report Toyota Logistics Services Improvement Project. June 2018. Accessed June 2019.

SWRCB (State Water Resources Control Board). 2016. "State Water Resources Control Board GeoTracker." March 2016. Accessed June 2019. <https://geotracker.waterboards.ca.gov/>.

# **Appendix A – Air Quality, Greenhouse Gas Emissions, and Noise Calculations**

# **Berth 200 Roadway Extension**

## **Construction Emissions**

March 2020

**Prepared by:** Environmental Compliance Solutions



**Berth 200 Roadway Extension**  
 Construction Emissions (March '20)  
 Summary

**Construction Daily Emissions (Max. Daily)**

Activity	Max. Daily Construction Emissions (lb/day)						(MT/yr)
	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Land Clearing	9.5	0.9	7.6	4.0	2.2	0.0	47
Grading/Excavation	19.6	2.4	26.9	4.9	2.6	0.1	484
Drainage/Utilities/Subgrade	19.9	1.8	19.6	1.3	0.9	0.1	324
Light Poles	3.9	0.4	5.5	0.4	0.2	0.0	12
Paving	18.2	1.9	19.0	0.9	0.7	0.0	98
Striping/Finishing	6.2	3.9	7.2	0.6	0.4	0.0	14
<b>Project</b>	<b>19.9</b>	<b>3.9</b>	<b>26.9</b>	<b>4.9</b>	<b>2.6</b>	<b>0.1</b>	<b>978</b>
CEQA Significance Threshold (1)	100	75	550	150	55	150	-
<b>Significant?</b>	No	No	No	No	No	No	-

(1) SCAQMD Air Quality Significance Thresholds (rev Apr '19), <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>  
 CO2e = Carbon dioxide equivalent = greenhouse gases (includes CO2, CH4, and N2O emissions).

NOx = nitrogen oxides, VOC = volatile organic compounds, CO = carbon monoxide, PM10 = particulate matter 10 microns and less, PM2.5 = particulate matter 2.5 microns and less, SO2 = sulfur dioxide.

**Construction Annual CO2e Emissions (Max. Annual)**

Activity	Max. Annual Construction CO2e Emissions (metric tons/year)
Project Max. Annual	< 978
Project Max. Annual amortized over 30 Years	< 32.6
CEQA Significance Threshold (1)	10,000
<b>Significant?</b>	No

(1) SCAQMD Air Quality Significance Thresholds (rev Mar 2015), <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>  
 30-year amortization per SCAQMD's Draft Oct 2008 Interim CEQA Greenhouse Gas (GHG) Significance Threshold Guidance Document  
 There are no CEQA annual significance thresholds for NOx, VOC, CO, PM10, PM2.5, or SO2.

**Construction Total Fuel Consumption (Max. Project)**

Equipment Type	Fuel	Total Fuel Consumption (gallons)
Off-road Construction Equipment and On-Road Construction Vehicles	Diesel	< 88,272
Worker vehicles	Gasoline	< 8,058
<b>Total</b>		<b>&lt; 96,330</b>

**Berth 200 Roadway Extension**

Construction Emissions (March '20)

Tasks

Berth 200 roadway extension will widen approximately 4,000 linear feet of the existing Berth 200 roadway and will construct approximately 3,000 linear feet of new roadway to extend the Berth 200 roadway to North Henry Ford Avenue.

Construction activities include removal of utilities, street work, grading, paving, striping, lighting and other improvements.

Task, Duration, and Schedule					Max. Daily Construction Emissions						
ID	Task Name	Duration (days)	Approx. Start Date	Approx. End Date	(lb/day)						(MT/yr)
					NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
1	Land Clearing	30	1/4/2019	2/3/2019	9.5	0.9	7.6	4.0	2.2	0.0	47
2	Grading/Excavation	150	2/3/2019	7/3/2019	19.6	2.4	26.9	4.9	2.6	0.1	484
3	Drainage/Utilities/Subgrade	120	7/3/2019	10/31/2019	19.9	1.8	19.6	1.3	0.9	0.1	324
4	Light Poles	15	11/1/2019	11/15/2019	3.9	0.4	5.5	0.4	0.2	0.0	12
5	Paving	45	11/16/2019	12/30/2019	18.2	1.9	19.0	0.9	0.7	0.0	98
6	Striping/Finishing	15	12/31/2019	1/14/2020	6.2	3.9	7.2	0.6	0.4	0.0	14
Max. Daily					19.9	3.9	26.9	4.9	2.6	0.1	978

Max. daily emissions assume tasks do not overlap.

**Berth 200 Roadway Extension**  
 Construction Emissions (March '20)  
 Land Clearing

**Land Clearing**

Equipment/Activity	Vehicle Type	#	Hr/day	HP	Load Factor	mi/day	Max. Daily Construction Emissions (lb/day)						
							NOx	VOC	CO	PM10	PM2.5	SO2	GHG
Excavator	Offroad	1	8	158	0.38	-	2.1	0.3	3.2	0.1	0.1	0.0	563
Bulldozer	Offroad	1	8	212	0.43	-	1.4	0.2	1.7	0.1	0.1	0.0	855
Loader	Offroad	1	8	203	0.36	-	1.1	0.2	1.3	0.1	0.0	0.0	686
Haul truck (10-wheel)	Onroad	8	-	-	-	40	4.3	0.2	0.7	0.1	0.1	0.0	1,090
Water truck	Onroad	1	-	-	-	30	0.4	0.0	0.1	0.0	0.0	0.0	107
Worker commute	Onroad	5	-	-	-	40	0.0	0.0	0.5	0.0	0.0	0.0	137
Fugitive dust	-	-	-	-	-	-				3.8	2.0		
<b>Total</b>							9.5	0.9	7.6	4.0	2.2	0.0	3,439

Offroad equipment emissions = (#) \* (Hr/day) \* (Hp) \* (Load Factor) \* (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Fugitive dust includes bullozing, soil/material handling, onroad vehicle travel on paved roads and brake and tire wear.

Fugitive dust from bulldozing is mitigated by watering every 3 hours.

Task total duration: 30 day

**Berth 200 Roadway Extension**  
 Construction Emissions (March '20)  
 Grading/Excavation

**Grading/Excavation**

Equipment/Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	Max. Daily Construction Emissions (lb/day)						
							NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Bulldozer	Offroad	1	8	212	0.43	-	1.4	0.2	1.7	0.1	0.1	0.0	855
Excavator	Offroad	3	8	158	0.38	-	6.3	0.8	9.7	0.2	0.2	0.0	1,690
Grader	Offroad	2	8	187	0.41	-	2.4	0.4	2.8	0.1	0.1	0.0	1,439
Roller	Offroad	2	8	80	0.38	-	2.8	0.3	3.7	0.1	0.1	0.0	570
Loader	Offroad	1	8	203	0.36	-	1.1	0.2	1.3	0.1	0.0	0.0	686
Backhoe	Offroad	2	8	144	0.37	-	3.8	0.5	5.7	0.1	0.1	0.0	1,000
Haul truck (10-wheel)	Onroad	2	-	-	-	40	1.1	0.0	0.2	0.0	0.0	0.0	273
Water truck	Onroad	1	-	-	-	30	0.4	0.0	0.1	0.0	0.0	0.0	107
Worker commute	Onroad	18	-	-	-	40	0.1	0.1	1.6	0.0	0.0	0.0	492
Fugitive dust	-	-	-	-	-	-				4.2	2.0		
<b>Total</b>							<b>19.6</b>	<b>2.4</b>	<b>26.9</b>	<b>4.9</b>	<b>2.6</b>	<b>0.1</b>	<b>7,112</b>

Offroad equipment emissions = (#) \* (Hr/day) \* (Hp) \* (Load Factor) \* (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Fugitive dust includes bulldozing, grading, soil/material handling, onroad vehicle travel on paved roads, brake and tire wear.

Fugitive dust from bulldozing and grading is mitigated by watering every 3 hours.

Task total duration: 150 days

**Berth 200 Roadway Extension**  
 Construction Emissions (March '20)  
 Drainage/Utilities/Subgrade

**Drainage/Utilities/Subgrade**

Equipment/Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	Max. Daily Construction Emissions (lb/day)						
							NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Air compressor	Offroad	1	8	78	0.42	-	1.5	0.1	2.0	0.1	0.1	0.0	307
Generator	Offroad	1	8	84	0.42	-	1.7	0.1	2.1	0.1	0.1	0.0	331
Grader	Offroad	2	8	187	0.41	-	2.4	0.4	2.8	0.1	0.1	0.0	1,439
Pump	Offroad	1	8	84	0.42	-	1.7	0.1	2.1	0.1	0.1	0.0	331
Rough Terrain Forklift	Offroad	1	8	84	0.4	-	1.6	0.1	2.0	0.1	0.1	0.0	315
Backhoe	Offroad	2	8	144	0.37	-	3.8	0.5	5.7	0.1	0.1	0.0	1,000
Haul truck (10-wheel)	Onroad	11	-	-	-	40	6.0	0.3	1.0	0.1	0.1	0.0	1,499
Water truck	Onroad	1	-	-	-	30	0.4	0.0	0.1	0.0	0.0	0.0	107
Concrete mixer truck	Onroad	2	-	-	-	30	0.9	0.0	0.2	0.0	0.0	0.0	210
Worker commute	Onroad	15	-	-	-	40	0.1	0.1	1.4	0.0	0.0	0.0	410
Fugitive dust	-	-	-	-	-	-				0.6	0.3		
<b>Total</b>							<b>19.9</b>	<b>1.8</b>	<b>19.6</b>	<b>1.3</b>	<b>0.9</b>	<b>0.1</b>	<b>5,950</b>

Offroad equipment emissions = (#) \* (Hr/day) \* (Hp) \* (Load Factor) \* (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Fugitive dust from grading is mitigated by watering every 3 hours.

Task total duration: 120 days

**Berth 200 Roadway Extension**  
 Construction Emissions (March '20)  
 Drainage/Utilities/Subgrade

**Drainage/Utilities/Subgrade**

Equipment/Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	Max. Daily Construction Emissions (lb/day)							Fuel Use (gal/day)
							NOx	VOC	CO	PM10	PM2.5	SO2	CO2e	
Crane	Offroad	2	4	231	0.29	-	1.053	0.155	1.231	0.047	0.043	0.006	628.54815	27.70
Backhoe	Offroad	1	8	144	0.37	-	1.876	0.226	2.873	0.051	0.047	0.005	499.91111	22.00
Haul truck (10-wheel)	Onroad	1	-	-	-	40	0.532	0.023	0.086	0.035	0.019	0.001	134.71556	6.05
Concrete mixer truck	Onroad	1	-	-	-	30	0.399	0.017	0.064	0.026	0.014	1E-03	101.03667	4.66
Worker commute	Onroad	15	-	-	-	40	0.079	0.024	1.22	0.273	0.079	0.004	406.21137	21.15
Fugitive dust	-	-	-	-	-	-				0.000	0.000			
<b>Total</b>							<b>3.9</b>	<b>0.4</b>	<b>5.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1,770</b>	

Offroad equipment emissions = (#) \* (Hr/day) \* (Hp) \* (Load Factor) \* (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Task total duration: 14 days

**Berth 200 Roadway Extension**  
 Construction Emissions (March '20)  
 Paving

**Paving**

Equipment/Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	Max. Daily Construction Emissions (lb/day)						
							NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Paver	Offroad	1	8	130	0.42	-	1.9	0.2	2.9	0.1	0.0	0.0	512
Paving Equipment	Offroad	1	8	132	0.36	-	1.7	0.2	2.6	0.0	0.0	0.0	446
Roller	Offroad	3	8	80	0.38	-	4.3	0.4	5.6	0.2	0.2	0.0	856
Backhoe	Offroad	2	8	144	0.37	-	3.8	0.5	5.7	0.1	0.1	0.0	1,000
Haul truck (10-wheel)	Onroad	12	-	-	-	40	6.5	0.3	1.1	0.2	0.1	0.0	1,635
Worker commute	Onroad	12	-	-	-	40	0.1	0.1	1.1	0.0	0.0	0.0	328
Fugitive dust	-	-	-	-	-	-				0.4	0.2		
Fugitive VOC asphalt	-	-	-	-	-	-		0.3					
<b>Total</b>							<b>18.2</b>	<b>1.9</b>	<b>19.0</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>4,777</b>

Offroad equipment emissions = (#) \* (Hr/day) \* (Hp) \* (Load Factor) \* (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Fugitive dust includes onroad vehicle travel on paved roads and brake and tire wear.

Task total duration: 45 days

**Berth 200 Roadway Extension**  
 Construction Emissions (March '20)  
 Striping/Finishing

**Striping, Fencing, Lighting**

Equipment/Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	Max. Daily Construction Emissions (lb/day)						
							NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Backhoe	Offroad	1	8	144	0.37	-	1.9	0.2	2.9	0.1	0.0	0.0	500
Rough terrain forklift	Offroad	1	8	84	0.4	-	1.6	0.1	2.0	0.1	0.1	0.0	315
Utility truck	Onroad	1	-	-	-	40	0.3	0.0	0.1	0.0	0.0	0.0	90
Concrete mixer truck	Onroad	3	-	-	-	30	1.3	0.1	0.3	0.0	0.0	0.0	315
Haul truck (10-wheel)	Onroad	2	-	-	-	40	1.1	0.0	0.2	0.0	0.0	0.0	273
Worker commute	Onroad	20	-	-	-	40	0.1	0.1	1.8	0.0	0.0	0.0	547
Fugitive dust	-	-	-	-	-	-				0.4	0.2		
Fugitive VOC	-	-	-	-	-	-		3.3					
<b>Total</b>							<b>6.2</b>	<b>3.9</b>	<b>7.2</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>2,040</b>

Offroad equipment emissions = (#) \* (Hr/day) \* (Hp) \* (Load Factor) \* (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Fugitive dust includes soil handling, onroad vehicle travel on paved roads, brake and tire wear.

Task total duration: 15 days



**Berth 200 Roadway Extension**  
 Construction Emissions (March '20)  
 Offroad Diesel Equipment Details

**Offroad Diesel Equipment Details**

Equipment Description	CARB Off-Road Category (for Load Factor)	Load Factor	Engine Rating (hp)	Fuel	Engine Model Year	CHrs (hr)	Fuel Use (gal/hr)	Exhaust Emission Factor (g/hp-hr)						
								NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Loader	Rubber Tired Loaders	0.36	203	DSL	2014	5,000	3.78	0.89	0.13	1.04	0.040	0.037	5.0E-03	532
Bulldozer	Crawler Tractors	0.43	212	DSL	2014	5,000	4.71	0.89	0.13	1.04	0.040	0.037	5.0E-03	532
Excavator	Excavators	0.38	158	DSL	2014	5,000	3.10	2.00	0.24	3.06	0.055	0.050	5.0E-03	532
Grader	Graders	0.41	187	DSL	2014	5,000	3.96	0.89	0.13	1.04	0.040	0.037	5.0E-03	532
Roller	Rollers	0.38	80	DSL	2014	5,000	1.57	2.65	0.24	3.46	0.122	0.112	5.0E-03	532
Backhoe	Tractors/Loaders /Backhoes	0.37	144	DSL	2014	5,000	2.75	2.00	0.24	3.06	0.055	0.050	5.0E-03	532
Air Compressor	Other Construction Equipment	0.42	78	DSL	2014	5,000	1.69	2.65	0.24	3.46	0.122	0.112	5.0E-03	532
Generator	Other Construction Equipment	0.42	84	DSL	2014	5,000	1.82	2.65	0.24	3.46	0.122	0.112	5.0E-03	532
Pump	Pavers	0.42	84	DSL	2014	5,000	1.82	2.65	0.24	3.46	0.122	0.112	5.0E-03	532
Rough Terrain Forklift	Rough Terrain Forklifts	0.40	84	DSL	2014	5,000	1.74	2.65	0.24	3.46	0.122	0.112	5.0E-03	532
Paving Equipment	Paving Equipment	0.36	132	DSL	2014	5,000	2.46	2.00	0.24	3.06	0.055	0.050	5.0E-03	532
Paver	Pavers	0.42	130	DSL	2014	5,000	2.82	2.00	0.24	3.06	0.055	0.050	5.0E-03	532
Crane	Cranes	0.29	231	DSL	2014	5,000	3.4627	0.89	0.13	1.04	0.040	0.037	5.0E-03	532

Notes:

All offroad diesel construction equipment assumed to be 2014 or newer at start of construction in 2019.

Load factors from CARB's 2010 OFFROAD model (Table D-7: <https://www.arb.ca.gov/regact/2010/offroadlsi10/offroadappd.pdf>)

NOx, THC, CO, and PM10 diesel emission factors from CARB's "2017 Off-road Diesel Emission Factors" ([https://www.arb.ca.gov/msei/ordiesel/ordas\\_ef\\_fcf\\_2017\\_v7](https://www.arb.ca.gov/msei/ordiesel/ordas_ef_fcf_2017_v7)).

VOC (ROG) calculated from THC assuming VOC = 1.21 \* THC for diesel (CARB, [https://www.arb.ca.gov/msei/ordiesel/rog\\_tog\\_hcratio.xls](https://www.arb.ca.gov/msei/ordiesel/rog_tog_hcratio.xls)).

PM2.5 calculated from PM10 assuming PM2.5 = 0.92 \* PM10 for diesel (CARB, [https://www.arb.ca.gov/msei/ordiesel/pm25\\_pm10reference.pdf](https://www.arb.ca.gov/msei/ordiesel/pm25_pm10reference.pdf)).

SO2 EF calculated from fuel sulfur content and engine BSFC. Details below.

CO2 EF calculated from EPA CO2 EF for mobile diesel sources and engine BSFC. Details below.

CH4 and N2O calculated from EPA CH4 and N2O factors for diesel construction equipment and engine BSFC. Details below.

Fuel use calculated from CO2 emission factor.

CHrs = operating hours accumulated on the equipment. Used to estimate emission factor deterioration rates (for NOx, VOC, CO, PM10) due to equipment wear/aging

EF = Zh + Dr \* CHrs, where:

Zh = Zero-hour emission rate, when equipment is new (g/hp-hr),

from CARB's "2017 Off-road Diesel Emission Factors" ([https://www.arb.ca.gov/msei/ordiesel/ordas\\_ef\\_fcf\\_2017\\_v7.xls](https://www.arb.ca.gov/msei/ordiesel/ordas_ef_fcf_2017_v7.xls))

Dr = Deterioration rate or increase in Zh emission rate (g/hp-hr<sup>2</sup>),

from CARB's "2017 Off-road Diesel Emission Factors" ([https://www.arb.ca.gov/msei/ordiesel/ordas\\_ef\\_fcf\\_2017\\_v7.xls](https://www.arb.ca.gov/msei/ordiesel/ordas_ef_fcf_2017_v7.xls))

<u>Parameter</u>	<u>Value</u>	<u>Basis</u>
Annual usage:	1000 hr/yr	Estimate
CHrs total = CHrs * (Project Year - Engine Model Year)		
Deterioration rates vary by engine size (hp).		

SO2 emission factor calculated from sulfur content of fuel and estimated engine BSFC:

<u>Parameter</u>	<u>Value</u>	<u>Basis</u>
Engine BSFC:	0.367 lb/hp-hr	CARB OFFROAD2011 model. Assumes same BSFC across all HP ranges.
Diesel max. sulfur content:	15 ppmw as S	ULSD max. is 15 ppmw as S.
SO2 EF:	0.005 g/hp-hr	Calc

GHG emission factor calculated as follows:

<u>Parameter</u>	<u>Value</u>	<u>Basis</u>
Engine BSFC:	0.367 lb/hp-hr	CARB OFFROAD2011 model. Assumes same BSFC across all HP ranges.
CO2 EF for diesel:	10.21 kg/gal	Table A-1, EPA's Mobile Combustion CO2 Emission Factors, "emission-factors_nov_2015_v2.pdf"
CO2 EF:	528 g/hp-hr	diesel density = 7.1 lb/gal.
CH4 EF	0.57 g/gal	Table 5, EPA's Mobile Combustion CH4 and N2O Emission Factors for Non-Road Vehicles.
	0.0295 g/hp-hr	diesel density= 7.1 lb/gal, BSFC=0.367 lb/hp-hr
N2O EF:	0.26 g/gal	Table 5, EPA's Mobile Combustion CH4 and N2O Emission Factors for Non-Road Vehicles.
	0.0134 g/hp-hr	diesel density 7.1 lb/gal, BSFC=0.367 lb/hp-hr

**Berth 200 Roadway Extension**

Construction Emissions (March '20)

**Offroad Diesel Equipment Details**

CO2 GWP	1	2014 IPCC Fifth Assessment Report (AR5), <a href="http://www.ipcc.ch/report/ar5/">http://www.ipcc.ch/report/ar5/</a>
CH4 GWP:	28	2014 IPCC Fifth Assessment Report (AR5), <a href="http://www.ipcc.ch/report/ar5/">http://www.ipcc.ch/report/ar5/</a>
N2O GWP:	265	2014 IPCC Fifth Assessment Report (AR5), <a href="http://www.ipcc.ch/report/ar5/">http://www.ipcc.ch/report/ar5/</a>
CO2e EF:	532 g/hp-hr	$CO2e = GWP*CO2 + GWP*CH4 + GWP*N2O$

Fugitive dust from off-road equipment operations such as material handling and grading is calculated by task.

Consistent with CalEEMod (User Guide, Nov 2017), potential fugitive dust from off-road vehicle travel is not estimated.

**Berth 200 Roadway Extension**  
**Construction Emissions (March '20)**  
**Onroad Vehicle Details**

**Onroad Vehicle Details**

Vehicle Description	EMFAC Vehicle Category	Engine Model Year	Fuel	Fuel Use (gal/day)	Distance (mile/day)	Idling (min/day)	Daily Emissions, excluding Fugitive Dust (lb/day/vehicle)						Fugitive dust (lb/day/veh)		
							NOx	VOC	CO	PM10	PM2.5	SO2	CO2e	PM10	PM2.5
Haul truck (10-wheel)	T7 Single	Aggregated	DSL	6.05	40	10	0.543	0.023	0.093	0.013	0.012	0.001	136.3	0.0181	0.0113
Utility truck	T6 instate small	Aggregated	DSL	4.01	40	10	0.295	0.017	0.059	0.010	0.010	0.001	90.2	0.0154	0.0199
Water truck	T7 Single	Aggregated	DSL	4.77	30	40	0.445	0.020	0.095	0.010	0.009	0.001	107.3	0.0136	0.0085
Concrete mixer truck	T7 Single	Aggregated	DSL	4.66	30	25	0.428	0.019	0.084	0.010	0.009	0.001	105.0	0.0136	0.0085
Worker commute	LDA	Aggregated	GAS	1.41	40	0	0.006	0.005	0.092	0.000	0.000	0.000	27.3	0.0150	0.0082

Vehicle Description	Exhaust Emission Factors (grams/mile)							Fugitive Dust				Road Dust (grams/mile)	
	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e	PM10-Tire Wear	PM10-Brake Wear	PM2.5-Tire Wear	PM2.5-Brake Wear	PM10	PM2.5
Haul truck (10-wheel)	6.030	0.256	0.971	0.142	0.136	0.014	1528	0.036	0.062	0.009	0.026	0.16	0.04
Utility truck	3.321	0.191	0.658	0.117	0.112	0.010	1020	0.012	0.130	0.003	0.056	0.16	0.04
Water truck	6.030	0.256	0.971	0.142	0.136	0.014	1528	0.036	0.062	0.009	0.026	0.16	0.04
Concrete mixer truck	6.030	0.256	0.971	0.142	0.136	0.014	1528	0.036	0.062	0.009	0.026	0.16	0.04
Worker commute	0.059	0.018	0.922	0.002	0.002	0.003	307	0.008	0.037	0.002	0.016	0.16	0.04

Vehicle Description	Idling Emission Factors (g/hr)							Startup/Hotsoak/Runloss Emission Factors (g/trip/vehicle)						
	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Haul truck (10-wheel)	31.53	2.238	21.070	0.140	0.134	0.040	4273	1.7859	0	0	0	0	0	0
Utility truck	7.12	0.124	2.171	0.034	0.033	0.006	676	1.1499	0	0	0	0	0	0
Water truck	31.53	2.238	21.070	0.140	0.134	0.040	4273	1.7859	0	0	0	0	0	0
Concrete mixer truck	31.53	2.238	21.070	0.140	0.134	0.040	4273	1.7859	0	0	0	0	0	0
Worker commute	0	0	0	0	0	0	0	0.227	0.669	2.335	0.0022	0.0020	0.0006	59.1

**Notes:**

NOx, VOC, CO, PM10, PM2.5, SO2, and CO2 emission factors (except road dust) from CARB's EMFAC2017 (v1.0.2) model for South Coast Air Basin, calendar year aggregated speeds and model years.

Road dust emission factors calculated using EPA's AP42 entrained road dust equation (see below).

Daily emissions (DSL vehicles) = (miles/day) \* (EF [g/mile]) + (idling time [min/day]) / (60 [min/hr]) \* (Idling EF [g/hr])

Daily emissions (GAS vehicles) = (miles/day) \* (EF [g/mile]) + (2 [trips/day]) \* (EF [g/trip/vehicle])

For worker commute vehicles, 2 trips/day assumed for startup/hotsoak/runloss emissions.

LDA = Light-duty automobile

CalEEMod default Home-Work trip length in South Coast Air Basin is 19.8 miles (Rural) and 14.7 miles (Urban). Emissions estimates assume 40 miles roundtrip. Fuel use estimated from CO2 emissions.

*Fugitive dust for PAVED roads:*

## Berth 200 Roadway Extension

### Construction Emissions (March '20)

#### Onroad Vehicle Details

EPA's AP42, Chapter 13.2.1 (Paved Roads, 1/2011):

PM10 EF (g/mile) =  $1 * (sL)^{(0.91)} * (W)^{(1.02)}$

PM2.5 EF (g/mile) =  $0.25 * (sL)^{(0.91)} * (W)^{(1.02)}$

where sL = surface silt loading (g/m<sup>2</sup>), W = average vehicle weight (ton)

Parameter	Value	Basis/Assumption
sL:	0.050 g/m <sup>2</sup>	Road mix estimate for Los Angeles Co.: 20% Freeway @ 0.015 g/m <sup>2</sup> , 50% Major/Collector @ 0.013 g/m <sup>2</sup> . 30% Local @ 0.135 g/m <sup>2</sup> . sL from CARB, Methodology 7.9 (Entrained Road Travel, Paved Road Dust) Nov 2016, Table 3, <a href="https://www.arb.ca.gov/ei/areasrc/fullpdf/full7-9_2016.pdf">https://www.arb.ca.gov/ei/areasrc/fullpdf/full7-9_2016.pdf</a>
W:	2.4 tons	CalEEMod v2016.3.2 default. Estimated avg weight of ALL vehicles traveling on roads.
PM10:	0.160 g/mile	
PM2.5:	0.040 g/mile	

Per AP42, paved road EF is applied using fleet avg weight of ALL vehicles traveling on road (not applied by vehicle weight class).

Road dust emissions assume no credit/reduction for precipitation.

#### Fugitive dust for UNPAVED roads:

None for South Coast Air Basin per CalEEMod Appendix D (Table 4.1 Road Characteristics): South Coast Air Basin default is 100% paved roads for Construction Worker, Construction Hauling, and Construction Vendor trips.

CO2e EF:  $GWP * CO_2 + GWP * CH_4 + GWP * N_2O$

#### CH4 and N2O emission factors:

Vehicle type	CH4 (g/mile)	N2O (g/mile)
DSL	0.0051	0.0048
GAS	0.0358	0.0473

Table B-1, [https://www.epa.gov/sites/production/files/2016-03/documents/mobileemissions\\_3\\_2016.pdf](https://www.epa.gov/sites/production/files/2016-03/documents/mobileemissions_3_2016.pdf)

DSL EFs are for Medium and Heavy Duty Diesel and assumed to apply to all on-road diesel vehicles identified above.

GAS EFs are for 1995 model year gasoline passenger car (25-year old vehicle is conservative assumption) and are assumed to apply to all on-road gasoline vehicles.

#### Global Warming Potential (GWP) for CO2, CH4, and N2O:

	Value	Basis
CO2 GWP	1	2014 IPCC Fifth Assessment Report (AR5), <a href="http://www.ghgprotocol.org/calculation-tools">http://www.ghgprotocol.org/calculation-tools</a>
CH4 GWP:	28	2014 IPCC Fifth Assessment Report (AR5), <a href="http://www.ghgprotocol.org/calculation-tools">http://www.ghgprotocol.org/calculation-tools</a>
N2O GWP:	265	2014 IPCC Fifth Assessment Report (AR5), <a href="http://www.ghgprotocol.org/calculation-tools">http://www.ghgprotocol.org/calculation-tools</a>

#### CO2 emission factor

	Value	Basis
Gasoline CO2 EF:	8.78 kg/gal	Table 2, EPA Mobile Combustion CO2 Emission Factors, "emission-factors_nov_2015_v2.pdf", <a href="https://www.epa.gov/air-quality/emission-factors-nov-2015-v2">https://www.epa.gov/air-quality/emission-factors-nov-2015-v2</a>
Diesel CO2 EF:	10.21 kg/gal	Table A-1, EPA Mobile Combustion CO2 Emission Factors, "emission-factors_nov_2015_v2.pdf", <a href="https://www.epa.gov/air-quality/emission-factors-nov-2015-v2">https://www.epa.gov/air-quality/emission-factors-nov-2015-v2</a>

Berth 200 Roadway Construction Noise Calculations

Receptor: Leeward Bay Marina  
 Distance: 250 ft  
 Background: 65 dBA 7 am - 10 pm  
 65 dBA 10 pm - 7 am

	Equipment Lmax at 50 ft	Usage	Equipment Leq at 50 ft	Equipment Leq at 250 ft	Construction + Background (dBA)	Background 24- hr CNEL (dBA)	Construction + Background 24- hr CNEL (dBA)	Increase 24-hr CNEL (dBA)
<b>Land Clearing</b>								
Excavator	80.7	40%	76.7	62.7				
Bulldozer	81.7	40%	77.7	63.7				
Loader	79.1	40%	75.1	61.1				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
Water truck	74.3	40%	70.3	56.3				
				68.3	69.9	71.7	72.3	0.6
<b>Grading/Excavation</b>								
Bulldozer	81.7	40%	77.7	63.7				
Excavator	80.7	40%	76.7	62.7				
Grader	85	40%	81.0	67.0				
Roller	80	20%	73.0	59.0				
Loader	79.1	40%	75.1	61.1				
Backhoe	77.6	40%	73.6	59.6				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
Water truck	74.3	40%	70.3	56.3				
				71.3	72.2	71.7	72.8	1.2
<b>Drainage/Utilities/Subgrade</b>								
Air compressor	77.7	40%	73.7	59.7				
Generator	80.6	50%	77.6	63.6				
Grader	85	40%	81.0	67.0				
Pump	80.9	50%	77.9	63.9				
Rough Terrain Forklift	74.7	20%	67.7	53.7				
Backhoe	77.6	40%	73.6	59.6				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
Water truck	74.3	40%	70.3	56.3				
Concrete mixer truck	78.8	40%	74.8	60.8				
				71.5	72.4	71.7	72.9	1.2

**Light Pole**

Crane	80.6	16%	72.6	58.7				
Backhoe	77.6	40%	73.6	59.6				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
Concrete mixer truck	78.8	40%	74.8	60.8				
				65.5	68.3	71.7	72.0	0.3

**Paving**

Paver	77.2	50%	74.2	60.2				
Paving Equipment	77.2	50%	74.2	60.2				
Roller	80	20%	73.0	59.0				
Backhoe	77.6	40%	73.6	59.6				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
				66.6	68.9	71.7	72.1	0.4

**Striping, Fencing, Lighting**

Backhoe	77.6	40%	73.6	59.6				
Rough terrain forklift	74.7	20%	67.7	53.7				
Utility truck	74.3	40%	70.3	56.3				
Concrete mixer truck	78.8	40%	74.8	60.8				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
				65.5	68.2	71.7	72.0	0.3

Equipment Lmax and usage per Federal Highway Administration Road Construction Noise Model (RCNM), Version 1.1

Background per LAMC Section 111.03 for Zone M3 Heavy Manufacturing

Due to space and operational limitations, the number of equipment that can operate simulatanously within 250 ft of receptor is limited

Berth 200 Roadway Construction Noise Calculations

Receptor: Residential  
 Distance: 2500 ft  
 Shielding: 5 dBA  
 Background: 50 dBA 7 am - 10 pm  
 40 dBA 10 pm - 7 am

	Equipment Lmax at 50 ft	Usage	Equipment Leq at 50 ft	Equipment Leq at 2500 ft	Construction + Background (dBA)	Background 24- hr CNEL (dBA)	Construction + Background 24- hr CNEL (dBA)	Increase 24-hr CNEL (dBA)
<b>Land Clearing</b>								
Excavator	80.7	40%	76.7	37.7				
Bulldozer	81.7	40%	77.7	38.7				
Loader	79.1	40%	75.1	36.1				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
Water truck	74.3	40%	70.3	31.3				
				43.7	50.9	51.0	51.2	0.3
<b>Grading/Excavation</b>								
Bulldozer	81.7	40%	77.7	38.7				
Excavator	80.7	40%	76.7	37.7				
Grader	85	40%	81.0	42.0				
Roller	80	20%	73.0	34.0				
Loader	79.1	40%	75.1	36.1				
Backhoe	77.6	40%	73.6	34.6				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
Water truck	74.3	40%	70.3	31.3				
				46.3	51.5	51.0	51.4	0.5
<b>Drainage/Utilities/Subgrade</b>								
Air compressor	77.7	40%	73.7	34.7				
Generator	80.6	50%	77.6	38.6				
Grader	85	40%	81.0	42.0				
Grader	85	40%	81.0	42.0				
Pump	80.9	50%	77.9	38.9				
Rough Terrain Forklift	74.7	20%	67.7	28.7				
Backhoe	77.6	40%	73.6	34.6				
Backhoe	77.6	40%	73.6	34.6				

Haul truck (10-wheel)	76.5	40%	72.5	33.5					
Haul truck (10-wheel)	76.5	40%	72.5	33.5					
Water truck	74.3	40%	70.3	31.3					
Concrete mixer truck	78.8	40%	74.8	35.8					
				48.2	52.2	51.0	51.7	0.7	
<b>Light Pole</b>									
Crane	80.6	16%	72.6	33.7					
Crane	80.6	16%	72.6	33.7					
Backhoe	77.6	40%	73.6	34.6					
Haul truck (10-wheel)	76.5	40%	72.5	33.5					
Concrete mixer truck	78.8	40%	74.8	35.8					
				41.4	50.6	51.0	51.1	0.2	
<b>Paving</b>									
Paver	77.2	50%	74.2	35.2					
Paving Equipment	77.2	50%	74.2	35.2					
Roller	80	20%	73.0	34.0					
Roller	80	20%	73.0	34.0					
Roller	80	20%	73.0	34.0					
Backhoe	77.6	40%	73.6	34.6					
Backhoe	77.6	40%	73.6	34.6					
Haul truck (10-wheel)	76.5	40%	72.5	33.5					
Haul truck (10-wheel)	76.5	40%	72.5	33.5					
				43.9	51.0	51.0	51.2	0.3	
<b>Striping, Fencing, Lighting</b>									
Backhoe	77.6	40%	73.6	34.6					
Rough terrain forklift	74.7	20%	67.7	28.7					
Utility truck	74.3	40%	70.3	31.3					
Concrete mixer truck	78.8	40%	74.8	35.8					
Haul truck (10-wheel)	76.5	40%	72.5	33.5					
				40.5	50.5	51.0	51.1	0.1	

Equipment Lmax and usage per Federal Highway Administration Road Construction Noise Model (RCNM), Version 1.1  
Background per LAMC Section 111.03 for Residential Zone  
Minimum shielding of 5 dBA per RCNM User's Guide for buildings between Berth 200 roadway and residential area



Berth 200 Roadway Construction Vibration Calculations

Receptor: Leeward Bay Marina  
 Distance: 250 ft

		Reference PPV at 25 ft (in/sec)	PPV at receptor (in/sec)
<b>Land Clearing</b>			
Excavator	Similar to Small Bulldozer	0.003	0.000
Bulldozer	Large Bulldozer	0.089	0.007
Loader			
Haul truck (10-wheel)	Loaded Truck	0.076	0.006
Water truck			
			<b>0.013</b>
<b>Grading/Excavation</b>			
Bulldozer	Large Bulldozer	0.089	0.007
Excavator	Small Bulldozer	0.003	0.000
Grader	Large Bulldozer	0.089	0.007
Roller			
Loader			
Backhoe			
Haul truck (10-wheel)	Loaded Truck	0.076	0.006
Water truck			
			<b>0.020</b>
<b>Drainage/Utilities/Subgrade</b>			
Air compressor			
Generator			
Grader	Large Bulldozer	0.089	0.007
Pump			
Rough Terrain Forklift			
Backhoe			
Haul truck (10-wheel)	Loaded Truck	0.076	0.006
Water truck			
Concrete mixer truck	Loaded Truck	0.076	0.006
			<b>0.019</b>
<b>Light Pole</b>			
Crane			
Backhoe			
Haul truck (10-wheel)	Loaded Truck	0.076	0.006
Concrete mixer truck	Loaded Truck	0.076	0.006
			<b>0.012</b>
<b>Paving</b>			
Paver	Large Bulldozer	0.089	0.007
Paving Equipment			
Roller			
Backhoe			
Haul truck (10-wheel)	Loaded Truck	0.076	0.006
			<b>0.013</b>

**Striping, Fencing, Lighting**

Backhoe

Rough terrain forklift

Utility truck

Concrete mixer truck	Loaded Truck	0.076	0.006
----------------------	--------------	-------	-------

Haul truck (10-wheel)	Loaded Truck	0.076	0.006
-----------------------	--------------	-------	-------

**0.012**

Vibration default values per Caltrans Transportation and Construction Guidance Manual,  
April 2020, Table 18

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 05/05/2020  
 Case Description: Berth 200

\*\*\*\* Receptor #1 \*\*\*\*

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Leeward Bay Marina	Residential	65.0	65.0	65.0

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)	Calculated (dBA)	
			Spec Lmax (dBA)	Actual Lmax (dBA)			Lmax	Leq
Dozer	No	40		81.7	250.0	0.0	67.7	63.7
Excavator	No	40		80.7	250.0	0.0	66.7	62.8
Grader	No	40	85.0		250.0	0.0	71.0	67.0
Roller	No	20		80.0	250.0	0.0	66.0	59.0
Front End Loader	No	40		79.1	250.0	0.0	65.1	61.2
Backhoe	No	40		77.6	250.0	0.0	63.6	59.6
Dump Truck	No	40		76.5	250.0	0.0	62.5	58.5
Flat Bed Truck	No	40		74.3	250.0	0.0	60.3	56.3
Compressor (air)	No	40		77.7	250.0	0.0	63.7	59.7
Concrete Mixer Truck	No	40		78.8	250.0	0.0	64.8	60.8
Crane	No	16		80.6	250.0	0.0	66.6	58.6
Generator	No	50		80.6	250.0	0.0	66.7	63.6
Paver	No	50		77.2	250.0	0.0	63.2	60.2
Pumps	No	50		80.9	250.0	0.0	67.0	64.0
Man Lift	No	20		74.7	250.0	0.0	60.7	53.7

\*\*\*\* Receptor #2 \*\*\*\*

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences	Residential	50.0	50.0	40.0

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)	Calculated (dBA)	
			Spec Lmax (dBA)	Actual Lmax (dBA)			Lmax	Leq
Dozer	No	40		81.7	2500.0	5.0	42.7	38.7
Excavator	No	40		80.7	2500.0	5.0	41.7	37.8
Grader	No	40	85.0		2500.0	5.0	46.0	42.0
Roller	No	20		80.0	2500.0	5.0	41.0	34.0
Front End Loader	No	40		79.1	2500.0	5.0	40.1	36.2
Backhoe	No	40		77.6	2500.0	5.0	38.6	34.6
Dump Truck	No	40		76.5	2500.0	5.0	37.5	33.5
Flat Bed Truck	No	40		74.3	2500.0	5.0	35.3	31.3
Compressor (air)	No	40		77.7	2500.0	5.0	38.7	34.7
Concrete Mixer Truck	No	40		78.8	2500.0	5.0	39.8	35.8
Crane	No	16		80.6	2500.0	5.0	41.6	33.6
Generator	No	50		80.6	2500.0	5.0	41.7	38.6
Paver	No	50		77.2	2500.0	5.0	38.2	35.2
Pumps	No	50		80.9	2500.0	5.0	42.0	39.0
Man Lift	No	20		74.7	2500.0	5.0	35.7	28.7