

JOHN S. GIBSON TRUCK & CHASSIS PARKING LOT PROJECT

SCH NO. 2023100743

prepared for
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

prepared with the assistance of
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February 2026

Final Environmental Impact Report

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TRANSMITTAL 1

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**FINAL
ENVIRONMENTAL IMPACT REPORT
JOHN S. GIBSON TRUCK & CHASSIS PARKING LOT
PROJECT
LOS ANGELES, CALIFORNIA
STATE CLEARINGHOUSE NO. 2023120462
APPLICATION FOR PORT PERMIT NO. 201015-162**

PREPARED FOR:

**LOS ANGELES HARBOR DEPARTMENT
ENVIRONMENTAL MANAGEMENT DIVISION
425 S PALOS VERDES STREET
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February 2026

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1. Introduction

This Final Environmental Impact Report (FEIR, or Final EIR) has been prepared in conformance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000 et seq.; Cal. Code Regs., tit. 14, Section 15000 et seq. [CEQA Guidelines]) for the proposed John S. Gibson Truck & Chassis Parking Lot Project (the proposed Project or Project).

According to State CEQA Guidelines Section 15132, a Final EIR shall consist of:

1. The Draft Environmental Impact Report (DEIR, or Draft EIR) or a revision of the Draft EIR;
2. Comments and recommendations received on the Draft EIR, either verbatim or in summary;
3. A list of persons, organizations, and public agencies commenting on the Draft EIR;
4. The responses of the lead agency to significant environmental points raised in the review and consultation process; and
5. Any other information added by the lead agency.

In accordance with State CEQA Guidelines Section 15132, this document contains responses to comments raising environmental points received on the Draft EIR during the public review period, which began on November 15, 2024, and ended on February 4, 2025. The Final EIR has been prepared for the independent review and approval of the lead agency's decision making body, the Board of the Los Angeles Harbor Department. This document and the publicly circulated Draft EIR, including all appendices thereto, comprise the Final EIR in accordance with State CEQA Guidelines Section 15132.

1.1 FORMAT OF THE FINAL EIR

The following chapters are contained within this document:

Chapter 1, Introduction. This chapter describes CEQA requirements and the contents of the Final EIR.

Chapter 2, Response to Comments. This chapter provides a list of agencies and organizations who commented on the Draft EIR, as well as copies of their comment letters received during and following the public review period, and individual responses to their comments.

Chapter 3, Revisions to the Draft EIR. This chapter contains revisions made to the Draft EIR as a result of the comments received by agencies and organizations as described in Chapter 2, and/or errors and omissions discovered following release of the Draft EIR for public review.

The Los Angeles Harbor Department has determined that none of this material constitutes "significant new information" requiring recirculation of the Draft EIR, or any sections thereof, for further public review and comment under State CEQA Guidelines Section 15088.5. The additional material clarifies existing information contained in the Draft EIR and does not present any new substantive information. None of this new material indicates that the Project would result in a significant new environmental impact not previously disclosed in the Draft EIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that would not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

Chapter 4, Mitigation, Monitoring, and Reporting Program. This Final EIR also includes the Mitigation Monitoring and Reporting Program (MMRP). CEQA requires lead agencies to "adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." (Pub. Resources Code, Section 21081.6, subd.

(a)(1); see also, State CEQA Guidelines Section 15097). The MMRP was prepared based on the mitigation measures included in this Final EIR and has been included as Chapter 4.

1.2 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

State CEQA Guidelines Section 15204(a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of Draft EIRs should be *“on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible ... CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”*

State CEQA Guidelines Section 15204(c) further advises, *“Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.”*

Section 15204(d) also states, *“Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.”* Section 15204(e) states, *“This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”*

In accordance with Pub. Resources Code, Section 21092.5, copies of the written responses to public agencies are being forwarded to those agencies at least 10 days prior to certification of the Final EIR, with copies of this Final EIR document, which conforms to the legal standards established for response to comments on the Draft EIR pursuant to CEQA. Pursuant to State CEQA Guidelines Section 15089(b), lead agencies may provide an opportunity for review of the Final EIR by the public or by commenting agencies before a project is approved but are not required to do so.

2. Response to Comments

State CEQA Guidelines Section 15088 requires the Lead Agency, the Los Angeles Harbor Department (LAHD), to evaluate comments on environmental issues received from public agencies, organizations, companies, and individuals who reviewed the Draft Environmental Impact Report (EIR) and prepare written responses. This section includes copies of all written comment letters received on the Draft EIR and LAHD's responses to the comment letters. Copies of the comment letters and responses to the comment letters will be provided to Lead Agency decisionmakers as part of the Final EIR. Comment letters and specific comments are numbered for reference purposes which correspond to the Lead Agency's response. A summary of each numbered comment in the commenter's letter precedes the Lead Agency's response.

PUBLIC COMMENTS

The following is a list of public agencies, organizations, and individuals or interested parties that submitted comments on the Draft EIR during the public review and comment period which extended from November 15, 2024 through February 4, 2025. All comment letters received on the Draft EIR and responses to those comments are provided on the following pages.

Table 2-1: Commenters on the Draft EIR

Letter Number	Agency/Organization/Name	Date Received
Agencies (A)		
A1	Los Angeles Unified School District	January 7, 2025
A2	California Department of Transportation	January 10, 2025
A3	South Coast Air Quality Management District	January 10, 2025
A4	City of Los Angeles – Council District 15	January 31, 2025
A5	California Coastal Commission	February 4, 2025
Organizations (O)		
O1	Wilmington Neighborhood Council	January 28, 2025
O2	National Association for the Advancement of Colored People	February 3, 2025
O3	Northwest San Pedro Neighborhood Council	February 10, 2025
Individuals (I)		
I1	Dianne Flowers	February 4, 2024
I2	Pat Nave	February 4, 2024
I3	Janet Schaaf-Gunter	February 4, 2024
I4	Various Residents	February 4, 2024

PUBLIC MEETING ON DRAFT EIR

The LAHD held a publicly noticed meeting on December 11, 2024 at 4:00 pm via Zoom. The meeting was conducted in English and Spanish. One member of the public attended the virtual meeting, and no questions or comments were provided. English and Spanish transcripts from the meeting can be found in Appendix C to this Final EIR.

Letter A1: Los Angeles Unified School District (5 pages)

Los Angeles Unified School District
Office of Environmental Health and Safety

ALBERTO M. CARVALHO
Superintendent

CARLOS A. TORRES
Director, Environmental Health and Safety

JENNIFER FLORES
Deputy Director, Environmental Health and Safety

January 7, 2025

Lisa Wunder
Acting Director of Environmental Management
Port of Los Angeles Environmental Management Division
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

PROJECT LOCATION: 1599 John S. Gibson Boulevard
PROJECT: John S. Gibson Truck and Chassis Parking Lot Project DEIR (SCH NO.
2023100743)

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LA Unified or District) regarding the John S. Gibson Truck and Chassis Parking Lot Project. The District is concerned about the potential negative impacts of the project on our students, staff, and parents and guardians of students attending the following schools close to the project site. The Project's study area includes more than 30 District sites and schools located in the cities of Los Angeles, Carson, and unincorporated Los Angeles County. District school sites less than a mile from the Project site include:

- William J. Johnston Community Day School, 2210 Taper Avenue, San Pedro, Calif.
Taper Elementary School (701 K-5 students), 1824 Taper Avenue, San Pedro, Calif.
Park Western Elementary School (529 K-5 students), 1214 Park Western Place, San Pedro, Calif.
Harbor Occupational Center, 740 N. Pacific Avenue, San Pedro, Calif.
Barton Hill Elementary School (353 K-5 students), 423 N. Pacific Avenue, San Pedro, Calif.
Hawaiian Elementary School (509 K-5 students), 540 Hawaiian Avenue, Wilmington, Calif.

A1.1

Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on the surrounding community may occur. Since the project may have an environmental impact on LAUSD schools, recommended measures and conditions designed to help reduce or eliminate potential impacts are included in this response.

The Proposed Project would grade and install a Portland concrete cement (PCC)-paved parking lot on approximately 405,602 square feet within a 18.63-acre (811,741 square feet) site. Within the parking lot, striping would be added for 393 stalls, each approximately 11 feet wide by 40 feet long. The Proposed Project is anticipated to be used for short-term parking, as chassis and containers are not anticipated to be parked on site for longer than 24 hours. The Proposed Project would result in approximately 1,794 one-way truck trips per day, approximately 4 one-way delivery/vendor trips per day, and approximately 10 passenger vehicle trips per day. The parking lot is intended to support ship offloading and loading activities occurring at POLA container yards. An approximately 50-square-foot building with restrooms would be provided on site for employees and truck drivers. The Proposed Project would be accessed from an all-access, signalized 40-foot to 60-foot-wide driveway along John S. Gibson Boulevard. In addition, a prefabricated guard booth and approximately 50-square-foot restroom on slab-on-grade foundations would be installed for use by truck drivers and Proposed Project employees. Retaining wall structures would be

A1.2

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installed on site, which would include six mechanically stabilized earth (MSE) retaining walls up to approximately 30 feet in height. Proposed Project construction would last approximately eight months and includes removal and relocation of existing on-site cell phone towers, site preparation (including installation of cisterns), grading, paving and installation of slab foundations, charging infrastructure, signage, and striping. Project construction, including grading, is anticipated to require approximately 3,433 cubic yards of soil import.

**A1.2
Cont.**

The District requests that our schools be recognized as sensitive receptors and that the analysis in the EIR specifically addresses potential impacts to our school communities. Specific areas of concern where the Project's construction and operation would have a significant effect on District's sites include Air Quality, Hazards, Noise, and Transportation/Traffic (including pedestrian safety). Based on the extent/location of the proposed development, it is our opinion that environmental impacts on the surrounding area will likely occur. Since the project may have an environmental impact to students and residents recommended measures designed to help reduce or eliminate potential impacts are included in this response.

Work with LA Unified

Project proponents must coordinate any construction activities with LA Unified to ensure safety of students and their families and minimize disruptions to school activities and access to campus. Effective strategies of avoiding significant impacts on school operations include:

- Completing construction activities such as demolition and excavation when the schools are not in session (summer and winter breaks, holidays, weekends, and after hours).
- Including school and District representatives to review construction management plans, construction outreach plans, and participation in weekly construction meetings.
- Obtaining prior authorization from the District for any easements and project activities on or surrounding District properties.
- Working with the District in identifying appropriate construction mitigation programs.

A1.3

Air Quality

District students and school staff should be considered sensitive receptors to air pollution impacts. To ensure that effective measures are applied to further reduce construction air pollutant impacts, the District asks that the Agency incorporate into the project's conditions or mitigation measures the following language:

- Implement all applicable provisions of Rule 403 for fugitive dust control during construction of the Project.
- Utilize low emission "clean diesel" equipment with new or modified engines manufactured to meet Tier 4 specifications or retrofitted to comply with CARB's verified diesel emission control strategy (VDECS).
- Construction vehicles shall not idle in excess of five minutes.
- Ensure that construction equipment is properly tuned and maintained in accordance with manufacturer's specifications.
- Water/mist soil as it is being excavated and loaded onto the transportation trucks.
- Water/mist and/or apply surfactants to soil placed in transportation trucks prior to exiting the site.
- Minimize soil drop height into transportation trucks or stockpiles during dumping.
- Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed.
- Place stockpiled soil on polyethylene sheeting and cover with similar material.
- Place stockpiled soil in areas shielded from prevailing winds.

A1.4

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- Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers).
- Install wheel washers (or steel shaker plates) where vehicles enter and exit unpaved roads onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- Excavation and transportation of soil known to contain hazardous substances should be limited to periods when school is not in session.

**A1.4
Cont.**

Community Emissions Reduction Plan (CERP)

As required by the CEQA Guidelines, the Draft EIR must evaluate the Project’s impacts that conflict with or obstruct implementation of the applicable air quality plan, which includes the Wilmington, Carson, and West Long Beach Community Emissions Reduction Plan (CERP). The CERP identifies reducing exposure to air pollution at schools, childcare centers, and homes as one of the plan’s six priorities. The Draft EIR should provide adequate evaluation air quality impacts by evaluating the Project’s conformity and consistency with the CERP and its implementation of reducing exposure to air pollution at schools.¹

A1.5

Hazards and Hazardous Materials

The Project has the potential to transport hazards and hazardous materials during construction and operation. The following language is recommended for potential impacts related to hazards and hazardous materials.

- During construction, ingress/egress routes to the construction site should be designed to ensure that trucks and construction vehicles carrying hazards and hazardous materials are routed away from District sites. Additional recommendations are provided in this letter under the Transportation/Traffic section.

A1.6

Noise and Vibration

Noise and vibration created by construction and operation activities may impact District schools that are adjacent to the Project corridor. CEQA requires that such impacts be quantified and eliminated or reduced to a level of insignificance. LA Unified established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq. These standards were established based on regulations set forth by the California Department of Transportation. LA Unified’s exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-project ambient level. To ensure that effective measures are employed to reduce construction-related noise impacts on the campus, the District asks that the Agency incorporate into the project’s conditions or mitigation measures the following language:

A1.7

- Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when noise impacts to the schools exceed the District’s noise standards.
- All pile driving equipment shall be equipped with noise control devices and/or shall implement noise buffers with minimum quieting factor of 10dBA, to the extent feasible. If possible, drilled piles are preferred to driven piles.
- Demolition activities shall be scheduled for when school is not in session.

¹ WCWLB CERP (2019), <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/final-cerp-wcwlb.pdf?sfvrsn=8>

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In addition, to ensure that effective measures are employed to reduce construction and operation related noise impacts on District sites, the District asks that the Agency incorporate into the project's conditions or mitigation measures:

- Provisions shall be made to allow school administrators and/or their designated representative(s) to notify the contractor if construction noise levels are adversely impacting the learning environment. In this event, the contractor must implement additional noise attenuation measures or reschedule noise-generating activities to a time when school is not in session

**A1.7
Cont.**

Traffic/Transportation

LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective conditions are employed to reduce construction and operation related transportation impacts on District sites, including the net increase of 1,000 or more daily vehicle trips, the District asks that the Agency incorporate into the project's conditions or mitigation measures the following language:

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Parents/guardians dropping off their children must have access to the passenger loading areas.

A1.8

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective conditions are employed to reduce construction and operation related pedestrian safety impacts on District sites, the District asks that the Agency incorporate into the project's conditions or mitigation measures the following language:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by **any** school, except when school is **not** in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards and flaggers at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.

A1.9

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- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

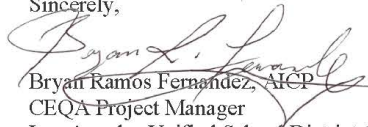
**A1.9
Cont.**

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending schools, their teachers and staff, as well as to inform parents and guardians of these students.

A1.10

Thank you for your attention to this matter. If you need additional information, please contact me at (213) 241-4210 or at cp-bryan.fernandez@lausd.net.

Sincerely,



Bryan Ramos Fernandez, AICP

CEQA Project Manager
 Los Angeles Unified School District (LAUSD)
 Office of Environmental Health and Safety (OEHS)
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Response to Letter A1: Los Angeles Unified School District, dated January 7, 2025

Comment A1.1: This comment introduces the comment letter and states that the Los Angeles Unified School District (District) is concerned about the potential negative impacts of the Proposed Project on the students, staff, and parents attending the six listed schools which are within one mile of the Project site. The comment concludes by stating that the District believes that the Proposed Project has the potential to cause significant environmental impacts on the school facilities and that additional mitigation measures should be included.

Response A1.1: This comment is introductory in nature and does not provide any substantial evidence supporting the commenter's view that the Project would result in reasonably foreseeable significant adverse environmental impacts not already identified, analyzed, and mitigated in the Draft EIR. As discussed below in Response A1.2, the Proposed Project would not result in any significant adverse impacts on nearby sensitive receptors, including the District school sites listed by the commenter. Thus, there is no requirement to include additional mitigation measures under CEQA.

Comment A1.2: This comment provides a summary of the Proposed Project and states that the nearby schools should be analyzed as sensitive receptors regarding impacts related to Air Quality, Hazards, Noise, and Transportation/Traffic. The comment concludes by stating that due to the potential for impacts to students in the community, the Proposed Project should include recommended mitigation measures to reduce impacts.

Response A1.2: The comment largely consists of a summary of the Proposed Project and, therefore, does not require a response as no substantial environmental issues are raised. Although the comment expresses general concern regarding the Project's potential to result in significant air quality, noise, hazards and transportation (including pedestrian safety) impacts, the comment does not provide substantial evidence supporting such a conclusion. No further response is required.

Comment A1.3: This comment states that construction activity should be coordinated with the District and provides measures to avoid construction impacts on school operations.

Response A1.3: As described throughout the Draft EIR, construction impacts related to hazards, air quality, transportation, and noise were found to be less than significant. Consequently, no mitigation is required under CEQA. This is due, in part, to construction and other vehicles accessing the site via I-110 and the truck route on John S. Gibson Boulevard. Trucks accessing the site would not pass by Taper Elementary School. Therefore, the suggested measures to coordinate construction of the Project, if approved, with the District are unnecessary.

Comment A1.4: This comment states that the students and school staff should be considered sensitive receptors for air pollution impacts and provides additional mitigation measures to reduce construction air pollution.

Response A1.4: To the extent the comment implies that significant air pollution impacts could result from the Proposed Project, the Draft EIR modeled the potential health risks as well as air quality emissions resulting from the Proposed Project. Specifically, as discussed throughout the Draft EIR, sensitive receptors in the area would not experience direct or indirect significant adverse environmental impacts as a result of the Proposed Project. As discussed in Section 5.2, *Air Quality*, localized impacts were found to be less than significant. While none of the schools listed in the comment letter were specifically listed as sensitive receptors in the localized significance analysis, the Draft EIR did analyze localized impacts to the nearest residents, which are located approximately 1,366 feet southwest of the Project site, whereas the nearest school site is located over 2,000 feet from the Project site. These residences are in closer proximity to the site and likely the hauling routes, and impacts to residences are analyzed utilizing the same emissions thresholds as school receptors, resulting in a conservative analysis of potential impacts. Since the localized emission exposure at the nearest sensitive receptor was found to be less than significant compared to SCAQMD thresholds, as shown on Draft EIR Tables 5.1-9 and 5.2-10, impacts related to the school sites located farther away are

expected to dissipate. This similarly applies to the Proposed Project’s health risk impacts from construction and operation. Both the construction and operational health risk assessment (Appendix B to the Draft EIR) found that the maximally exposed individual (MEI) receptor was located approximately 1,589 feet from the Project site. As discussed on page 5.2-11 of the Draft EIR, although this location is not the nearest receptor to the Project site, it is the location that would experience the highest concentrations of diesel particulate matter (DPM) during Proposed Project operation due to meteorological conditions. All other receptors would experience lower concentrations of DPM and thus less risk during operation of the Proposed Project. Thus, the District school sites would experience less risk, and impacts would also be less than significant.

As stated above, the Proposed Project would not result in significant impacts to any sensitive receptors, including the listed District school sites, as they are even further from the Project site than the maximally exposed residential receptor. Thus, there is no nexus to require mitigation measures to address impacts to school sites, and no revisions to the Draft EIR are warranted.

This comment does not provide any substantial evidence that the Project would result in any new potentially significant adverse environmental impacts not already identified and considered in the Draft EIR. As discussed in Draft EIR Section 5.2, *Air Quality*, for example, construction activity would be required to be consistent with South Coast Air Quality Management District (SCAQMD) Rule 403 regarding fugitive dust, and Rule 1113 regarding architectural coatings, and California Air Resource Board’s (CARB) idling limit of five minutes. As described above, all air quality emissions would be below the thresholds, and there is no nexus for additional mitigation including the use of Tier 4 construction equipment.

Comment A1.5: This comment requests that the Draft EIR evaluate the Project’s potential for inconsistency with the Wilmington, Carson, and West Long Beach (WCWLB) Community Emissions Reduction Plan (CERP).

Response A1.5: The Proposed Project would not conflict with the CERP as it would comply with existing air quality and GHG emission reduction regulations. Table 2-2, below, compares the CERP’s objectives with the measures currently applied to the Proposed Project. As detailed in Table 2-2, the actions that are not included are either not applicable to the Proposed Project, not required as Project impacts related to the recommended measure would not occur or are less than significant, or because the Project Applicant and the City do not have the authority to require the action and therefore are infeasible.

Table 2-2: Project Consistency with the WCWLB CERP

WCWLB CERP Actions	Project Inclusion/Applicability
Ports	
Action 3: Reduce Emissions from Port Equipment (Cargo Handling Equipment) and Drayage Trucks	As discussed in Draft EIR Section 3.0, <i>Project Description</i> , the Proposed Project would utilize zero-emission cargo handling equipment.
Neighborhood Truck Traffic	
Action 1: Reduce Truck Idling	As discussed in Draft EIR Section 5.7, <i>Greenhouse Gases</i> , construction contractors and truck operators would be required to comply with applicable CARB idling regulations for on-road vehicles during Project construction and operation. Additionally, construction contractors would be required to comply with applicable CARB off-road equipment idling regulations during Project construction and operation.

WCWL B CERP Actions	Project Inclusion/Applicability
<p>Action 2: Reduce Emissions from Heavy-Duty Trucks</p>	<p>The City does not have the authority to require all heavy-duty trucks entering or on the Project site to be of a certain model year or engine type, or require future tenants and vendors to utilize heavy-duty vehicles for trips to and from the site that are zero-emissions. Truck operators would be required to comply with applicable CARB idling regulations for on-road vehicles during Project construction and operation. Trucks and passenger vehicles accessing the Project site would use California fuels which are subject to the Low Carbon Fuel Standard regulations.</p>

Comment A1.6: This comment states that the potential impacts from the transportation of hazards and hazardous materials should be mitigated by ensuring that vehicles carrying hazards and hazardous materials are routed away from District sites.

Response A1.6: The nearest school to the Project site is Taper Elementary School at 1824 N. Taper Avenue, San Pedro, which is approximately 0.6 miles to the west. Access to the Project site would be provided by the I-110 and the truck route on John S. Gibson Boulevard. Trucks accessing the site would not pass by Taper Elementary School.

Comment A1.7: This comment provides recommended mitigation measures to ensure that construction and operational activities comply with the District’s exterior noise standard of 67 dBA and interior noise standard of 45 dBA.

Response A1.7: As discussed in the revised Noise and Vibration Impact analysis (Appendix B to the Final EIR), the Volunteers of America Pre-school, while not a District school, is located over 2,000 feet or 0.4 miles from the Project site at 334 S. Figueroa Street. At this distance, construction noise and operation noise would not contribute to the noise environment at the educational facility or increase ambient noise levels as noise levels dissipate exponentially with distance from their noise sources (Appendix B to the Final EIR). Lastly, none of the educational facilities are adjacent to construction or operational truck routes anticipated for the Proposed Project. The nearest LAUSD facility is Taper Elementary School at 1824 N. Taper Avenue, San Pedro, which is approximately 0.6 miles west of the Project site. Thus, there is no reasonably foreseeable significant adverse noise impacts on schools either directly, from construction-related impacts or, indirectly, from truck haul routes. Thus, no mitigation is required.

Comment A1.8: This comment states that the District’s Transportation Branch must be contacted and alerted of any phases of the Proposed Project that have the potential to affect traffic within school areas. The comment provides mitigation measures in order to reduce potential construction and operational impacts to the District sites.

Response A1.8: The comment does not identify which, if any, existing District school bus routes the Proposed Project could conflict with; thus, no additional response is required. As described in Draft EIR Section 5.11, *Transportation*, the Proposed Project would connect to the existing curb lines and circulation system and would implement the City’s traffic engineering design standards. The driveway would be signal-controlled at John S. Gibson Boulevard and would allow for all turning movements with right-on-red restrictions from the Proposed Project driveway onto John S. Gibson Boulevard, thereby reducing any potential safety hazards between trucks and other vehicles. The Proposed Project does not include any additional offsite roadway improvements that would impact traffic near schools. The commenters’ concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment A1.9: This comment states that construction and operation of the Proposed Project have the potential to create hazards for pedestrians in the area and provides recommended mitigation measures to ensure pedestrian safety in the area.

Response A1.9: As discussed in Response A1.2, access to the Project site would be provided by the I-110 and the truck route on John S. Gibson Boulevard. Trucks accessing the site would not pass by Taper Elementary School. As discussed in Draft EIR Section 3.0, *Project Description*, and Section 5.11, *Transportation*, given the highly industrialized nature of the area, haul routes, and site location, the Proposed Project would not create a significant hazard for pedestrians (which are few). Mitigation to address pedestrian safety impacts is therefore not required.

Regardless, the Proposed Project would construct a 40- to 60-foot-wide driveway off John S. Gibson Boulevard to allow vehicles to access the Project site. Construction of the proposed driveway would not interfere with pedestrian access/safety as there is no sidewalk on the northwestern side of John S. Gibson Boulevard, only on the southeastern side of the roadway where no construction activity would occur. There would be no other offsite construction activities related to the Proposed Project. John S. Gibson Boulevard is not located near any District sites and does not provide pedestrian access between the District sites and the nearby residential uses.

Comment A1.10: The comment notes the District's mandate to protect the learning environment, including health and safety, for its students and staff. This comment concludes by stating the District has identified potential environmental impacts related to the Proposed Project which must be addressed.

Response A1.10: As explained in Responses A1.1 through A1.9 and in the analysis of the EIR, the Proposed Project would not pose a significant adverse environmental impact on students or staff at nearby schools, including from air quality, noise, hazards, or pedestrian safety. While the commenter expresses general concerns and measures, some of which are already required of the Project, there is no substantial evidence warranting a change in the Draft EIR's conclusions. LAHD nevertheless appreciates the District's comments, which will be provided to the Board of Harbor Commissioners for consideration.

Letter A2: California Department of Transportation (2 pages)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
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*Making Conservation
a California Way of Life*

January 10, 2025

Lisa Wunder
Acting Director of Environmental Management
Los Angeles Harbor Department
425 Palos Verdes Street
San Pedro, CA 90731

RE: The John S. Gibson Truck and Chassis
Parking Lot Project
SCH # 2023100743
Vic. LA-110/PM R1.46
GTS # LA-2024-04689-DEIR

Dear Lisa Wunder:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Project proposes would develop the 18.63-acre site with a 405,602 SF short-term truck and loaded/unloaded chassis parking facility and related site improvements. The Project site is anticipated to be utilized for short-term parking, as chassis with or without containers are not anticipated to be parked on site over 24 hours. The Project includes paving of the site and striping of 393 truck and chassis stalls.

A2.1

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor’s Office of Planning and Research (OPR) for more information:

A2.2

<https://opr.ca.gov/ceqa/#guidelines-updates>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this project should incorporate multi-modal and complete streets transportation

“Provide a safe and reliable transportation network that serves all people and respects the environment”

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January 10, 2025
Page 2 of 2

elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

**A2.2
Cont.**

Caltrans encourages city planning that promotes complete streets and pedestrian safety through measures like road diets, recognized for enhancing safety and being cost-effective when combined with street resurfacing. City planning should focus on reducing single-occupancy vehicle trips, improving safety, lowering vehicle miles traveled (VMT), and cutting greenhouse gas emissions.

The project would generate 14 (employee/vendor auto trips) daily passenger vehicle trips in both the opening year and horizon year, which is fewer than the 250 daily vehicle trips threshold as stated in the City's Guidelines. Therefore, VMT analysis is screened out. In addition, The *California Environment Quality Act Statute & Guidelines Section 15064.3(a)* states that vehicle miles traveled is an assessment of the "amount and distance of automobile travel attributable to a project". Based on this guidance, truck trips are not included in the VMT screening analysis.

A2.3

As a reminder, any transportation of heavy construction equipment and/or materials which require use of oversized transport vehicles on State highways will need a Caltrans transportation permit. We recommend large-size truck trips be limited to off-peak commute periods. Truck drivers should cover construction trucks with tarpaulin to avoid debris spillage onto the State Highway.

A2.4

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2023-04689-MND.

Sincerely,

Miya Edmonson

ANTHONY HIGGINS
Acting LDR/CEQA Branch Chief

email: State Clearinghouse

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Response to Letter A2: California Department of Transportation, dated January 10, 2025

Comment A2.1: This comment provides an introduction to the letter from the California Department of Transportation (Caltrans) and provides a summary of the Proposed Project description.

Response A2.1: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR. Since the comment does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issues, no further response is required or provided.

Comment A2.2: The comment provides a summary of SB 743 and Caltrans goals.

Response A2.2: The comment does not provide evidence of a significant impact and is informational in nature. Since the comment does not raise a specific environmental issue with the adequacy of the Draft EIR or raise any other CEQA issues, no further response is required or provided.

Comment A2.3: This comment states that the Proposed Project would result in 14 daily passenger trips, which is below Los Angeles Department of Transportation (LADOT) Guidelines, implying that the EIR appropriately screened out the need to complete a full Vehicle Miles Traveled (VMT) analysis.

Response A2.3: The commenter is correct that a full VMT analysis is not required for the Project under CEQA and the LADOT's screening criteria. No further response is required.

Comment A2.4: This comment states that transportation of heavy construction equipment or materials that require the use of any oversized vehicles will need a Caltrans transportation permit. In addition, Caltrans advises that the Proposed Project limit construction traffic to off-peak periods to minimize potential impacts to State facilities and, that if impacts are expected, submit a construction traffic control plan for Caltrans review.

Response A2.4: This comment does not provide evidence of a significant impact. Should the use of oversized-transport vehicles on State highways be required for construction, the Project Applicant and contractors would obtain all necessary permits. The LAHD acknowledges that it is preferred that large-sized trucks utilize State highways during off-peak commute periods to the maximum extent feasible. No further response is warranted.

Letter A3: South Coast Air Quality Management District (6 pages)



SENT VIA E-MAIL:
ceqacomment@portla.org
 Lisa Wunder, Director of Environmental Management
 Los Angeles Harbor Department
 425 Palos Verdes Street
 San Pedro, CA 90731

January 10, 2025

**Notice of Availability of a Draft Environmental Impact (EIR) for the
 John S Gibson Truck and Chassis Parking Lot Project (Proposed Project)
 (SCH No: 2023100743)**

South Coast Air Quality Management District (AQMD) staff appreciate the opportunity to review the above-mentioned document. The Port of Los Angeles is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff has provided a brief summary of the project information and prepared the following comments which are organized by topic of concern.

South Coast AQMD Staff's Summary of Project Information in the Draft EIR

A3.1

Based on the Draft EIR, the Proposed Project consists of developing a 405,602 square foot short-term truck and chassis parking facility and related site improvements on 18.63 acres. The Proposed Project includes paving the site and striping of 393 truck and chassis stalls. In addition, the Proposed Project would be implemented in one development phase and requires a Port Master Plan Amendment.¹ Based on a review of aerial photographs, South Coast AQMD staff found that the nearest sensitive receptor (e.g., single family homes) is located 1,366 feet from the swest of the project site. Construction of the Proposed Project is anticipated to occur in April 2025 and would last approximately eight months.² The Proposed Project is located at 1599 John S. Gibson Boulevard in San Pedro within the AB 617-designated Community of Wilmington, Carson, West Long Beach community.³

South Coast AQMD Staff's Comments

Implementing WCWLB CERP Objectives to Mitigate Pollution

A3.2

The WCWLB community is heavily impacted by air pollution generated from sources such as ports, refineries, oil and gas industry, heavy-duty diesel trucks, warehouses, and railroad activities. As part of the AB 617 process, South Coast AQMD is required to work with a Community Steering Committee (CSC) to develop a Community Emission Reduction Plan (CERP) that identifies air quality priorities and related actions to reduce air pollution in the community. The South Coast

¹ Draft EIR, Page 31.
² *Ibid* Page 34.
³ *Ibid* Page 31.

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AQMD Governing Board adopted the WCWLB CERP on September 6, 2019.⁴ South Coast AQMD staff recommends that the Lead Agency review the objectives to reduce air pollution in the community included in Chapter 5 of the WCWLB CERP. South Coast AQMD staff also recommends the Lead Agency continue working with South Coast AQMD to explore whether additional measures to mitigate or further reduce emissions can be implemented at the Proposed Project to support objectives in the WCWLB CERP.

A3.2
Cont.

Air Quality Mitigation Measures for NO_x and PM Emissions from Construction

The construction plan for the Proposed Project (Year 2025) currently incorporates Tier 3 technology for construction equipment. However, Tier 3 is not the cleanest technology available. Given the project's location in a highly impacted community, it is essential to minimize construction emissions, particularly NO_x and PM₁₀. Achieving this requires the adoption of the cleanest available technologies for construction equipment engines. Where feasible, transitioning to electric, emission-free engines over diesel-fueled alternatives can significantly contribute to this goal. This proactive choice not only aligns with environmental concerns but also demonstrates a commitment to minimizing the project's environmental footprints. The abatement of NO_x can also be pursued by enforcing greener constructions, such as, limiting the usage of older engines in favor of adopting the latest available technologies, or even incorporating exhaust retrofits such as cutting-edge exhaust aftertreatment techniques. Additionally, several other resources to assist the Lead Agency with identifying additional potential mitigation measures for the Proposed Project are included in the South Coast AQMD's CEQA Air Quality Handbook⁵ for both operational and construction emissions.

A3.3

Additional Recommended Air Quality and Greenhouse Gases Mitigation Measures and Project Design Considerations

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, South Coast AQMD recommends incorporating the following mitigation measures and project design considerations into the Final EIR.

A3.4

Mitigation Measures for Operational Air Quality Impacts

Mobile Sources

1. Require zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NO_x emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible.

Note: Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean

⁴ South Coast AQMD. September 2019. Assembly Bill 617 Wilmington, Carson, West Long Beach Community Emission Reductions Plan. Accessed at: <https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/final-cerp-wcwlb.pdf>

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

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Trucks Rule and the Heavy-duty Low NOx Omnibus Regulation, ZE and NZE trucks will become increasingly more available to use.

- 2. Require a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.

Note: South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

- 3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- 4. Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

**A3.4
Cont.**

Other Area Sources

- 1. Maximize the use of solar energy by installing solar energy arrays.
- 2. Use light-colored paving and roofing materials.
- 3. Utilize only Energy Star heating, cooling, and lighting devices and appliances.

Design Considerations for Reducing Air Quality and Health Risk Impacts

- 1. Clearly mark truck routes with trailblazer signs so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, daycare centers, etc.).
- 2. Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- 3. Design the Proposed Project such that any truck check-in point is inside the Proposed Project site to ensure no trucks are queuing outside.
- 4. Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- 5. Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

Lastly, the South Coast AQMD also suggests that the Lead Agency conduct a review of the following references and incorporating additional mitigation measures as applicable to the Proposed Project in the Final EIR:

A3.5

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1. State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act⁶
2. South Coast AQMD 2022 Air Quality Management Plan,⁷ specifically:
 - a) Appendix IV-A – South Coast AQMD’s Stationary and Mobile Source Control Measures
 - b) Appendix IV-B – CARB’s Strategy for South Coast
 - c) Appendix IV-C – SCAG’s Regional Transportation Strategy and Control Measure
3. United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation.⁸

**A3.5
Cont.**

South Coast AQMD Air Permits and Role as a Responsible Agency

If implementation of the Proposed Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., air permits from South Coast AQMD will be required. The final CEQA document, whether a MND or EIR, should include a discussion about the potentially applicable rules that the Proposed Project needs to comply with. Those rules may include, for example, Rule 201 – Permit to Construct,⁹ Rule 203 – Permit to Operate,¹⁰ Rule 401 – Visible Emissions,¹¹ Rule 402 – Nuisance,¹² Rule 403 – Fugitive Dust,¹³ Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,¹⁴ Rule 1113 – Architectural Coating,¹⁵ Rule 1166 – VOC Contaminated Soil Excavation,¹⁶ Rule 1179 – Publicly Owned Treatment Works

A3.6

⁶ State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Available at: <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>

⁷ South Coast AQMD, 2022 Air Quality Management Plan (AQMP). Available at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

⁸ United States Environmental Protection Agency (U.S. EPA), Mobile Source Pollution - Environmental Justice and Transportation. Available at: <https://www.epa.gov/mobile-source-pollution/environmental-justice-and-transportation>

⁹ South Coast AQMD. Rule 201 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf>

¹⁰ South Coast AQMD. Rule 203 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf>

¹¹ South Coast AQMD. Rule 401 available at <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf>

¹² South Coast AQMD. Rule 402 available at <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>

¹³ South Coast AQMD. Rule 403 available at <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403>

¹⁴ South Coast AQMD. Rule 1110.2 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf

¹⁵ South Coast AQMD. Rule 1113 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>

¹⁶ South Coast AQMD. Rule 1166 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf>

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Operation,¹⁷ Regulation XIII – New Source Review,¹⁸ Rule 1401 – Air Toxics,¹⁹ Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants,²⁰ Rule 1470 – Requirements for Stationary Diesel Fueled Internal Combustion and Other Compression Ignition Engines,²¹ etc. It is important to note that when air permits from South Coast AQMD are required, the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD.

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits. South Coast AQMD is concerned that the project description and analysis in its current form in the MND is inadequate to be relied upon for this purpose.

**A3.6
Cont.**

For these reasons, the final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at <https://www.aqmd.gov/home/permits>.

Conclusion

As set forth in California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final EIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final EIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations

A3.7

¹⁷ South Coast AQMD. Rule 1179 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf>

¹⁸ South Coast AQMD. Regulation XIII available at <https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii>

¹⁹ South Coast AQMD. Rule 1401 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf>

²⁰ South Coast AQMD. Rule 1466 available <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf>

²¹ South Coast AQMD. Rule 1470 available at <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf>

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January 10, 2025

provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Sahar Ghadimi, Air Quality Specialist, at sghadimi@aqmd.gov should you have any questions.

**A3.7
Cont.**

Sincerely,

Sam Wang

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

LAC241120-05
SW:SG
Control Number

Response to Letter A3: South Coast Air Quality Management District, dated January 10, 2025

Comment A3.1: This comment states that SCAQMD has reviewed the Draft EIR for the John S. Gibson Truck & Chassis Parking Lot Project. This comment then provides a summary of the Project information within the Draft EIR.

Response A3.1: This comment is introductory in nature and does not raise a specific environmental issue with the adequacy of the Draft EIR. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is warranted.

Comment A3.2: This comment states that SCAQMD recommends that the Lead Agency review the objectives of the Wilmington, Carson, and West Long Beach (WCWLB) Community Emissions Reduction Plan (CERP) as well as potentially implemented additional measures in the CERP in order to further reduce emissions.

Response A3.2: The Draft EIR does reflect consideration of the objectives contained in the CERP and the potential for inconsistencies with the Project (See Draft EIR page 5.5-7 in Section 5.5, *Energy*). As explained in Response to District Comment A1.5, the Project is consistent with the CERP. Implementation of the Proposed Project would not, for example, exceed air quality thresholds of significance related to human health, cancer risks, and localized and regional air quality emissions. Thus, mitigation to reduce DPM, localized, or regional emissions is not required.

The Proposed Project would implement existing regulations related to air quality and GHG emissions, many of which are consistent with the objectives of the WCWLB CERP. Table 2-2 in Response A1.5 compares the CERP's objectives with the regulations and design features currently applicable to the Proposed Project. As detailed above, many of the recommended actions are required to be implemented by existing regulations and/or are included in the Draft EIR such as the use zero-emission cargo handling equipment and compliance with CARB idling restrictions. The actions that are not included are either not applicable to the Proposed Project, not required as Project impacts related to the recommended measure would not occur, or because the Project Applicant and the City do not have the authority to require the action and the action is therefore infeasible.

Comment A3.3: This comment states that the Proposed Project currently incorporates Tier 3 construction equipment and recommends the implementation of Tier 4 equipment in order to reduce construction emissions, especially NO_x and PM₁₀ due to the Project's location in a highly impacted community. The comment further states that converting to emission-free engines, limiting use of older engines, incorporating retrofit exhausts, and other measures within the SCAQMD's CEQA Air Quality Handbook are potential mitigation measures that would reduce construction emissions.

Response A3.3: Table 5.2-6 of the Draft EIR shows that construction emissions would not exceed SCAQMD regional thresholds for VOCs, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}; and Table 5.2-9 of the Draft EIR shows that construction emissions would not exceed localized significance thresholds, and air quality impacts would be less than significant during the Project construction. Therefore, no mitigation is required for construction-related air emissions. In addition, the Proposed Project would utilize zero-emission cargo handling equipment during operation. As shown in Tables 5.2-7 and 5.2-10, regional and localized operational emissions would be below SCAQMD thresholds of significance and impacts related to operational air quality would be less than significant. Based on guidance published in SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*¹, if an individual project does not exceed the SCAQMD's

¹ SCAQMD. (2003). *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf>

thresholds for project-specific impacts, then it would also not result in a cumulatively considerable impact. No mitigation for operational air emissions is required.

Further, in regard to zero-emission heavy-duty truck feasibility, as of 2025, the use of zero-emission heavy-duty trucks in support of uses such as those proposed by the Project remains infeasible given the extremely limited commercial availability of zero-emission trucks, as well as infrastructure limitations, including limited truck-accessible charging/refueling stations and electrical grid capacity. While many heavy-duty truck manufacturers have released zero-emission battery electric and hydrogen-powered trucks, these vehicles have yet to reach large-scale production, and their use remains extremely limited. Tesla first revealed the Tesla Semi in 2017, and an initial order for 100 trucks was placed by PepsiCo. However, the Tesla Semi did not enter production until 2022, and, as of April 2024, only 36 trucks have been delivered to PepsiCo, with additional orders placed by UPS, Walmart, Sysco, Schneider, and ASKO Norway remaining unfulfilled. Although the Tesla Semi was initially slated to begin production in 2019, with production expected to hit 50,000 units in 2024, battery production constraints have severely limited production, and it is uncertain at this time when these orders may be expected to be fulfilled.²

Facing delays with the Tesla Semi, several companies have turned to other vehicle manufacturers, including Daimler's eCascadia. However, with a substantially shorter range of approximately 230 miles compared to the 500-mile range of the Tesla Semi, the eCascadia's use case is substantially limited in comparison. As of late 2023, Schneider, a freight logistics company, has taken delivery of 92 eCascadias³, representing 0.9 percent of the company's fleet of 10,600 trucks.⁴

The limited availability of zero-emission medium- and heavy-duty vehicles is further detailed in the California Air Resources Board's (CARB) Emission Factor (EMFAC) Model, as well as data published by California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). EMFAC model outputs provide detailed information on the vehicle fleet in California, including fuel types for various vehicle classes and vehicle populations. Per EMFAC data, in 2024, battery electric trucks made up 0.01 percent of California's medium-duty truck fleet, and 0.21 percent of the heavy-duty truck fleet.⁵ Similarly, based on HVIP's Zero-Emission Vehicle Population Dashboard,⁶ as of October 2024, there are currently 226 medium-duty and 197 heavy-duty zero-emission vehicles within the SCAQMD jurisdiction, which includes Orange, Riverside, and San Bernardino Counties, as well as much of Los Angeles County. In 2023, statewide deliveries totaled 183 medium-duty vehicles and 121 heavy-duty vehicles, while in 2024 there have been no medium-duty truck vehicle deliveries and 13 heavy-duty truck deliveries.

Further, the availability of truck-accessible vehicle charging stations and hydrogen refueling stations in California (and the United States as a whole) severely limits the feasibility of zero-emission trucks. Although the California Energy Commission estimates that there are over 11,000 direct current (DC) fast charging stations in California,⁷ the vast majority of these are intended to accommodate light-duty passenger vehicles and lack the accessibility for medium- and heavy-duty trucks. California's first publicly accessible DC fast charging station for medium- and heavy-duty trucks opened in March 2023 in Otay Mesa.⁸ In addition, based on data provided by the U.S. Department of Energy Alternative Fuels Data Center, as of February 2025, there are currently only 12 publicly accessible DC fast charging stations with a total of 21 EV charging

² <https://www.reuters.com/business/autos-transportation/tesla-semi-trucks-short-supply-pepsico-its-rivals-use-competing-ev-big-rigs-2024-04-19/>

³ <https://electrek.co/2023/11/20/schneider-1-million-emission-free-miles-freightliner-ecascadia-electric-trucks/>

⁴ <https://schneider.com/resources/infographic/schneider-by-the-numbers>

⁵ <https://arb.ca.gov/emfac/>

⁶ <https://californiahvip.org/industryinitiatives/#cavezdashboard>

⁷ <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/electric-vehicle>

⁸ <https://www.sempra.com/cas-first-public-dc-fast-chargers-electric-medium-and-heavy-duty-vehicles-truck-stop-open-public>

ports across the United States and Canada that are capable of accommodating heavy-duty (class 6-8) trucks.⁹

As of early 2024, medium- and heavy-duty truck DC fast charging depots are planned for three locations in California along I-5 in the Central Valley as well as in Blythe.¹⁰ The lack of charging stations severely limits the useful range of battery electric trucks, effectively restricting their use to local routes only.

Adoption and implementation of hydrogen fuel cell trucks face similar challenges. Based on data provided by the California Energy Commission, there are currently 68 light-duty vehicle hydrogen refueling stations in California.¹¹ However, similar to DC fast chargers, these stations are intended for use by light-duty passenger vehicles and would not be capable of accommodating medium- and heavy-duty trucks. According to the United States Department of Energy Alternative Fuels Data Center, as of February 2025, there are five hydrogen refueling stations across the United States and Canada that can accommodate heavy-duty (class 6-8) trucks.¹²

Although infrastructure improvements and the installation of medium- and heavy-duty truck-capable DC fast chargers and hydrogen fueling stations are currently in progress, the current state of charging and refueling infrastructure severely limits the feasibility of zero emission vehicle trucks beyond local routes where charging or hydrogen refueling would not be necessary outside of the location where trucks would be domiciled.

Finally, according to SCAQMD, based on the current state of the electrical grid and the increasing adoption of electric vehicles in California, significant investments in the grid will need to occur in the coming decades to keep pace. However, these upgrades will be spread out over a period of decades such that the costs, which would equate to billions of dollars, of infrastructure upgrades in any given year may be kept reasonable.¹³

Comment A3.4: This comment states that all feasible mitigation measures must be utilized to eliminate any significant and unavoidable impacts. The commenter has provided additional project design features and/or mitigation measures to further reduce air quality and GHG impacts to be incorporated into the Final EIR.

Response A3.4: This comment does not provide any substantial evidence that the Proposed Project would result in any significant adverse air quality impacts. Emissions from on-road haul trucks use factors from the EMFAC2021 model without accounting for potential fleet emission reductions beyond 2025. Draft EIR Appendix B indicates that the HRA uses emission factors for the year 2025, for a conservative estimate of emissions over the entire 30-year exposure period, although it is expected that the truck emissions rates will continue to reduce over time. As discussed in Response A3.3 and within Draft EIR Section 5.2, *Air Quality*, and Section 5.7, *Greenhouse Gas Emissions*, there are no significant and unavoidable impacts related to air quality or GHG emissions; impacts were found to be less than significant with the implementation of existing regulatory requirements such as the City of Los Angeles Sustainable City pLAN, Title 24 CALGreen Code, and Building Energy Efficiency Standards. Therefore, no mitigation is required under CEQA.

Further, a mitigation measure restricting the number of truck trips to those identified in the Draft EIR is not practical or feasible. There are no mechanisms in place beyond that required for SCAQMD Rule 2305 for documenting, tracking and monitoring the number of truck trips that access any site. CEQA requires an EIR to evaluate the Project based on reasonable assumptions and foreseeable actions. The trip generation

⁹ <https://afdc.energy.gov/stations#/find/nearest>

¹⁰ <https://www.canarymedia.com/articles/ev-charging/big-electric-truck-charging-depots-are-coming-soon-to-california>

¹⁰ <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/hydrogen-refueling>

¹² <https://afdc.energy.gov/stations#/find/nearest>

¹³ SCAQMD. (2021). *Letter from Office of the Executive Officer to Partners in Environmental Justice and Environmental Health*.

estimates for the Proposed Project were based on trip generation rates established by the Los Angeles Harbor Department Goods Management District from surveys of existing Port uses. The comment does not present any evidence that truck trips associated with the Project would be greater than disclosed in the Draft EIR. Introducing a cap on the number of trucks that can access the Proposed Project is not required under CEQA, nor would it be reasonable or feasible for the City to monitor and enforce such a requirement. Therefore, implementation of this measure is not feasible, and the measure itself is not enforceable.

Comment A3.5: This comment provides a list of additional resources that include project design features and mitigation measures to help reduce air quality and GHG impacts.

Response A3.5: This comment does not provide any substantial evidence that the Proposed Project would result in a new significant environmental impact. As described in the previous responses A3.2 through A3.4, the Proposed Project would not exceed thresholds and therefore additional mitigation is not required. Moreover, the commenter does not provide additional data or specific measures for consideration or incorporation under this specific comment. Therefore, no further revisions to the Draft EIR or mitigation measures are required to be developed for the Proposed Project.

Comment A3.6: This comment states that if the Proposed Project would require the use of new stationary and portable sources, air permits from SCAQMD would be required and the role of SCAQMD would change from a Commenting Agency to a Responsible Agency under CEQA. The comment continues by saying that if SCAQMD is identified as a Responsible Agency, the Lead Agency must consult with SCAQMD, and SCAQMD is included in deciding on the adequacy of the CEQA Document. The comment concludes by saying that the Final EIR should include a discussion about any new stationary and portable equipment requiring SCAQMD permits and identify SCAQMD as a Responsible Agency.

Response A3.6: As shown in Appendix B of the Draft EIR, the Proposed Project does not include any stationary equipment or portable air emission sources. Since no stationary or portable equipment requiring SCAQMD permits is proposed, SCAQMD is not a Responsible Agency.

Comment A3.7: This comment states that the Lead Agency shall evaluate comments and prepare a written response at least 10 days prior to certifying the Final EIR. If the Lead Agency's position does not concur with the recommendation provided in the comment letter, detailed reasons supported by substantial evidence in the record explaining why comments are not accepted must be provided.

Response A3.7: As required by CEQA, written responses to trustee and responsible agency comments will be provided at least 10 days prior to consideration of the Final EIR for certification. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is warranted.

Letter A4: City of Los Angeles – Council District 15 (1 page)



TIM McOSKER
Councilmember, 15th District

January 31, 2025

Ms. Dina Aryan-Zahlan
Deputy Executive Director, Development
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

Dear Ms. Aryan-Zalan,

As the Councilmember representing the 15th District, it is my responsibility to ensure the health, safety, and well-being of the communities I serve. The proposed Truck & Chassis Parking Lot Project is located at 1599 John S. Gibson Blvd and plans to utilize this site to park 393 trucks and chassis on a short-term, rotating basis. I am strongly opposed to the proposed project due to its inconsistency with land use designations and its incompatibility with the LA Waterfront Redevelopment efforts.

A4.1

This project proposal contradicts the spirit of deindustrialization that has been a central goal over the past decade as part of the redevelopment of the Los Angeles Waterfront. The project also proposes trucking use as its primary operation on the site, which is contrary to the purpose of the Interim Control Ordinance (187552), which prohibited the permitting of truck parking facilities within the Wilmington-Harbor City Community Plan. The proposed project would also require a Port Master Plan Amendment, as the parcel is currently designated as open space (Figure 6 Planning Area) and not as truck or storage space.

A4.2

Given that the scope of the project and its proposed use do not align with the deindustrialization policies the Port and City of Los Angeles have pursued in this community, as well as its need for major land use designations, I do not believe that the project is to the benefit of the community and therefore cannot support it. Should you have any questions or concerns regarding this issue, please feel free to contact Aksel Palacios, my Director of Port & Capital Projects at (310) 732-4515 or via email at Aksel.Palacios@lacity.org.

A4.3

Sincerely,

TIM McOSKER
Councilmember, 15th District

200 N. Spring St., Room 475 Los Angeles, CA 90012



Response to Letter A4: City of Los Angeles – Council District 15, received January 31, 2025

Comment A4.1: This comment introduces the letter from Councilmember McOsker, provides a brief summary of the Project description, and states that the commenter is opposed to the Proposed Project due to the inconsistency with the existing land use designations and incompatibility with the LA Waterfront Redevelopment efforts.

Response A4.1: The commenter’s opinion regarding the inconsistency of the Project with the land use designations and waterfront redevelopment goals is noted. The comment, however, is introductory in nature and does not raise a specific environmental issue with the adequacy of the Draft EIR.

The Proposed Project would provide truck and chassis parking in an area near Port activities as well as near the I-110 Freeway. The I-110 Freeway also acts as a buffer between the industrial uses within the Port and the non-industrial uses to the north within the communities of Wilmington and San Pedro. Further, as discussed within Section 3.0, *Project Description*, of the Draft EIR, the Project site has a POLA Port Master Plan (PMP) Land Use designation of Open Space (OS) and is located in the Planning Area 2, with the exception of APN 7440-016-001, which is located outside of the POLA PMP area. However, APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, while APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL. According to the General Plan, the General/Bulk Cargo – Non-Hazardous Industrial and Commercial designation allows for “businesses that not only provide products and services that support the maritime industry and other port uses, but those needed by others who live or work nearby, such as plumbing and heating, ironworks, and auto repair.” Therefore, the Proposed Project would be consistent with the underlying City of Los Angeles General Plan land use designations. The Project must nevertheless obtain approval of a PMP amendment from the Coastal Commission to ensure consistency with the Coastal Act. (See Pub. Resources Code, Section 30715, subd. (a).)

In regard to the LA Waterfront Redevelopment efforts, the LA Waterfront Redevelopment consists of waterfront development and community projects across 400 acres of POLA-owned properties. The Project site is not owned by the POLA and is not part of the LA Waterfront Redevelopment and therefore is not incompatible with the LA Waterfront Redevelopment efforts. Furthermore, despite the LA Waterfront Redevelopment, the majority of the POLA remains industrial to support Port uses. Therefore, the Proposed Project would be consistent with the main purpose of the POLA, which is to ensure all Port operations are managed in accordance with the Public Trust Doctrine to promote maritime, commerce, navigation, fisheries, and public access to the waterfront. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is warranted.

Comment A4.2: The comment states that the Project would contradict the goal of deindustrialization in the area and would be inconsistent with the Interim Control Ordinance which prohibits truck parking facilities in the Wilmington-Harbor City Community Plan. The comment also states that the Proposed Project would require a PMP amendment to change the site’s designation from open space.

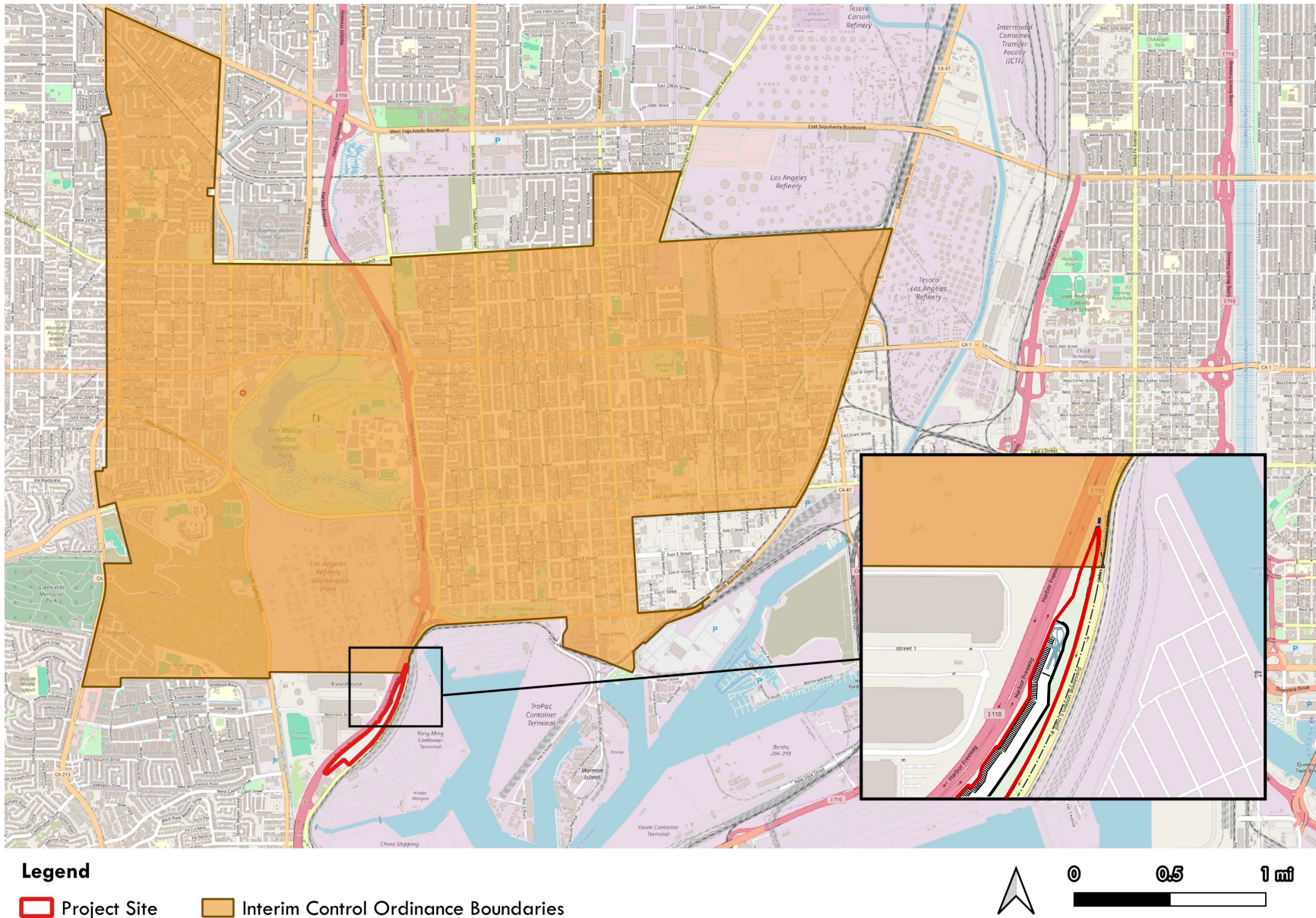
Response A4.2: While a portion of the Project Site is located within the Interim Control Ordinance 187552 (replaced by City Ordinance No. 188287) which prohibits truck parking facilities in the Wilmington-Harbor City Community Plan, as shown in Figure 1 below, that portion of the Project site would not be utilized for trucking activity as it would only be developed with landscaping. Thus, the Proposed Project would not be in conflict with the Ordinance. While the Proposed Project would require a PMP amendment to change the open space land use designation for APNs 7440-016-002, 7440-016-003, and 7412-024-007, the Proposed Project would be consistent with the City of Los Angeles’s General Plan land use designation and zoning for the site. Thus, the proposed PMP amendment is necessary to ensure compliance with the Coastal Act because the proposed development would not be consistent with the allowed land use in the certified

PMP (See Pub. Resources Code, Section 30715, subd. (a)). The PMP amendment would make the site consistent with the existing City of Los Angeles General Plan land use and zoning designations for the site. As evidenced by the site's current land use and zoning designations, urbanization of the site has been anticipated and accounted for since the adoption of the City of Los Angeles General Plan.

Comment A4.3: This comment concludes the letter by stating that the Proposed Project goes against the deindustrialization policies of the Port and City of Los Angeles and does not provide a benefit to the community.

Response A4.3: As discussed above in Response A4.2, while the Proposed Project would require a PMP amendment to change the open space land use designation for APNs 7440-016-002, 7440-016-003, and 7412-024-007, the Proposed Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site. In addition, the Project does not propose any trucking-related uses within the area affected by Interim Control Ordinance 187552 (replaced by City Ordinance No. 188287) as that portion of the site would only be developed with landscaping. This comment will be forwarded to the Board of Harbor Commissioners as part of the Final EIR for the Proposed Project.

Wilmington Interim Control Ordinance



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Letter A5: California Coastal Commission (2 pages)

STATE OF CALIFORNIA - NATURAL RESOURCES AGENCY

GAVIN NEWSOM, Governor

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
301 E Ocean Blvd, Suite 300
Long Beach, CA 90802
(562) 590-5071



February 4, 2025

Lisa Wunder, Acting Director of Environmental Management
Port of Los Angeles

SENT VIA ELECTRONIC MAIL

**RE: John S. Gibson Container Parking Lot Project, Port of Los Angeles
Coastal Commission Staff Comments on Draft Environmental Review**

Lisa Wunder,

Thank you for the invitation to comment on the Draft Environmental Impact Report (EIR) for the John S. Gibson Truck and Chassis Parking Lot Project (project) at 1599 John S. Gibson Boulevard in the Port of Los Angeles (Port). As described in the EIR, the project would be located within the Port's coastal development permit jurisdiction and subject to the requirements of the Port's Port Master Plan (PMP). To allow for the proposed development, a PMP amendment would be required for the redesignation of the site from an Open Space land use designation to Maritime Support. As proposed, the project involves the demolition of existing structures located on a generally vacant sloped parcel, clearing of existing vegetation, grading and paving, construction of a shipping container storage parking lot, access road, and retaining wall, and new landscaping. The following comments are intended to inform issues that should be addressed by any proposed amendment to the certified PMP to be consistent with the Coastal Act.

A5.1

The proposed development is predicated on the redesignation of the site from an Open Space to Maritime Support land use, a change that would require a PMP Amendment. In the interest of ensuring the protection of coastal resources in instances of land conversion, commission staff recommend that any amendment of the certified PMP are enhanced to include the addition of policies to make certain the land use conversion is compliant with sections 30708(a) and 30708(d) of the Coastal Act, which require all port-related development to be located, designed, and constructed to minimize environmental impacts and provide for uses consistent with the public trust like recreation and wildlife habitat to the extent feasible.

A5.2

In the context of the current project proposal, potential impacts to coastal resources include loss of recreational access to open space (i.e. loss of existing foot trails), reductions in habitat area, increased runoff, bike path disjointing, infringement on scenic views of the harbor from the 110 freeway, reductions in views of vegetated open space from the lower California Coastal Trail along John S Gibson Boulevard, impacts to known and potential paleontological, archaeological and tribal cultural resources, and increases in vehicle miles traveled. Loss of open space without proper consideration may interfere with the Port's capacity to provide for other beneficial uses of space within the port area. Thus, any PMP amendment prepared in association with this project should include specific policies that ensure the project (and any future project with a Maritime Support use) avoids environmental impacts and, if avoidance is not feasible, minimizes and mitigates for such impacts, as well as provides for public trust uses if at all feasible. It is also recommended that a PMP amendment, such as this, that would result in increased vehicle miles traveled and greenhouse gas emissions include policies aimed at addressing impacts to environmental justice communities.

A5.3

Furthermore, the scale of landform alterations being proposed pose potential hazards that could result in substantial adverse environmental impacts, including spreading hazariously contaminated soils and materials present on the site from abandoned petroleum pipelines, or by necessitating

A5.4

John S. Gibson Container Parking Project
Coastal Commission Staff Comments on Draft Environmental Review
Page 2 of 2

additional impacts to natural landforms and archaeological, paleontological, and tribal cultural resources in order to ensure the site and adjacent areas are stable. Should the project proceed, Commission staff would also recommend further engagement with Tribal communities with ancestral ties to the area to ensure the full consideration for the site's Tribal cultural resources.

**A5.4
Cont.**

With the fall in trade volume from the inception of the project proposal, updated information should be reviewed to clarify whether truck and chassis parking beyond current capacity is still needed.

Please note that the comments provided herein are preliminary in nature. Coastal Commission staff requests notification of any future activity associated with this project to provide more specific comments as the project develops. Staff also recommends early coordination on any associated PMP Amendment. Thank you for the opportunity to comment on the Draft EIR. Please contact me at seth.villanueva@coastal.ca.gov with any questions.

A5.5

Sincerely,



Seth Villanueva
Coastal Program Analyst

Response to Letter A5: California Coastal Commission, dated February 4, 2025

Comment A5.1: This comment introduces the letter from the California Coastal Commission and summarizes the Project description. The comment states that a PMP Amendment would be needed to redesignate the site from Open Space to Maritime Support. The comment states that the Coastal Commission's comments are intended to inform issues that should be addressed by any proposed amendment to the certified PMP to be consistent with the Coastal Act.

Response A5.1: This comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is warranted. The LAHD agrees that the Proposed Project would require a PMP Amendment.

Comment A5.2: This comment states that the Proposed Project is predicated on the redesignation of the site from an Open Space to Maritime Support and that Coastal Commission staff recommend that any amendment to the PMP is enhanced to include the addition of policies to make certain the land use conversion is compliant with Sections 30708(a) and 30708(d) of the Coastal Act. The comment states these sections require all port-related development to be located, designed, and constructed to minimize substantial environmental impacts and to allow for other beneficial uses consistent with the public trust, including but not limited to, recreation and wildlife habitat to the extent feasible.

Response A5.2: This comment does not provide any substantial evidence of a significant impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. In regard to Section 30708(a) of the Coastal Act, as discussed throughout the Draft EIR, the Project would not result in any significant and unavoidable environmental impacts. Further, as discussed in Section 5.3, *Biological Resources*, the Project site is within an urban and developed area and is surrounded by developed areas that include roadways and port-related uses. With implementation of Mitigation Measure BIO-1, construction and operation of the Proposed Project would not result in a substantial adverse effect, either directly or through habitat modification, on any animal species identified as a threatened, endangered, or candidate species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife (CDFW) or USFWS. Hence, potential impacts to sensitive animal species or their habitat would be less than significant with mitigation.

In regard to Section 30708(d) of the Coastal Act, while the Project site is designated as Open Space by the PMP, the Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. The Project site is not open to the public as it is privately owned and does not contain any public open space. There is no public access to the site currently. The site is steeply sloped, and onsite soils are contaminated from previous onsite pipelines, which would render recreation uses onsite infeasible. In addition, as discussed in Section 5.3, *Biological Resources*, there is no habitat onsite for special-status plant species and no habitat exists for animal species with exception of the Southern California legless lizard and monarch, which have a low potential to be present. Based on the disturbed nature of the site and existing onsite debris, wildlife habitat onsite uses are infeasible. In addition, the Proposed Project would be consistent with the site's underlying City of Los Angeles General Plan land use and zoning designations, which allow for industrial uses. Therefore, the Proposed Project and the required PMP amendment would not result in a reduction of publicly accessible recreational space.

In addition, Coastal Act Section 30708 has five subheadings (a-e) related to locating, designing, and constructing port-related developments. Section 30708(c) states to "[g]ive highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities." According to Section 30708(c), the Proposed

Project should be given the highest priority as a maritime support use. Overall, the Proposed Project would not conflict with Sections 30708(a) and 30708(d) of the Coastal Act.

Comment A5.3: The comment states that potential impacts from the Proposed Project to coastal resources include loss of recreational access to open space (i.e., loss of existing foot trails), reductions in habitat area, increased runoff, bike path disjointing, infringement on scenic views of the harbor from I-110, and reductions in views of vegetated open space along John S. Gibson Boulevard. The comment states that the Proposed Project would result in impacts to known and potential paleontological, archaeological, and tribal cultural resources and increase VMT. The comment states that any PMP amendment prepared in association with the Proposed Project should include specific policies that ensure the Proposed Project avoids environmental impacts and, if avoidance is not feasible, minimizes and mitigates for such impacts, and provides for public trust uses if at all feasible. The comment also states that, since the Proposed Project would result in increased VMT and GHG emissions, the PMP Amendment should include policies aimed at addressing impacts to environmental justice communities.

Response A5.3: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. Regarding the loss of recreational access to open space, as described in Response A5.2, the Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. The Project site is not open to the public, does not contain any public open space, and is located adjacent to the I-110 freeway. No public facilities exist or have ever existed on the site. As shown in Figure 2 and Figure 3, below, the site currently contains makeshift encampments utilized by the unhoused and multiple areas of trash and debris. Therefore, the Proposed Project and the required PMP Amendment would not result in a reduction of publicly accessible recreational space. Regarding loss of habitat, the commenter is referred to Response A5.2.

In regard to infringing upon scenic views of the harbor from I-110, as shown in Draft EIR Figures 5.1-1a, 5.1-1c, and 5.1-1d, the Proposed Project would not impede existing views of the harbor from I-110 as the proposed grade of the truck parking lot would be lower than the elevation of I-110. Regarding views from John S. Gibson Boulevard and the California Coastal Trail, as shown in Figure 5.1-1b, existing views would not be substantially changed with development of the Proposed Project as the Proposed Project would include approximately 316,373 square feet of drought-tolerant and California native ornamental landscaping that would cover approximately 39 percent of the site.

Regarding impacts to paleontological, archaeological, and tribal resources, as discussed in the Draft EIR on pages 5.4-10 through 5.4-12, impacts to archaeological resources would be mitigated through implementation of a Cultural Resources Monitoring Plan (Mitigation Measure CUL-1) and impacts to paleontological resources would be mitigated through implementation of paleontological monitoring (Mitigation Measure PAL-1). As shown in Draft EIR Table 5.4-2, there are no known historical resources or unique archaeological resources within the Project site. As discussed on page 5.4-11 of the Draft EIR, the Phase I and II Cultural Resources Assessment also identified marine shell fragments during the pedestrian survey which included, one Monterey Chert flake tool, seven debitage, and fragments of faunal bone that are likely related to the general prehistoric occupation of what was once Wilmington Lagoon. However, no archaeological soil/midden was observed during the Phase II testing and noted disturbances included rodent activity as well as intermixed construction debris. The Phase I and II Cultural Resources Assessment determined that although artifacts were identified, there are no intact subsurface components. Regarding impacts to tribal cultural resources, as discussed in Initial Study Section 4.18, *Tribal Cultural Resources* (included as Appendix A to the Draft EIR), the LAHD did not receive any requests for consultation under Assembly Bill 52 from any of the seven tribes traditionally and culturally affiliated with the Project vicinity. LAHD received a request for information from the Gabrieleño Band of Mission Indians - Kizh Nation; however, the Tribe did not request additional consultation. A Sacred Lands File search of the Project site yielded negative results.

In regard to increased VMT and GHG emissions, as discussed in the NOP/IS (pages 83 to 84), which is included as Appendix A to the Draft EIR, a trip generation analysis run by the LAHD Goods Movement Division determined that the Proposed Project would generate 10 daily one-way passenger vehicle trips and 4 daily one-way vendor trips, which would be fewer than 250 daily trips (EPD, 2023). While the Proposed Project would generate 1,794 daily one-way truck trips at peak operations, these heavy-duty truck trips do not apply to the screening thresholds as stated below. State CEQA Guidelines Section 15064.3(a) states that VMT refers to the amount and distance of automobile travel generated by a proposed project, in which automobile travel refers to passenger cars and light trucks (OPR, 2018). Heavy-duty trucks do not apply to the LADOT VMT screening thresholds, as confirmed in comment letter A2 from Caltrans. Therefore, VMT impacts were determined to be less than significant. As discussed on page 5.7-11 of the Draft EIR, the Proposed Project would result in approximately 4,914.3 MTCO₂e/yr, which would be below the SCAQMD Threshold of 10,000 MT CO₂e/yr. Therefore, operation of the Proposed Project would not generate significant GHG emissions that would have a significant effect on the environment.

Regarding environmental justice and public trust uses, CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The asserted impacts related to environmental justice and public trust uses are not considered effects on the environment (State CEQA Guidelines Sections 15064(e) and 15131(a)). Thus, consistent with CEQA, the Draft EIR includes an analysis of the Proposed Project's potentially significant physical impacts on the environment and does not include substantial discussion of environmental justice or public trust uses.

Comment A5.4: This comment states that the scale of landform alterations being proposed poses potential hazards that could result in substantial adverse environmental impacts, including spreading contaminated soils and materials present on the site from abandoned petroleum pipelines. The comment states that the Project could result in additional impacts to natural landforms and archaeological, paleontological, and tribal cultural resources and to ensure the site and adjacent areas are stable. The comment states that further engagement with Tribal communities should occur to ensure full consideration for the site's tribal cultural resources.

Response A5.4: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. Regarding potential hazards relating to grading onsite, as described on page 5.8-12 of the Draft EIR, the Phase I and Phase II Environmental Site Assessments (ESAs) detail releases of total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) within site soils at levels exceeding the Department of Toxic Substances Control (DTSC) human health risk criteria and estimated that the area of contaminated soil is approximately 1,200 square feet, with an average depth of approximately 10 feet below ground surface (bgs) (estimated 12,000 cubic feet). Identified contaminated soils in areas of Project ground disturbance would be removed and disposed of during construction of the Proposed Project. Therefore, implementation of SCAQMD Rule 1166 related to excavating or grading soil containing VOC materials would be required along with the California Occupational Safety and Health Agency (CalOSHA) hazardous waste materials handling regulations, and the sections of the California Health and Safety Code. In addition, due to the potential for other areas of contaminated soils or pipeline materials onsite, a qualified consultant would be required to prepare and implement a mitigation plan, per SCAQMD Rule 1166, to be used during earthwork and grading to manage VOC emissions. In addition, a Soil Management Plan (SMP) would be prepared for the proper management and disposal of waste in accordance with all applicable laws and regulations. The SMP would provide a protocol for ensuring the proper handling and disposal of contaminated soils that could be encountered during development, in a manner that is protective of human health and compliant with applicable laws and regulations. The SMP would be submitted to the Los Angeles Department of Building and Safety (LADBS) prior to the issuance of a grading permit and implemented during grading/development

activities. Based on this comment, the Final EIR has been revised to include Rules 1166 and 1466, as discussed in Section 3.0, *Modifications to the Draft EIR*.

In regard to impacts to natural landforms and archaeological, paleontological, and tribal cultural resources, Project construction and grading would occur within the Project site boundaries and mitigation would be implemented to reduce impacts to archaeological, paleontological, and tribal cultural resources as described in Response A5.3.

Comment A5.5: This comment states that with the fall in trade volume from the inception of the Proposed Project proposal, updated information should be reviewed to clarify whether truck and chassis parking beyond current capacity is still needed. The comment states that Coastal Commission staff requests notification of any future activity associated with the Proposed Project to provide more specific comments as the project develops and that staff recommends early coordination on any associated PMP Amendment.

Response A5.5: This comment does not raise a specific issue with the adequacy of the Draft EIR. CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The necessity of a truck trailer lot is not considered effects on the environment (State CEQA Guidelines Sections 15064(e) and 15131(a)). Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is warranted.

Existing Onsite Photos



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Existing Onsite Photos



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Letter O1: Wilmington Neighborhood Council (20 pages)

1



Wilmington Neighborhood Council

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*Gina Martinez, Chair
Gayle Fleury, Co-Chair
Fabiola Garcia, Secretary
Alicia Baltazar, Treasurer
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January 28, 2024

Port of Los Angeles
Board of Harbor Commissioners
Councilman Tim McOsker

Re: John S. Gibson Truck and Chassis Parking Lot Project

The Wilmington Neighborhood Council thanks you for allowing us the opportunity to comment on the DRAFT EIR. for the John S. Gibson Truck and Chassis Parking Lot Project. We further appreciate the consideration provided to us from the Port in granting us an extension to respond.

At this time the Wilmington Neighborhood Council vehemently opposes this project. We reiterate from our previous letter wherein we state, "Wilmington is already overburdened with container, truck and chassis storage." We ask that the Commission take into consideration the cumulative effect of this project as required by CEQA. The State CEQA "Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the Proposed Project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts." (pg 5.4 Environmental Impacts)

O1.1

This letter will detail a non-exhaustive list of our concerns.

The project holds no benefit to the community of Wilmington and San Pedro or its stakeholders." In fact, this project will do the exact opposite. It is creating a problem where one doesn't exist under the guise of "good movements." It has no safeguards for enforcement, and there is the potential for this to be a trial run on how to circumvent union labor. It falls short of its stated objectives and the cumulative effects are significant enough to warrant that this project be denied.

History

The project is located at 1599 John S Gibson Blvd APN (APN) 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007. The sponsor is seeking to provide short-term parking for 393 trucks and chassis.

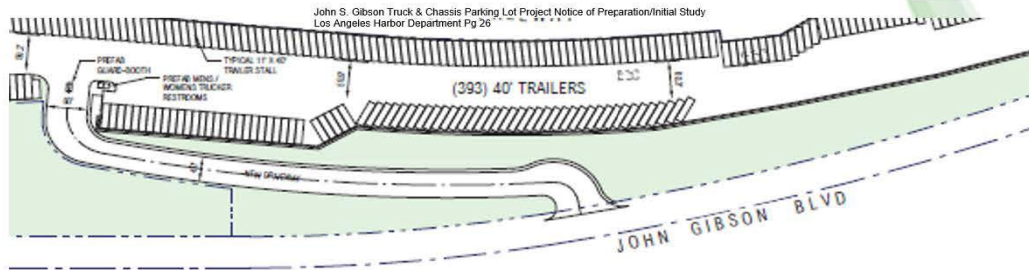
O1.2

Although the core purpose of the project of storing containers and chassis has not changed. With regard to what will actually be implemented, has changed considerably. Previously we were advised that trucks would be one way in and one way out all via right turn only with no permanent modifications to the street. With the

2

new EIR it will install a signal that provides access from both directions with 60% of the inbound traffic flowing through Wilmington and 50% of the outgoing traffic flowing back through Wilmington

NOVEMBER 2023



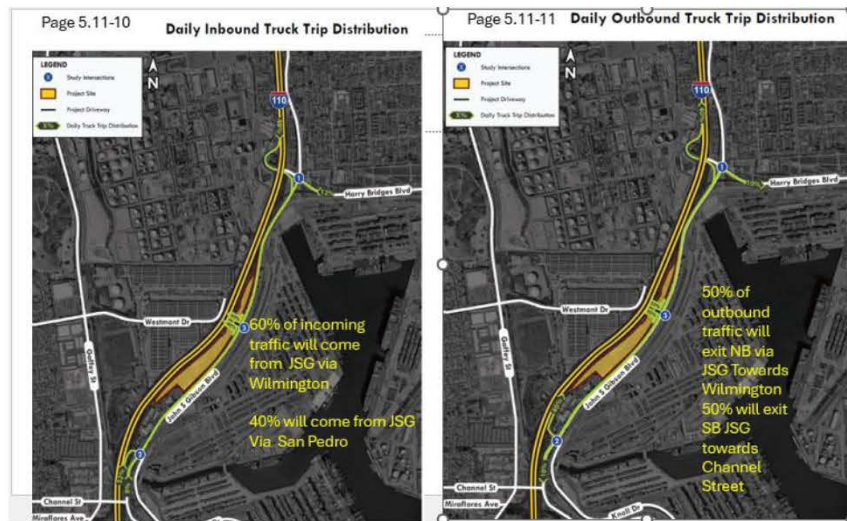
The Proposed Project does not include any permanent modifications to John S. Gibson Boulevard and is not required to make any voluntary or required modifications to the public right-of-way. The Proposed Project would not include dedications or permanent physical modifications to the public right-of-way, nor is it required

John S. Gibson Truck & Chassis Parking Lot Project Notice of Preparation/Initial Study Los Angeles Harbor Department-Pg.84
 The Proposed Project would construct a 40-foot-wide driveway off John S. Gibson Boulevard to allow vehicle access to the Project site. The driveway would be one-way stop controlled at John S. Gibson Boulevard and would allow for only right-out turning movements. Only right-in turning movements would be allowed into the Project site from John S. Gibson Boulevard. PCC pavement would be used for the driveway. The Project would include a prefabricated guard booth at the entrance from the driveway to the site with adequate queuing length provided to ensure trucks do not queue onto John S. Gibson Boulevard

John S. Gibson Truck & Chassis Parking Lot Project Notice of Preparation/Initial Study Los Angeles Harbor Department-Pg 25

01.2
Cont.

DRAFT EIR NOVEMBER 2024



3

The project originally was stated to be 466 trucks per day. Only to learn that these were one-way trips and would equate to 932 truck trips per day. (466x2) The next document released stated 1,794 daily truck trips. The DRAFT EIR now states that it will be 980 (490x2) daily trips the first year with 1,808 (904x) total daily truck trips by 2045. These are big discrepancies.

Upon review we found it incredible that there will only be 2 employees who will handle everything with minimal impact on traffic or to the environment. We use as an example data provided by the Traffic Study (Appendix J) . At 8AM there will be 37 incoming trucks. We think that CFASE said it best when they stated that usual activity would be for "each truck to register, check-in, show their cargo manifest, pay the fee, be given a receipt, be assigned a stall location and drive to the stall location." That means in order to eliminate backup 2 employees would have to make all this happen *in less than 2 minutes per truck*. This is only for the first year. At the final year this will be projected at 69 incoming vehicles, meaning these 2 employees would have to do the same thing in less than 30 seconds. This does not take into account any interaction that may be required for outbound trucks.

O1.2
Cont.

O1.3

Temp. Dist:	2-shift (Innovative)		Unadjusted				Temporal Distribution			
	JSG Support Yard - Project		Inbound		Outbound		In	Out	Vehicles	%
	Pickup	Dropoff	Bobtail	Chassis	Bobtail	Chassis				
12:00 AM	1.18%	1.38%	6	7	7	6	21	20	26	2.69%
1:00 AM	0.74%	1.06%	4	5	5	4	15	14	18	1.86%
2:00 AM	0.02%	0.23%	0	1	1	0	2	1	2	0.21%
3:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
4:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
5:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
6:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
7:00 AM	3.76%	1.38%	18	7	7	18	36	44	50	5.17%
8:00 AM	5.61%	2.15%	27	10	10	27	52	66	74	7.64%
9:00 AM	4.78%	2.81%	23	14	14	23	56	63	74	7.64%
10:00 AM	3.75%	3.76%	18	18	18	18	58	58	72	7.44%
11:00 AM	3.30%	4.34%	16	21	21	16	61	57	74	7.64%
12:00 PM	2.85%	4.35%	14	21	21	14	59	53	70	7.23%
1:00 PM	2.87%	5.64%	14	27	27	14	71	60	82	8.47%
2:00 PM	2.77%	5.54%	13	27	27	13	70	58	80	8.26%
3:00 PM	2.33%	4.50%	11	22	22	11	57	48	66	6.82%
4:00 PM	1.56%	1.84%	8	9	9	8	28	27	34	3.51%
5:00 PM	2.22%	1.06%	11	5	5	11	23	28	32	3.31%
6:00 PM	2.90%	1.45%	14	7	7	14	31	36	42	4.34%
7:00 PM	2.58%	1.58%	12	8	8	12	30	34	40	4.13%
8:00 PM	2.30%	1.60%	11	8	8	11	29	32	38	3.93%
9:00 PM	1.82%	1.73%	9	8	8	9	27	28	34	3.51%
10:00 PM	1.46%	1.64%	7	8	8	7	24	24	30	3.10%
11:00 PM	1.18%	1.95%	6	9	9	6	25	23	30	3.10%
			0	242	242	242	242			

4

Temp. Dist: **2-shift (Innovative)**
JSG Support Yard - Project

Time	Temp. Dist		Inbound		Outbound		PCE		Temporal Distribution	
	Pickup	Dropoff	Bobtail	Chassis	Bobtail	Chassis	In	Out	Vehicles	%
12:00 AM	1.18%	1.38%	11	12	12	11	37	36	46	2.56%
1:00 AM	0.74%	1.06%	7	10	10	7	28	26	34	1.89%
2:00 AM	0.02%	0.23%	0	2	2	0	4	2	4	0.22%
3:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
4:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
5:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
6:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
7:00 AM	3.76%	1.38%	34	12	12	34	65	82	92	5.12%
8:00 AM	5.61%	2.15%	50	19	19	50	98	123	138	7.68%
9:00 AM	4.78%	2.81%	43	25	25	43	102	116	136	7.56%
10:00 AM	3.75%	3.76%	34	34	34	34	109	109	136	7.56%
11:00 AM	3.30%	4.34%	30	39	39	30	114	107	138	7.68%
12:00 PM	2.85%	4.35%	26	39	39	26	109	99	130	7.23%
1:00 PM	2.87%	5.64%	26	51	51	26	133	113	154	8.57%
2:00 PM	2.77%	5.54%	25	50	50	25	130	110	150	8.34%
3:00 PM	2.33%	4.50%	21	40	40	21	105	90	122	6.79%
4:00 PM	1.56%	1.84%	14	16	16	14	49	47	60	3.34%
5:00 PM	2.22%	1.06%	20	10	10	20	44	52	60	3.34%
6:00 PM	2.90%	1.45%	26	13	13	26	57	68	78	4.34%
7:00 PM	2.58%	1.58%	23	14	14	23	56	63	74	4.12%
8:00 PM	2.30%	1.60%	21	14	14	21	53	59	70	3.89%
9:00 PM	1.82%	1.73%	16	16	16	16	51	51	64	3.56%
10:00 PM	1.46%	1.64%	13	15	15	13	46	44	56	3.11%
11:00 PM	1.18%	1.95%	11	17	17	11	47	42	56	3.11%
Total:			451	448	448	451				

O1.3
Cont.

Project Objectives

The EIR states that the objective of the project is to:

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

O1.4

In the stated objectives it states it will alleviate truck traffic congestion and illegal parking. Currently neither exists on John S Gibson Blvd in the project area. Rarely, if ever do you see illegal parking or truck congestion on John S Gibson between Harry Bridges and Channel Street. However, should this project go through there will be traffic congestion and illegal idling on John S Gibson. We remind the Commission that the reason Waterfront Park was created was to provide a buffer from Port activities to the community. *This project would erode that buffer significantly.*

With regard to the "Increase the efficiency of goods movement in the POLA by providing off-terminal maritime support to help meet the demands of current and anticipated containerized cargo from the various San Pedro

O1.5

5

Bay port marine terminals.” The port has already addressed this issue with other projects that are currently pending before the Commission. Among these projects are the Terminal Island Maritime Support Facility Project and Terminal Way Chassis Support Facility and according to the project list the old Starkist facility as well will be used for this same purpose. These other projects are on Terminal Island which is the proper location for facilities such as these. These other projects do not interfere with emergency services to the community, nor do they impede an Evacuation route. We appreciate that these projects are on Terminal Island as the Wilmington Neighborhood Council supports the growth of the Port; however, there needs to be a responsible approach with consideration and protections for the community.

**O1.5
Cont.**

It also should be noted that there is a notorious lack of enforcement for illegal activity that takes place at privately owned port related facilities. Should the owner/operator of this facility attempt to store trucks, store and stack containers and chassis or repair chassis *there is no oversight from the port*. These issues are very real as evidenced by comments made by both Gene Seroka and officer Gazsi with the Port Police on October 21, 2021.

Per ZIMAS APN 7412024007 is a property covered under ZI-2514 Wilmington Harbor Trucking Related Uses Ordinance No. 188287 which prohibits the issuance of all permits and certificates of occupancy associated with the establishment or the expansion of all Trucking-Related Uses as a primary use. This ordinance alone should prohibit this project.

Assessor Parcel No. (APN)	7412024007
Tract	TR 3192
Map Reference	M B 44-01/04
Block	None
Lot	PT 8
Alt (Lot Cut Reference)	1
Map Sheet	027B201
▼ Jurisdictional	
Community Plan Area	Wilmington - Harbor City
Area Planning Commission	Harbor APC
Neighborhood Council	Wilmington
Council District	CD 15 - Tim McOsker
Census Tract #	2949.00000000
LADBS District Office	San Pedro
▶ Permitting and Zoning Compliance	
▼ Planning and Zoning	
Special Notes	None
Zoning	M2-1VL
Zoning Information (ZI)	ZI-2130 State Enterprise Zone: Harbor Gateway
Zoning Information (ZI)	ZI-1117 MTA Right-of-Way (ROW) Project Area
Zoning Information (ZI)	ZI-2514 Wilmington-Harbor Trucking Related Uses
Zoning Information (ZI)	ZI-2427 Economic Admixed

O1.6

Environmental Factors Potentially Affected and Potential Impacts

The NOP states the environmental factors checked below would be potentially affected by the Proposed Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist.

O1.7

6

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

O1.7
Cont.

Cumulative Impacts-Section 5.0

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

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

O1.8

Currently there are **40 known projects** listed in the vicinity of this project. Missing from that list is the Vicent Thomas Bridge Redecking Project and the Alameda Corridor Project. We request clarification as to why these projects were not included and request that they be considered. (see Attachment)

After reviewing the DRAFT EIR, we are left concerned that *so much information has been left out*. It has been our experience that the EIR's are usually very thorough and neutral in nature. It appears however; in this case the ball was dropped.

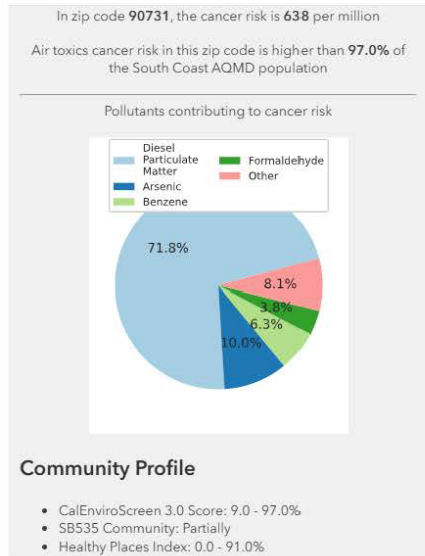
Potentially Significant Impacts

The DRAFT EIR states the cancer risk is .25 per million. However, omitted is that per SCAQMD MATES V data the cancer risk for the project area is currently at 638 per million.¹ The discrepancies in the numbers are alarming and hard to reconcile. It is irresponsible to only look at numbers that will make this project seem like it would have less than significant effects or where the effects can be mitigated when that same agency you quote has data that shows a full and complete picture of the project area. Cumulatively this project would affect the cancer rate of the area. We ask that the data from SCAQMD MATES V be considered when deciding and seek clarification as to why it was not considered.

O1.9

¹ https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Cancer-Risk%2CClick-tabs-for-other-data#data_s=id%3AdataSource_112-7c8f2a4db79b4a918d46b4e8985a112b%3A14447%2Cid%3AdataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A148
https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Cancer-Risk%2CClick-tabs-for-other-data#data_s=id%3AdataSource_112-7c8f2a4db79b4a918d46b4e8985a112b%3A14447%2Cid%3AdataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A148

7



O1.9
Cont.

The DRAFT EIR fails to mention the following sensitive receptors; Volunteers of America Pre-School located at 334 S. Figueroa, Wilmington CA 90744 and is .437 miles from APN 7412-024-007. It also fails to mention Field of Dreams Park/Recreation located less than 200 ft from APN 7440016001. **This type of facility should not be near sensitive receptors.**

We ask that these sensitive receptors be included and considered as well as be provided clarification why they were not included in the DRAFT EIR.



O1.10

8

Questions asked in Section 3 of the NOP asks if the project would conflict with or obstruct implementation of the applicable Air Quality Plan or Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard?

Individually the project may meet the thresholds as stated to not exceed pollutants. However, the drafter of the EIR fails to acknowledge that the **SCAQMD in its Clean Port Initiative workplan states, “International, Federal and State Standards Are Not Sufficient For This Region.”**²

The DRAFT EIR also fails to disclose that up until 6 months ago a Federal Implementation Plan (FIP) was to have been implemented along with sanctions. This would have included incorporating measures to compensate for any missing or disapproved measures, to attain the needed NOx reductions by 2024. The FIP may have included measures such as emission caps for airlines, marine vessels and railroads, no drive days, or gas rationing. It was only by virtue of a lawsuit filed against the EPA that this did not happen.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

1997 8-Hour Ozone Standard – Sanction Clock Timelines

Scenario One: South Coast AQMD/CARB Fails to Submit a Contingency Measure Plan to U.S. EPA

Date	Action	Action Details
December 31, 2019/ January 1, 2020	Contingency Measure Plan Due to U.S. EPA through CARE	U.S. EPA has six months to make a failure to submit finding (June 2020). Once that finding is made, U.S. EPA can impose sanctions at any time.
December 2021	U.S. EPA must implement first sanction	First sanction would increase offset ratio for new and modified motor sources of ozone precursors (VOC and NOx) to 2 to 1 (currently 1.2 to 1).
June 2022	Highway sanctions must be imposed	Highway funding will be cutoff. Funds for transit and certain safety projects may continue.
June 2022	U.S. EPA must implement a Federal Implementation Plan (FIP)	The FIP will incorporate measures to compensate for any missing or disapproved measures, to attain the needed NOx reductions by 2024. The FIP may include measures such as emission caps for airlines, marine vessels and railroads, no drive days, or gas rationing.

The sanctions are removed once U.S. EPA receives the Contingency Measure Plan.
The sanctions clock could begin again should U.S. EPA find the Contingency Measure Plan submittal incomplete upon its review (within 6 months of submittal).

REV: 2019/10/22 Page 1 of 2

01.11

² <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/contingency-measure-plan-for-1997-ozone-standard#:~:text=The%20South%20Coast%20Air%20Basin,subsequently%20submitted%20to%20U.S.%20EPA.>

Scenario Two: Contingency Measure Plan is Submitted, but not Approved by U.S. EPA

Date	Action	Action Details
December 31, 2019/ January 1, 2020	Contingency Measure Plan Submitted to U.S. EPA through CARB	U.S. EPA has 6 months to decide if the minimum requirements are met (June 2020). If U.S. EPA takes no action within 6 months of submittal, the Contingency Measure Plan is deemed completed by default.
July 2021 (or 12 months after plan is deemed complete)	U.S. EPA deadline for approval/disapproval of plan	If disapproved, U.S. EPA can impose sanctions at any time.
December 2022	U.S. EPA must implement first sanction	First sanction would increase offset ratio for new and modified major sources of ozone precursors (VOC and NOx) to 2 to 1 (currently 1.2 to 1).
July 2023	Highway sanctions must be imposed	Highway funding will be cutoff. Funds for transit and certain safety projects may continue.
July 2023	U.S. EPA must implement a Federal Implementation Plan (FIP)	The FIP will incorporate measures to compensate for any missing or disapproved measures, to attain the needed NOx reductions by 2024. The FIP may include measures such as emission caps for airlines, marine vessels and railroads, no drive days, or gas rationing. U.S. EPA may issue FIP any time after disapproval issued earlier than this date.

The sanctions and FIP are removed once the plan meets U.S. EPA's expectations and is subsequently approved.

O1.11
Cont.

This information helps paint a clearer picture of the cumulative effects that the port and port-adjacent operations have on a community and the lack of attainment in meeting standards..

We ask that the SIP and its non-attainment information be considered as well as the joint statement from EPA, SCAQMD and CARB. We also request clarification as to why there was little to no mention of the non-attainment status. We further request why it is considered less than significant for air quality when the entire area has been in jeopardy of sanctions and has not met attainment standards for over a decade?



July 22, 2024

Joint Statement on Advancing Emissions Reductions in the South Coast Air Quality Management District

The South Coast Air Quality Management District (South Coast AQMD) is home to 17 million people where ozone levels continue to exceed the health-based national ambient air quality standards. Although air quality in the South Coast AQMD region has improved significantly since the 1970s as a result of substantial nitrogen oxides (NOx) and volatile organic compounds (VOC) emission reductions, the air pollutants that form ground-level ozone, challenges remain. Emissions from sources like aircraft, locomotives, ocean-going vessels, and nonroad engines will be an increasing fraction of total emissions of NOx in the South Coast AQMD region absent additional action by regulatory agencies. The significant additional emissions reductions needed to provide healthy air in the South Coast AQMD will take a sustained and collaborative effort at the local, state, and federal levels to reduce emissions from all sources – both mobile and stationary.

Today, the South Coast AQMD, the California Air Resources Board (CARB), and the U.S. Environmental Protection Agency (EPA) are re-committing to a long-term collaboration to reduce emissions from all sources utilizing agency specific authority for stationary and mobile sources.


The commitments from each Agency form a part of our shared strategy for attainment of the ozone standards established by EPA in 1997, 2008, and 2015 (see agency specific attachments). Jointly, the undersigned will work to reduce NOx emissions from aircraft, locomotives, ocean-going vessels, and nonroad engines, as well as stationary sources.

Through this long-term partnership, South Coast AQMD, CARB, and EPA will be taking steps to catalyze the emissions reductions needed to improve air quality for the 17 million residents of the South Coast AQMD region. The actions proposed by the three agencies will help attain federal air quality standards, and reduce exposure to toxic air pollutants, especially for people living in disproportionately impacted communities, many of which are located near ports, railyards, warehouses, freeways, and airports in the South Coast AQMD region.


Joseph Gelfman
Assistant Administrator for Air and Radiation
U.S. Environmental Protection Agency


Martha Guzman
Regional Administrator, Region IX
U.S. Environmental Protection Agency


Liane Randolph, Chair
California Air Resources Board


Vanessa Delgado, Chair
South Coast Air Quality Management District

01.11
Cont.

The DRAFT EIR only discusses idling as it exists within the confines of the project area. It assumes that there will not be a line of trucks outside the facility with trucks waiting. As we stated above, unless the 2 employees can handle each truck in either less than 2 minutes in the first year and less than 30 seconds in the final year there will be a line outside idling. CARB only allow for 5 minutes of idling (13 CCR 2480 & 2485) and since all of John S. Gibson Blvd is a "No Stopping Zone" a truck driver can either be ticketed for idling or ticketed parking in a No Stopping Zone. There is a time and place for a project like this and this is not it. It is setting trucks up to break the law. We request clarification of what the process would be to accomplish how trucks would be processed through the facility in less than 2 minutes in the first year and less than 30 seconds in the final year without having traffic back up. *If it is not possible to process these trucks without a line outside the facility, we ask how long that line will be and how will that affect Loss of Service? We also ask if there will be a line and if it*

01.12

11

exceeds 5 minutes why the project would be approved knowing how Diesel Particulate Matter would be spewed all over the community or is it just expected for drivers to break the law and stop in a no stopping zone.

O1.12
Cont.

Also, in the project area there are bike lanes. What rationale was used to determine that 24-hour truckflow that will cross over bike lanes would be considered safe?

The DRAFT EIR does not truly address Diesel Particulate matter which according to CalEnviro Screen 4.0 is at 100%. Diesel Particulate Matter (DPM) is caused from exhaust from trucks, trains, ships and other equipment that uses a diesel engine. It is a combination of solid particles and gases that come from diesel engines DPM causes respiratory illness, asthma, heart disease and lung cancer. What reasoning was used to think it was prudent to add more DPM in an area so close to residents and sensitive receptors that are already burdened by environmental issues and is already at 100%? We would hope the goal to reduce that rate and not help keep the DPM at 100%? We ask that the DPM data be considered when deciding about the project.

Toxic Releases are also not fully addressed. Per CalEnviro Screen 4.0 the toxic releases in the project area are at 94%. Why wasn't this considered? We ask that the Toxic Release data be considered when making a decision about the project.

Census Tract: 6037980031
(Population: 1,175)



Zoom to

Overall Percentiles

CalEnviroScreen 4.0 Percentile	
Pollution Burden Percentile	98
Population Characteristics Percentile	

Exposures

Ozone	17
Particulate Matter 2.5	68
Diesel Particulate Matter	100
Toxic Releases	94

O1.13

Section 4 -Environmental Setting states that the project area is not near or within a wildlife corridor or linkage and lists the nearest critical habitat as being 1.7 miles away. This section goes in depth about Cultural Resources and Historical Background; however there was no mention of Bixby Slough/Lake Machado which is approximately ¼ of a mile from the project location. Bixby Slough/Lake Machado is a 45-acre lake in Ken Malloy Harbor Regional Park in both Wilmington and Harbor City on through to Carson. It's a natural wetland and one of the largest remaining coastal wetland ecosystems in Southern California. The lake is home to many species of native birds, fish, and insects. The lake recently had to have a habitat restoration due to trash and pollution. It is home to over 300 separate species of migratory birds. The lake is part of the natural water habitat of Southern California for native animals and plants including the endangered Least Tern. There are many reports and pictures available of juvenile and adult least terns at Lake Machado. Other birds that have been observed at the lake are Pied-billed Grebe, Eared Grebe, Double-crested Cormorant, Great Blue Heron, Great

O1.14

12

and Snowy Egret, Gadwall, Am. Wigeon, Mallard, Redhead, Ring-necked Duck, Am. Coot, Black-necked Stilt, Spotted Sandpiper and several species of Gulls. **We request clarification as to why Bixby Slough/Machado Lake was not included and request that it be considered along with the critical habitat of the least tern.**



**O1.14
Cont.**

Although AB 617 is included and addressed within the document there appears to be no recognition that the area is an Environmental Justice area recognized by both State (SB 535) and Federal (EPA EJ screen tool). Why would a project that further burdens a community be approved? We request that the project area being in an EJ area be taken into consideration

Question 21 of the NOP Mandatory Findings of Significance

The NOP asks the following questions.

21. MANDATORY FINDINGS OF SIGNIFICANCE	
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
c.	Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

O1.15

13

With regard to these last three questions our position is **YES**.

The DRAFT EIR doesn't even take into consideration Machado Lake or the endangered Least Tern. It does not take into consideration the wetlands that are located so close to the project and the DRAFT EIR has failed to do its due diligence with regards to even exploring how the project will affect the wetlands and their Riparian habitat.

The project definitely has impacts that are limited individually but are considerable when considered in connection with past, current and future projects.

The project definitely has environmental effects that can substantially have adverse effects on human beings. The cancer rate of 638 per million and a Diesel Particulate Matter of 100% is simply unacceptable. Our Councilman fought hard to make Z12514 a reality. **There should not be a single additional truck-related use within the boundaries of Wilmington. These facilities belong on Terminal Island or within the confines of the Port.**

Additional Concerns and Questions

The Wilmington Neighborhood Council has additional concerns about the project. We are concerned about what effect and *what mitigation measures would be implemented with regard to the Tsunami Evacuation Route*. It does not appear to be a prudent move to overwhelm an Evacuation Route.

With the exception of APN 7412024007 which is in the Wilmington Community Plan the other Parcels are in the Port Plan. *If this project is approved which community plan, will it become part of?*

Who will oversee enforcement issues on this project?

What precautions would be taken to ensure that *the level of Emergency and Police services the community of Wilmington receives would not be compromised?*

What terminals would this facility service?

Where is the illegal parking alluded to in the project's stated objectives located? It isn't on John S Gibson Blvd.

Will all truckers utilizing the facility have a TWIC card?

Will dropping off containers by trucks leaving the port only to be picked up by non-TWIC card holders be allowed at this facility?

With respect to labor, the DRAFT EIR does not exclude union labor nor does it specifically state it will be unionized labor or if all drivers will have to have TWIC cards. We cannot support a project that does not keep these safeguards in mind especially when you consider this facility is less than 200 feet from a port facility. As stated previously, we have serious concerns for enforcement which in turn if there is a lack of enforcement it affects the safety of the community. Our unionized labor knows exactly whether or not a job is being safely executed and is fully versed on unacceptable practices. TWIC card holders ensure that a trucker has been fully vetted to access areas within port facilities and have the right credentials for hauling certain loads and is essential for maintaining compliance with industry regulations. These are real and legitimate concerns. Less than 48 hours ago from the writing of this letter a smuggling ring was found to have been operating at the port involving foreign nationals, truck drivers and terminal employees smuggling illegal chemicals. This facility sits next to a police station, the port, a park and a refinery/oil pipelines all within 200 feet this would be a prime

**O1.15
Cont.**

O1.16

O1.17

14

location for terrorist activity. We request that it be a requirement that any facility that is within 200 feet of a port terminal facility have only TWIC card drivers be able to access and ILWU employees. What measures will be in place to ensure that this project will not be a security threat to the community. If there are no safeguards we ask the question why isn't there any?

One of the objectives states that it will alleviate truck traffic. This makes no sense as the truck was going to the port regardless. What it can do however is allow a truck driver to drop off a container and turn around and go back for another container. That is the exact opposite and adds another truck trip to the road.

Another major concern I s that as trucks zig zag and travel up the hill at night with their lights on how will that affect traffic on the freeway that is at the top of the hill where trucks will be parking?

Conclusion

This project holds no benefit for our Community. It appears to only benefit the investor and perhaps the 2 employees per shift. Although our community has many ordinances and zoning protections in place to help protect us, what good are they when there is no enforcement and when every application that applies for a zone change or exemption gets approved without safeguards in place or without complete information provided in the EIR ? Simply changing the zoning does not make the effects of the project go away. We respectfully request that this project be denied. We also remind our commissioners that the lead agency must always analyze the "no project alternative." (CEQA Guidelines § 15126.6(e)). We request that moving forward that the port adopt a policy in line with Ordinance ZI2514 prohibiting additional truck related uses within Wilmington. In closing, we understand and support the port and its growth but this project does not meet its stated goals and is not safe for the community.

Respectfully Submitted.

Gina Martinez



Chair, Wilmington Neighborhood Council

CC: SCAQMD
CARB
EPA

**O1.17
Cont.**

O1.18

15

Attachment

Table 5-1: Cumulative Projects List

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

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

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No.	Cumulative Project Title and Location	Project Description	Project Status
	47 and 49 – 50	Freedom Class or equivalent cruise vessel (1,150 feet in length). A proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified in September 2009.	released January 2023.
15.	City Dock No. 1 Marine Research Project (AltaSea) – Between Berths 57 – 72	Development of a marine research center within a 32.13-acre area. This project would change the break bulk areas east of East Channel (Berths 57–72) to institutional uses.	Phase I development in progress since 2017.
16.	West Harbor Modification Project (formerly San Pedro Public Market) – Along Harbor Boulevard	Redevelopment of 30 acres, formerly known as the Ports O’ Call Village, with up to 300,000 square feet of visitor-serving commercial uses and up to a 75,000 square feet conference center. This project would involve changing the industrial uses along Harbor Boulevard to commercial. This project also includes a waterfront promenade and 3 acres of open space. This project was evaluated in the San Pedro Waterfront Project EIS/EIR and subsequent Addendum. The revised project environmental analysis includes: 108,000-square-foot outdoor amphitheater, 2.5-acre entertainment venue, 100-foot diameter Ferris wheel with an approx. 150-foot tall by 50-foot-wide tower attraction, and other visitor-serving commercial uses. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified September 2009.	BHC certified the Final EIS/EIR and approved the project in 2009. Addendum 1 in May 2016 and Addendum 2 in November 2019. Construction of the 2016 Project is ongoing NOP released April 2022. Draft Subsequent EIR in process.
17.	Port of Los Angeles and Port of Long Beach Goods Movement Workforce Training Facility Project – 1400 East Anchorage Road	Project involves preparing an approximately 20-acre site for a goods movement workforce training facility that would include providing skilled training programs while providing a safe training environment for workers.	Environmental review in process; NOP released February 2024.
18.	SR-47/Vincent Thomas Bridge and Front St./Harbor Blvd. Interchange Reconfiguration	Reconfiguration of the existing interchange at SR-47/Vincent Thomas Bridge and Harbor Boulevard/Front Street to improve safety and operation for vehicles exiting the highway. Improvements also include modifications of the eastbound entrance ramps and modification of Harbor Boulevard and Front Street approaching and between the ramp termini.	Design underway.
19.	Al Larson Boat Shop Improvement Project – Terminal Island	Modernization of existing boat yard (1046 S. Seaside Avenue, San Pedro) and 30-year lease extension.	Final EIR certified in 2009. Project on hold.
20.	Berths 302–306 [APL now known as Fenix Marine] Container Terminal Project	Improvement and expansion of the existing terminal, including the addition of cranes, modifications to the main gate, converting an existing dry container storage unit to a refrigerated unit, and the expansion of the terminal onto 41 acres adjacent to the existing terminal. Revised project includes continued operations with minor modifications to the terminal and a 1.5-year lease extension through 2043.	Evaluated in Final EIR/EIS in 2012 and an Addendum in 2016. Expansion project on hold, revised project ongoing.
21.	Berths 238-239 [PBF Energy] Marine Oil	Demolition of the existing Berth 238 loading platform and construction of a new platform and associated mooring structures at Berth 238, and installation of landside improvements.	Construction pending.

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No.	Cumulative Project Title and Location	Project Description	Project Status
	Terminal Improvement Project		
22.	Star-Kist Cannery Facility – Terminal Island	Demolition of 1.4-acre site for future use as cargo support or container chassis storage.	MND adopted February 2023. Construction pending.
23.	Berths 167-169 [Shell] Marine Oil Terminal Wharf Improvements Project	Various wharf and seismic ground improvements required to comply with MOTEMS, as well as other landside elements and a new 30-year lease.	Final EIR certified in 2018. Construction pending.
24.	Avalon and Fries Street Segments Closure Project	Physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, fencing, and signage.	Construction pending.
25.	Avalon Freight Services Relocation Project	Shifting of existing Catalina Island freight operations from Berth 184 in Wilmington to Berth 95 in San Pedro.	Construction pending.
26.	Berths 187-191 (Vopak) Liquid Bulk Terminal Wharf Improvements and Cement Terminal Project	Various wharf and improvements that are required to comply with MOTEMS, improvements to an adjacent wharf to facilitate resumption of cement terminal operations on the site, and a new 30-year entitlement.	IS/NOP issued July 2022. EIR in preparation.
Port of Long Beach			
27.	Middle Harbor Terminal Redevelopment	Consolidation of two existing container terminals into one 345-acre terminal. Construction includes landfill, dredging, and wharf construction; construction of an intermodal rail yard; and reconstruction of terminal buildings.	Approved project. Final EIR (FEIR) certified in 2009. Phases 1-3 are complete; terminal in operation as of 2016. Construction of final 3 acres (North Gate Expansion) to be completed by 2027.
28.	Piers G & J Terminal Redevelopment Project – POLB Piers G and J	Development of a marine terminal of up to 315 acres by consolidating two existing marine container terminals on Piers G and J and several surrounding parcels. Construction will be completed in four phases over an 11-year period and includes approx. 53 acres of landfills, dredging, concrete wharves, rock dikes, and road and railway improvements.	Project approved September 2000. Construction ongoing.
29.	Pier B On-Dock Rail Support Facility – POLB Pier B	Expansion of the existing Pier B Rail Yard in two phases, including realignment of the adjacent Pier B Street and utility relocation.	FEIR certified February 2018. Construction commenced August 2024; expected to be completed by 2032.

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

John S. Gibson Truck & Chassis Parking Lot Project

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

Response to Letter O1: Wilmington Neighborhood Council, dated January 28, 2025

Comment O1.1: This comment states that the Wilmington Neighborhood Council opposes the Proposed Project and states that the community has too many truck and chassis storage areas. The comment asks that the Port focus on potential cumulative impacts of the Proposed Project. The comment also states that the Proposed Project does not contribute any community benefits, falls short of its own objectives, and would result in significant cumulative effects.

Response O1.1: This comment is introductory in nature and does not raise a specific environmental issue with the adequacy of the Draft EIR. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is warranted.

Comment O1.2: This comment provides a summary of the Project description and states that the original project previously included only a right-turn in and right-turn out driveway and now the Proposed Project proposes both left and right turn access along John S. Gibson Boulevard. The comment further states that the original project proposed 466 trucks per day, and the Proposed Project now states there will be 980 daily trips in the first year and 1,808 daily trips by 2045, including trips from employees and vendors.

Response O1.2: The commenter's general concern over the change in access to the site and proposed construction of a traffic signal is noted. The Proposed Project's potential impacts related to site access were discussed on Draft EIR page 5.11-18 using the 2022 LADOT Transportation Assessment Guidelines and impacts were found to be less than significant. The comment also appears to cite outdated truck trip estimates identified under an earlier iteration of the Proposed Project. Since the use proposed by the Applicant changed from grounded container storage, as previously proposed and analyzed in the 2021 IS/ND to a truck and chassis parking lot, an updated trip generation analysis was prepared. As discussed in Draft EIR Section 5.11, *Transportation*, due to the change of proposed use and later opening and horizon years, the Proposed Project would result in 980 one-way trips to and from the site in the Opening Year and 1,808 one-way trips to and from the site in the Horizon Year including trucks as well as employees/vendors, as shown in Draft EIR Tables 5.11-2 and 5.11-3 and Appendix J. The Draft EIR, including the Project Description, remains consistent on this point.

Comment O1.3: This comment states the Proposed Project would result in 37 inbound trucks at 8 AM and the two employees onsite would be required to check in each vehicle within 2 minutes in order to not disrupt traffic.

Response O1.3: LAHD staff prepared a site queuing analysis, with information provided by EPD Solutions pertaining to queuing methodology. LAHD staff also reviewed and concurred with the latter. Table 2-3, below, summarizes the analysis that determined there would not be any on-street queuing, whether operated as a wheeled chassis or wheeled container storage yard. The Proposed Project applicant currently intends to operate the yard for the latter. It should be noted that to yield the worst-case conditions for off-site traffic volumes (and mass emissions), operation of the site was analyzed as a wheeled chassis storage facility. The queuing analysis methodology entails use of a model recommended for parking/guard gates as contained in the *Institute of Transportation Engineers Traffic Engineering Handbook* (2016). The methodology entails the following key parameters: Poisson (random) arrival rate of vehicles using the highest hourly volume inbound to the project site, service rate of the vehicles through a controlled gate, 95 percent statistical confidence level, and a nomograph representing these parameters in a mathematical equation (Figure 4). The inbound truck volumes used in the queuing analysis summarized in the Table 2-3 were based on trip generation rates for a wheeled container storage facility developed by the LAHD staff for another LAHD proposed project and the wheeled chassis storage trip rates described in the Draft EIR. The gate service rate for the wheeled container operation was obtained from an existing operator of a similar terminal in the Port of Los Angeles/Port of Long Beach complex. The gate service rate for the wheeled chassis operation is based upon

recent service rate measurements conducted by LAHD staff at two wheeled chassis storage facilities located in the POLA. The Project driveway allows for a queuing of 850 feet between the access guard booth and John S Gibson Boulevard. As shown, the Proposed Project would provide adequate onsite queuing length for operations of the site as a truck and wheeled chassis parking lot. If the site were to be operated with chassis only or chassis with wheeled containers in the future, then two more (total of three) gate facility lanes would be needed at the gate entrance/guard booth (with only one queuing/driveway lane being sufficient), as noted in Section 3.0, *Modifications to the Draft EIR*, of this Final EIR.

Table 2-3: Gate Queuing Analysis

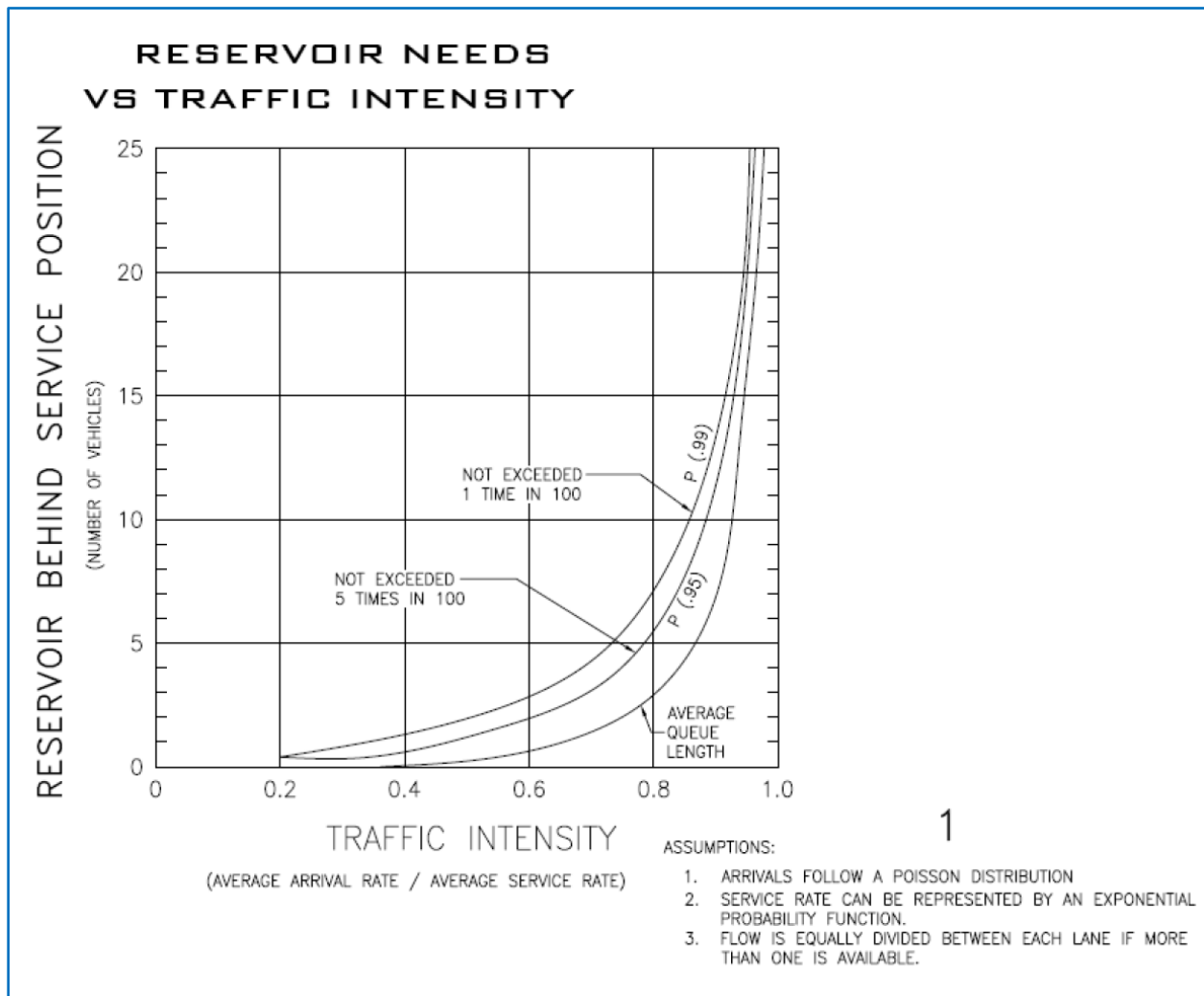
Driveway Length = 850'	Parking stalls	Highest Hourly Inbound Volume				In-gate service time (sec) ¹	# of gates	Service Rate (veh./hr/gate)	Traffic Intensity ²	Queue	
		Total	Bobtail	Chassis	Container					# of Trucks	Length (feet)
Wheeled Chassis storage	393	78	26	51	0	109	3	33	0.79	6	362
Wheeled container storage	393	78	26	51	0	120	3	30	0.27	1	74

1: Estimated processing time for similar operations at the Port of Los Angeles and Port of Long Beach

2: (see nomograph below)

3: Assumed vehicle lengths with 5' of headway: bobtails = 33', chassis/containers = 74'

Figure 4: Queuing Analysis Nomograph



Comment O1.4: This comment lists the Project objectives as stated in Section 3.0, *Project Description*, and states that there is currently no traffic congestion or illegal parking on John S. Gibson Boulevard for the Project to alleviate. The comment states that the Proposed Project would actually result in increased traffic and illegal idling along John S. Gibson Boulevard. The comment further states the Proposed Project would erode the buffer provided by the Waterfront Park between Wilmington and the Port activities.

Response O1.4: The comment recites the objectives of the Proposed Project for which no response is required. As explained in Response O1.3, the Project would not result in reasonably foreseeable safety and hazard impacts from trucks queuing while waiting to access the site off John S. Gibson Boulevard. Idling for longer than 5 minutes also is not a reasonably foreseeable consequence of the Proposed Project for the same reasons. Moreover, this type of facility is intended to facilitate the expeditious interchange of chassis and containers, and as such, the visit time is expected to be much less for the facility than that of a container terminal thereby reducing congestion at the Port as a whole. Regarding the Proposed Project resulting in the loss of a buffer area between Waterfront Park/ Wilmington and Port activities, the comment does not provide any substantial evidence of how development of the site would result in new or substantially more severe significant impacts on the physical environment from those identified in the Draft EIR. Furthermore, as shown in Draft EIR Figure 3-3, *Aerial View*, the Project site does not serve as a buffer between residences and Port operations as it is surrounded by the I-110 Freeway to the northwest, the West Basin Container Terminal to the southeast, commercial uses to the south, and the Philips 66 Los Angeles Refinery to the north. Contrary to the commenter's statement, the Project site is not located between the community of Wilmington and Port complexes.

Comment O1.5: This comment states that the Port has already provided sufficient truck parking through various projects within the Port which are not located near any communities. The comment further states that there is a lack of enforcement for illegal activity at privately owned port-related facilities.

Response O1.5: (also see Response O1.3). This comment does not provide any substantial evidence of a significant impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As discussed in Response O1.4, there is a significant substantial need for truck parking facilities within the POLA; however, CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The necessity of a truck trailer lot and lack of enforcement are not considered effects on the environment (State CEQA Guidelines Sections 15064(e) and 15131(a)). The commenter's view that the Project is not required will be forwarded to the decision makers for consideration. Regarding parking enforcement, it should be noted that John S. Gibson Boulevard is signed on both sides with "No Stopping Anytime" along with a striped, Class 2 bike lane. Observations have not yielded trucks violating the signage/stripping. It should also be noted that a City of Los Angeles Police Department station is located 0.3 miles away to the south, which also serves as a deterrent for violating signage/stripping. Also, the Harbor Department conducted a queuing analysis with the required gate operations that determined queue lengths would not exceed the driveway length and overflow onto John S. Gibson Boulevard (Appendix C to Appendix J). The applicant will also ensure no trucks park or queue on John S. Gibson Boulevard. .

Comment O1.6: This comment states that the Project site is covered under the Wilmington Harbor Trucking Related Uses Ordinance No. 188287, which prohibits any permits issued for projects associated with the establishment or expansion of all Trucking-Related Uses as a primary use.

Response O1.6: While a portion of the Project site is located within the Interim Control Ordinance 188287, as shown in Figure 1 (See Response A4.2), that portion of the Project site would not be utilized for trucking activity as it would only be developed with landscaping. Thus, the Project would not conflict with the Ordinance. The proposed PMP amendment is necessary to ensure compliance with the Coastal Act because the proposed development would not be consistent with the allowed land use in the certified PMP and to be

consistent with the existing City of Los Angeles zoning and land use designations (See Pub. Resources Code, Section 30715, subd. (a)). As evidenced by the site's current City of Los Angeles land use and zoning designations, urbanization of the site has been anticipated and accounted for since the adoption of the City of Los Angeles General Plan.

Comment O1.7: This comment provides the checklist from the Notice of Preparation (NOP) with the environmental factors that were found to be potentially significant.

Response O1.7: This comment does not raise a specific issue with the adequacy of the Draft EIR. All impact areas determined to be potentially significant in the NOP were carried forward for analysis in the Draft EIR. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is warranted.

Comment O1.8: This comment provides the State CEQA Guidelines section that describes how cumulative impacts should be analyzed in the CEQA document. The comment further states that there are projects missing from the cumulative project list and requests clarification on why they were not included.

Response O1.8: In response to this comment, both the Vincent Thomas Bridge (VTB) Redecking Project and the Alameda Corridor Project have been added to Table 5-1, *Cumulative Project List*, as shown in Chapter 3.0 of this Final EIR, *Revisions to the Draft EIR*. The VTB re-decking project is a construction project only. Caltrans currently plans to close the VTB between approximately November 2026 and February 2028. As the Proposed Project would not be open for operations until December 2027, at the earliest. There would only be three months of overlap with the detoured traffic associated with the VTB project. Also, the LAHD is currently constructing major improvements to the Harbor Boulevard/VTB-SR 47 interchange, which will aid in accommodating detoured traffic. Caltrans and LADOT are also exploring temporary improvements and traffic control measures (including deployment of traffic control officers) for this area to address detoured traffic. The Alameda Corridor Transportation Authority (ACTA) project (Phase II) was approved in 2007; however, this project was put on hold soon thereafter, and neither the POLA or ACTA intend to proceed with this project. Therefore, neither of these projects would result in the potential to contribute to cumulative impacts

Comment O1.9: This comment takes issue with the statement that the Project would only result in a cancer risk of 0.25 per million.¹⁴ The commenter asserts that the Project area currently has a cancer risk of 638 per million according to the SCAQMD MATES V data. The comment further states that the EIR must include a cumulative analysis of the cancer risks associated with the Proposed Project considering the existing setting.

Response O1.9: Based on guidance published in SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*¹⁵, if an individual project does not exceed the SCAQMD's thresholds for project-specific impacts, then it would also not result in a cumulatively considerable impact. As detailed throughout Draft EIR Section 5.2, *Air Quality*, the Project would not exceed any thresholds of significance and impacts would be less than significant. Based on existing SCAQMD recommendations for Mobile Source Health Risk Assessments, the operational impacts of the Proposed Project at the closest affected receptor is estimated at 7.84 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the

¹⁴ To note, commenter's reference to a cancer risk of 0.25 per million is likely a typological error as the Proposed Project would result in a cancer burden of 0.025 per million.

¹⁵ SCAQMD. (2003). *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf>

applicable threshold of 1.0. As such, the Project would result in emissions that are far below existing SCAQMD thresholds. Further, as shown in Table 5.2-13, the cancer burden is estimated to be 0.025 individuals that were estimated to have a cancer risk of 1 in one million or more. Therefore, the Proposed Project would not exceed SCAQMD's cancer burden significance threshold of 0.5. Therefore, based on SCAQMD guidance, the Proposed Project's impact on human health risks would not be cumulatively considerable and would be less than significant. While the SCAQMD MATES V data shows that the existing condition of the area is already cumulatively significant, pursuant to SCAQMD guidelines, the Proposed Project would not result in a cumulatively considerable contribution to the already cumulatively significant existing condition.

Comment O1.10: This comment states that the Draft EIR does not mention two sensitive receptors that are in the vicinity of the Project site: Volunteers of America Pre-School and Field of Dreams Park/Recreation, both located within ½ mile of the Project site. The comment states that the Draft EIR should be revised to include and provide clarification as to why they were not included.

Response O1.10: According to the SCAQMD, sensitive receptors are defined as people who have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptors include any residence, such as private homes, condominiums, apartments, and living quarters; schools; daycare centers; and health care facilities, such as hospitals or retirement and nursing homes. Sensitive receptors can also include long-term care hospitals, hospices, prisons, dormitories, or similar live-in housing. Based on this definition, the Field of Dreams Park/Recreation is not considered a sensitive receptor for air quality. Recreational parks are not included in the definition of sensitive receptors because people do not typically remain on site for an extended period, such as an 8-hour shift or school day, or the full 24 hours of a residential receptor; but rather are present for shorter periods of time. Therefore, people visiting the Field of Dreams Park/Recreation would have a lower exposure than people living and working near the Project site.

A health risk assessment (HRA) (Appendix C to the Draft EIR) was conducted for the Proposed Project to determine the potential health risk associated with the exhaust of diesel-powered trucks and equipment to people living near the project. The HRA was conducted in accordance with the modeling techniques recommended in the California Environmental Protection Agency's (CalEPA) Office of Environmental Health Hazard Assessment (OEHA) *Air Toxic Hot Spots Program Risk Assessment Guidelines* and SCAQMD requirements. Based on the HRA results, the maximally exposed individual (MEI), which is the individual with the highest probability of contracting cancer as a result of exposure, was determined to be the residence on South Figueroa Street, which is approximately 1,589 feet away from the Project site. The cancer risk at the sensitive MEI was determined to be 0.13 in 1 million during construction and 7.84 in 1 million during operation of the Proposed Project, which would not exceed the SCAQMD cancer risk threshold of 10 in 1 million. The commenter identified the Volunteers of America Pre-School, located at 334 South Figueroa Street, as a potential sensitive receptor. The Volunteers of America Pre-School is located more than 500 feet farther away from the Proposed Project than the identified sensitive MEI. In addition, trucks accessing the Project site would utilize I-10 and would not pass by the school. Therefore, health risk at the Volunteers of America Pre-School would be lower than the risks identified for the sensitive MEI and would also be below thresholds. Therefore, no significant health risk would occur from Proposed Project construction and operational emissions at Volunteers of America Pre-School.

Similarly, health risk levels are anticipated to be below thresholds for the Field of Dreams Park/Recreation. However, because the Field of Dreams Park/Recreation is located 200 feet away from the Project site, the chronic health index and acute health index were extrapolated, as shown in Appendix A of this Final EIR, to respond to this comment. The chronic health risk would be 0.001 in 1 million and the acute health index would be less than 0.001 in 1 million, which are both below the SCAQMD threshold of 1.0 in 1 million. Final EIR Appendix A Figure 1, *Project Sources and Receptors*, provides a visual representation of the cancer risk at the Field of Dreams Park/Recreation, which is estimated to be less than or equal to 2 in 1 million, which is below SCAQMD and LAHD's 10 in 1 million threshold for incremental cancer risk due to DPM exposure. Therefore, all health risk levels to the Field of Dreams Park/Recreation and the Volunteers of America Pre-

School from operation-related emissions of toxic air contaminants (TACs) would be below the SCAQMD's health risk thresholds. No significant health risk would occur from operational emissions resulting from the Proposed Project.

Comment O1.11: This comment states that the Draft EIR failed to acknowledge the SCAQMD Clean Port Initiative Workplan which states that international, federal, and State standards are not sufficient for this region when analyzing whether a project would conflict with or obstruct implementation of an applicable Air Quality Plan. The comment further states that a Federal Implementation Plan was to be implemented to require measures to reduce NO_x emissions. The comment requests further information as to why the non-attainment status of the area was not discussed further.

Response O1.11: As discussed in Section 5.2, *Air Quality*, of the Draft EIR, construction and operation of the Proposed Project would not result in air emissions, including NO_x emissions, that exceed the thresholds established by the SCAQMD, and utilized by the LAHD, and air quality impacts would be less than significant. Thus, there is no nexus for additional mitigation measures. The analysis of Project-generated air emissions determines whether the Proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for which the South Coast Air Basin (SCAB) is in non-attainment under an applicable National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards. The thresholds were set intentionally low by SCAQMD in order to get the SCAB into attainment. These thresholds are health-protective and are based on Clean Air Act standards and recommendations by the U.S. Environmental Protection Agency. Therefore, the Proposed Project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan. Additionally, the Draft EIR (pages 5.2-14 through 5.2-16) discusses the attainment status for criteria pollutants in the SCAB.

Comment O1.12: This comment states that while the Draft EIR claims there would be no queuing or idling offsite, the lack of employees onsite with the proposed peak trip rates would result in idling outside the Project driveway. The comment states that John S. Gibson Boulevard is a "No Stopping Zone" and trucks queuing on the roadway may be ticketed for either idling or for stopping in a no stopping zone. The comment asks how the queuing trucks would affect traffic DPM emissions in the area.

Response O1.12: Regarding queuing and idling, the commenter is referred to Response O1.3. As discussed, trucks are not expected to spill over onto John S. Gibson Boulevard and would not result in unnecessary idling along John S. Gibson Boulevard.

Comment O1.13: The comment states that the Draft EIR failed to analyze DPM emissions in an area which is already at 100% exposure per CalEnviroScreen 4.0. The comment further requests the Draft EIR analyze the toxic release data.

Response O1.13: The Draft EIR considers all reasonably foreseeable emissions related to DPM and toxic air emissions from construction and operation of the Project as proposed and described in the Project Description (See Draft EIR Section 3.0, *Project Description*).

The Draft EIR provides a detailed evaluation of the potential cumulative air quality related impacts of the Proposed Project upon the surrounding community (localized impacts) pursuant to current SCAQMD methodology and thresholds, which is appropriate due to the Proposed Project's location within the South Coast Air Basin. The non-attainment conditions in the setting are reflected in the thresholds set by SCAQMD, and Draft EIR Section 5.2.7 indicates that the incremental emissions of the Proposed Project fall below the thresholds. This means that the Proposed Project's incremental contribution to the cumulative impact is not cumulatively considerable. Based on existing SCAQMD recommendations for Mobile Source Health Risk Assessments, the operational impact of the Proposed Project at the closest effected receptor is estimated at 7.84 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer hazard indices were estimated to be less than 0.01, which would not exceed the applicable thresholds of

1.0. As such, the Proposed Project would result in emissions that are far below existing SCAQMD thresholds. Further, as shown in Table 5.2-13, the cancer burden is estimated to be 0.025 individuals that were estimated to have a cancer risk of 1 in one million or more. Therefore, the Proposed Project would not exceed SCAQMD's cancer burden significance threshold of 0.5. Therefore, based on SCAQMD Guidance, the Proposed Project's impacts on human health risks would not be cumulatively considerable and would be less than significant.

Comment O1.14: This comment states that the Draft EIR did not adequately analyze the Project's impacts to wildlife corridors or linkages as the Draft EIR does not discuss any impacts to the Bixby Slough/Lake Machado which is a natural wetland with many native birds, fish, and insect species present.

Response O1.14: This comment does not provide any substantial evidence of a significant impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. Bixby Slough/Lake Machado is located approximately 0.81-mile north of the Project site with I-110, industrial uses, and the Philips 66 Los Angeles Refinery located between the Project site and the Bixby Slough/Lake Machado site. Furthermore, as discussed on page 5.3-15 of the Draft EIR, critical habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Critical habitats are designated by the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NOAA Fisheries). While the Bixby Slough/Lake Machado may serve as habitat to certain species, including the Least Tern, it is not federally-designated critical habitat. Additionally, given the distance between the Project site and Bixby Slough/Lake Machado as well as the intervening urban and industrial development, the Proposed Project would not impact habitat within Bixby Slough/Lake Machado or any species such as the Least Tern that utilize that habitat.

Comment O1.15: This comment states that the Draft EIR fails to recognize the Project site as being located within an Environmental Justice Area. The commenter then provides the CEQA Checklist for Mandatory Findings of Significance and states that the Proposed Project would result in impacts in all three of the listed impact areas. The comment also states that the EIR does not adequately take into consideration the site's proximity to Machado Lake, natural wetlands, and Least Tern habitat. The comment further states that the Project would result in cumulative impacts, especially when considering the existing cancer rate and DPM presence currently in the area and that there should not be any truck-related uses within the boundaries of Wilmington.

Response O1.15: This comment does not provide any substantial evidence of a significant impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. Regarding cumulative impacts to Bixby Slough/Machado Lake, as discussed in Response O1.14, the Project would not impact habitat or species within Bixby Slough/Machado Lake. Regarding cumulative impacts and DPM, as discussed in Response O1.13, the Proposed Project would not exceed SCAQMD significance thresholds for cancer risk or cancer burden. Based on guidance published in SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, if an individual project does not exceed the SCAQMD's thresholds for project-specific impacts, then it would also not result in a cumulatively considerable impact. Therefore, impacts related to DPM would be less than significant and would not be cumulatively considerable. To the extent the comment refers to environmental justice concerns, CEQA is an environmental protection statute that is concerned with the reasonably foreseeable adverse effects of a project on the physical environment (State CEQA Guidelines Section 15358(b)). The physical environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The Proposed Project's potential effects on economic and social issues, such as environmental justice, are not required to be considered under CEQA in an EIR (See State CEQA Guidelines Sections 15064(e) and 15131(a)). Thus, consistent with CEQA, the Draft EIR includes an analysis of the

Proposed Project's potentially significant physical impacts on the environment and does not include substantial discussion of environmental justice.

Finally, the portion of the Project site that is within Wilmington would not be utilized for trucking activity as it would only be developed with landscaping, as discussed in Response O1.6.

Comment O1.16: This comment provides a variety of questions related to the implementation of the Proposed Project including the Project's effect on the tsunami evacuation route, applicable community plan, enforcement, emergency and police services, what terminals the facility would serve, and requests additional details on illegal parking and Transportation Worker Identification Credential (TWIC) carded truckers.

Response O1.16: This comment does not provide any substantial evidence of a significant impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. Regarding impacts to the evacuation route, as discussed on page 72 of the Project NOP/IS (included as Appendix A to the Draft EIR), the Proposed Project would operate a truck and chassis lot that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code (CBC) and California Fire Code to ensure that it would not conflict with implementation of the City of Los Angeles's Emergency Operations Plan. John S. Gibson Boulevard would remain open to ensure adequate emergency access to the Project vicinity. In regard to queuing, the commenter is referred to Response O1.3.

In regard to emergency access, the driveway is projected to operate at level of service (LOS) B and thus queues would be minimal and would not spill onto John S. Gibson Boulevard (See Response O1.3) and would not worsen existing emergency vehicle movement. Moreover, the proposed traffic signal at the driveway would have the following benefits to emergency vehicle movement:

- reduce overall speeds;
- stop John S. Gibson Boulevard vehicles on the red phase thereby improving emergency vehicle movement; and
- provide traffic gaps to improve ingress and egress to Los Angeles Police Department (LAPD) Harbor Community Police Station.

Regarding which community plan the Proposed Project would become a part of, after approval of the Project, APNs 7440-016-002, 7440-016-003, and 7412-024-007 would remain within the Port Master Plan and APN 7440-016-001 would remain within jurisdiction of the City of Los Angeles in the San Pedro Community Plan area. APN 7412-024-007 would remain within the Wilmington Community Plan area and would only contain landscaping.

Regarding whom will oversee enforcement issues on this Proposed Project, ultimately the LADBS would be responsible for enforcement of local land use regulations and the City of Los Angeles Police Department would be responsible for law enforcement.

Regarding impacts to emergency and police services, as discussed in the Project NOP/IS (Draft EIR Appendix A, pages 80 to 81), the Harbor Community Police Station is located approximately 0.3 roadway miles southwest of the Project site. Construction of the new driveway and utility connections may result in temporary closure of travel lanes, but full roadway closure and traffic detours which could result in impacts to the operations of the Harbor Community Police Station are not expected to be necessary. During operations, access through John S. Gibson Boulevard would remain open for emergency and police services and the Project would not result in any significant impacts to emergency response times.

While the future operator of the Proposed Project is unknown, the Proposed Project could serve any terminals within the POLA but it is most likely that the Proposed Project would support Everglades Company Terminal, China Shipping, and TraPac, Inc. As the Proposed Project would be privately operated and would not be a POLA facility, a TWIC card would not be required for truckers to access or utilize the Project for parking

purposes; however, in order to access any POLA container yards, a TWIC card would be necessary. Therefore, while there is a potential that some truckers accessing the Proposed Project would not have a TWIC card, the majority would have a TWIC card in order to access terminals.

Regarding illegal truck parking, see Response O1.4.

Comment O1.17: This comment states that the Draft EIR does not state whether unionized labor would be utilized for operation or if drivers would carry TWIC cards. The comment further states that the objective that the Project will alleviate truck traffic does not make any sense as it would add trips. The comment states that trucks will zig zag uphill at night and the lights will affect traffic on the freeway.

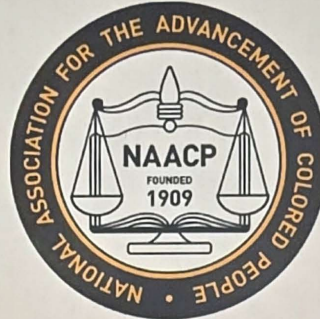
Response O1.17: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. In regards to the addition of trips, while the Proposed Project would result in an increase of 980 trips in the Opening Year and 1,808 trips in the Horizon year going to the Project site, these include diverted trips from trucks that are already accessing the POLA complex, and therefore do not represent an overall increase in truck trips within the POLA complex (See Draft EIR page 5.11-7). CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The Project's potential environmental justice effects are social issues that are not considered effects on the environment (State CEQA Guidelines Sections 15064(e) and 15131(a)). Thus, consistent with CEQA, the Draft EIR does not include an analysis of the Proposed Project's use of union labor or TWIC cards. However, for informational purposes, while the future operator of the Proposed Project is unknown, the Proposed Project could serve any terminals within the POLA, but it is most likely that the Proposed Project would support Everglades Company Terminal, China Shipping, and TraPac, Inc. As the Proposed Project would be privately operated and would not be a POLA facility, a TWIC card would not be required for truckers to access or utilize the Project for parking purposes; however, in order to access any POLA container yards, a TWIC card would be necessary. Therefore, while there is a potential that some truckers accessing the Proposed Project would not have a TWIC card, the majority would have a TWIC card to access terminals.

Regarding headlights from trucks accessing the Project site impacting drivers on I-110 at night, the Project is located downslope from I-110. As shown in Figure 5.1-1b of the Draft EIR, trucks driving uphill on the Proposed Project driveway would be oriented away from I-110 and headlights would be screened by the proposed retaining wall. Further, as shown in Figures 5.1-1a and 5.1-1c, the proposed parking lot's elevation would be lower than I-110, which would serve to further screen truck headlights from impacting drivers on I-110.

Comment O1.18: This comment states that the Proposed Project does not benefit the community and only benefits the developer. The commenter further states that the Proposed Project would go against the zoning and various ordinances designed to ensure that trucking facilities are not developed in the area. The comment concludes by stating that the EIR must analyze a no-project alternative and that the Port should adopt a policy to support Ordinance ZI2514 prohibiting additional truck-related uses in Wilmington.

Response O1.18: This comment summarizes prior comments and does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. In regard to the No Project Alternative, such an alternative was analyzed within Section 7.0 of the Draft EIR. Regarding the Ordinance, while a portion of the Project site is located within the Interim Control Ordinance 188287 ("Ordinance ZI2514" is part of Interim Control Ordinance 188287) as shown in Figure 1, above, the portion of the Project site that is within Wilmington would not be utilized for trucking activity as it would only be developed with landscaping, as discussed in Response O1.6. Thus, the Proposed Project would not conflict with the Ordinance.

Letter O2: NAACP (2 pages)



February 3, 2025

Councilman Tim McOsker
Council District 15 City of Los Angeles
638 S. Beacon St. Room 552
San Pedro, CA 90731

Re: Letter of Opposition Against the Gibson Project

Dear Tim,

I am writing you today to voice the NAACP's opposition to The Gibson Project. The residents of San Pedro and Wilmington rejected this project three years ago in a shared outcry by neighborhood councils, over 10 environmental justice organizations, and many concerned citizens like Pat Nave, a former Port of Los Angeles Attorney and a CEQA and Land Use expert, stating "if you listen and watch the (Harbor Commission Board Meeting) tape of the approval of the sale of the frontage lots (aka Gibson Ave. Property) it is clear from the remarks of the Port's attorney that they knew that the sale was a "project" within the meaning of CEQA. At this point, the transfer to another agency (City of LA) is an attempt to lower the Port's exposure for a CEQA violation or a China Shipping type claim."

O2.1

This jurisdiction shift by the Port of Los Angeles to the City of Los Angeles as the lead agency and the rebirth of essentially the same project three years later is exactly the CEQA violation that Pat Nave warned about. This jurisdiction shift had nothing to do with "jurisdiction" as some port officials and the developers claimed. In fact, jurisdiction was never an issue until the Gibson Project was rejected by our Harbor community. It was only after the project was rebuffed that the high-paid lobbyists, willing bureaucrats, and politicians went to work. They use a duplicitous assertion of jurisdiction in order to save their lucrative project and bypass the will (and health) of the people.

I know you were not involved at that time but you are now and I believe you have the integrity and power to **stop this project**. I believe you collectively have-our-

backs here in the one-five and will **stop this project**. I further believe you are the type of politician who will not sell out our community to line the pockets of donors and political insiders and **stop this project**.

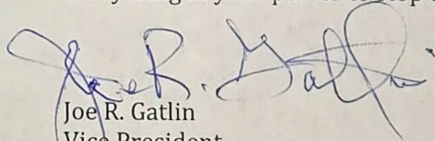
O2.1
Cont.

The Gibson Project proposes heavy industrial use on what has been open space for more than one hundred years. Its jurisdiction was moved to LA City Planning ONLY after an attempt by the Port to get approval under an improper Negative Declaration. What is happening now is not only dishonest city process gymnastics, it is covert political trickery. It is what we hope and trust our political leaders will fight against. You have an opportunity to send a clear message it is a new day in CD One Five and **the quality of life of your constituents will never be compromised by the special interest of donors and fundraisers.**

This project, as stated by the many letters submitted over the past three to four years and the 50+ recently submitted to your office, will cause traffic, air pollution, an unsightly entrance to San Pedro and Wilmington from the Harbor Freeway and will block the views to our working port that so many of our families rely on to make a living. I am in no way against Port expansion or Port growth. Executive Director Gene Seroka is a trusted friend, and my brother is a proud member of the ILWU. What I am against is political favors that benefit donors while community members suffer the consequences of those favors. This project is not good for Harbor area residents, it is not necessary for port operations, and it will negatively affect the lives of thousands of little leaguers, shoppers, skateboards, animal shelter visitors, restaurant-goers, daily commuters, and neighbors all within 1000 feet of this project.

O2.2

It is with much gratitude and hope I submit this request and implore you to do everything in your power to stop this project.


Joe R. Gatlin
Vice President
NAACP Harbor Area Branch #1069

CC: POLA Board of Harbor Commissioners
Office of Mayor Karen Bass
Executive Director POLA Gene Seroka
Daily Breeze News
Random Lengths News
City of Los Angeles Planning Department

Response to Letter O2: NAACP, dated February 3, 2025

Comment O2.1: This comment states that the NAACP opposes the Proposed Project and that the Proposed Project was rejected three years ago by neighborhood outcry. The comment further states the transfer to another agency was done to reduce the Port's exposure and bypass the Proposed Project past the communities who opposed it originally. The comment states that the Project proposes industrial uses on land that is designated for open space.

Response O2.1: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. The Lead Agency for the Proposed Project is LAHD and no transfer or change in Lead Agency has occurred. The City of Los Angeles is a Responsible Agency for the Proposed Project.

While the Proposed Project would require a PMP amendment to change the open space land use designation for APNs 7440-016-002, 7440-016-003, and 7412-024-007, the Proposed Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site. Thus, the proposed PMP amendment is necessary in order to render the site's PMP land use designation consistent with the site's City of Los Angeles land use and zoning designations. As evidenced by most of the site's current land use and zoning designations, development of the site with industrial-type uses of the site has been anticipated and accounted for since the adoption of the City of Los Angeles General Plan.

Comment O2.2: This comment states that the Proposed Project would cause traffic, air pollution, and an unsightly entrance that blocks views of the Port and generally negatively affect the lives of people in the area.

Response O2.2: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As discussed in Response A1.2, impacts related to TACs on sensitive receivers in the Project vicinity would be less than significant with the implementation of all applicable rules and regulations. Regarding traffic impacts, as part of the 2019 amendments to the State CEQA Guidelines, SB 743 directed that the revised CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Pub. Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it shall not be considered an impact on the environment. Nevertheless, as explained in Response O3.6, the Proposed Project is not expected to measurably degrade traffic operating conditions along John S. Gibson Boulevard, Pacific Avenue, and Front Street.

As discussed in Draft EIR Section 5.1, *Aesthetics*, and shown in Figures 5.1-1a, 5.1-1c, and 5.1-1d, views of the Port from the I-110 would not be blocked, as the truck parking lot would be at a lower elevation than the I-110 freeway. In addition, as shown on Draft EIR Figure 5.1-1b, views from John S. Gibson Boulevard looking towards the site would be improved from a vacant hillside with scattered litter into a landscaped hillside with vegetation and trees.

Section 15204(c) of the State CEQA Guidelines advises that comments should be accompanied by factual support, stating "[r]eviewers should explain the basis for their comments and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to [State CEQA Guidelines] Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Where comments provide no facts or other substantial evidence to support an assertion, or where comments do not explain why the evidence supporting a conclusion

in the Draft EIR is not substantial evidence, the Final EIR is not required to alter a significance determination of the Draft EIR.

Letter O3: Northwest San Pedro Neighborhood Council (26 pages)

Ray Regalado, President
Chris Valle, Vice President
Melanie Labrecque, Treasurer
Victor Christensen, Secretary



Certified Neighborhood Council
Certification Date 02-12-02
NW San Pedro Neighborhood Council
638 S. Beacon Street, Box 688
San Pedro, CA 90731

TELEPHONE: (310) 918-8650 • WEBSITE: NWSanPedro.org • E-MAIL: BOARD@NWSanPedro.org

February 10, 2025

Via email to ceqacomments@portla.org

At its meeting on Monday February 10, 2025, the Board of the Northwest San Pedro Neighborhood Council approved the attached comments regarding the proposed Gibson Blvd Truck and Chassis Parking Lot DEIR as previously submitted by Pat Nave and Thomas Norman. The comments also incorporate those submitted by the Wilmington Neighborhood Council as attached hereto.

O3.1

Thank you for your attention to our comments.

Ray Regalado, President
On Behalf of the Northwest San Pedro Neighborhood Council

Attachments:

- Previously submitted comments by Pat Nave and Thomas Norman
- Wilmington Neighborhood Council comments

Via email to ceqacomment@portla.org

Thank you for the opportunity to comment on the Gibson Blvd. truck and chassis parking lot DEIR.

We are members of the Northwest San Pedro Neighborhood Council committee that normally considers matters such as this comment letter. We will be presenting these comments to our full Board, but they will not be heard until after the comment period closes. If they make any changes to these comments we will forward them to you at that time.

O3.2

We have read and considered the comment letter adopted by the Wilmington Neighborhood Council (WNC) at its meeting January 28, 2025, and adopt and incorporate it herein as part of our comments. In addition to the comments by the WNC, we emphasize the following:

1. The proposed Gibson Boulevard truck and chassis parking lot project directly violates City Ordinance No. 188,287 (eff. 7/1/24) and undermines decades of Port buffer zone policies protecting our communities. It violates the ordinance’s prohibition of establishment or expansion of trucking uses in this area. It would also abandon the long-held Port policy of providing a buffer between industrial activities in the Harbor and the surrounding communities.

O3.3

Incursions by trucks into our communities has been a problem for many years. It is why Ordinance No. 188287 was adopted, barring establishment or expansion of all trucking related uses in the described area. We strongly urge the Port to seek advice from City Attorney staff downtown concerning the application of this ordinance on the decisions of the Board of Harbor Commissioners.

This project also represents an abandonment of a long-held Port policy of providing a buffer between Port industrial activities and our neighborhoods. This practice occurred at about the time the Board established the Wilmington Waterfront Park, even though that property was acquired for expansion of the container terminals on the south side of Harry Bridges Blvd. This DEIR seeks to change the designation of three parcels of “open space” in the master plan to “maritime support”, thus abandoning this precedent, and policy, of providing a buffer for our communities.

O3.4

2. Inadequate Traffic Impact Analysis:

The DEIR fails to sufficiently evaluate the traffic impacts associated with the project. It is inadequate to assume that since the trucks and chassis are already “in the Port area”

O3.5

and are simply being displaced to the project site, there is no significant impact. Tell THAT to the affected neighborhoods.

**03.5
Cont.**

The analysis considers a limited number of intersections—namely Gibson Blvd. and Bridges Blvd., the proposed project entrance, and the northbound 110 Freeway on-ramp near the police station. However, the DEIR clearly contemplates trucks coming from Terminal Island but does not analyze the impacts on truck returning there, such as will occur at:

03.6

- Channel and Gibson
- Channel and Gaffey
- Pacific and Front Street
- The on-ramp to the 47 Freeway leading to Terminal Island from Gaffey
- The on-ramp to the 47 Freeway from Harbor Blvd.

Moreover, the DEIR’s traffic analysis does not account for the size and nature of the vehicles involved. The project anticipates 1,794 daily trips by trucks and chassis, each approximately 75 feet in length—**five times the size of an average passenger vehicle**. This omission results in an inaccurate assessment of how such truck traffic will impact congestion, road safety, and the Level of Service at nearby intersections. The claim that Port staff has approved these traffic studies raises concerns about whether impartial and thorough analyses were conducted, especially since the Port has already sold the access parcels, and having done so, appears committed to the project.

03.7

Further, we question some of the design assumptions in the DEIR related to truck and chassis movements. For example, northbound John S. Gibson Blvd. does not appear wide enough to construct a dedicated left turn only lane into the facility driveway. The median there is only a few feet wide. Similarly, the work area on the parking lot itself does not appear wide enough to permit the contemplated truck movements. With 1794 trips a day and only 393 parking slots, where are all those trucks going to stay? Lastly, since the parking area appears to be uphill, will the lights on the tall-mast poles be shining into the vehicles on the adjacent northbound 110 Freeway?

03.8

3. The DEIR claims compliance with CEQA by asserting the project will obey all regulatory requirements. ‘Compliance with rules’ is not the same as a CEQA analysis and does not comply with CEQA.

03.9

The proponent does not yet have CALTRANS, DTSC (Department of Toxic Substance Control), and several required City licenses, nor have they completed biologic, archaeological, and paleontological examination in spite of known hazards and in spite of having to cut into the supporting slope for the 110 Freeway. Instead, they promise to

comply with whatever requirements the City, CALTRANS, DTSC, paleontologists and biologists impose as the project proceeds.

The DEIR asserts that the project will comply with all applicable regulatory requirements. However, "promises of future compliance" are not a substitute for the rigorous environmental analysis required under the California Environmental Quality Act (CEQA). Compliance with regulations is simply the baseline—it does not excuse the need for a thorough evaluation of potential environmental impacts. If future compliance were deemed sufficient, every CEQA review could be reduced to a single sentence: "The project will comply with all applicable laws."

**03.9
Cont.**

Such a practice undermines the very purpose of CEQA, which is to proactively identify and mitigate potential environmental impacts before projects are approved.

4. A CEQA analysis was required before the parcels were sold.

The sale of the access parcels by the Port should have triggered a CEQA review at the time the decision was made. The assertion by Port attorneys that the sale was "not a project" under CEQA is both unfounded and incorrect. The sale was clearly tied to the developer's known plans, and the parcels were zoned as "open space." An environmental analysis should have been conducted at that stage to explore alternative uses and mitigate future impacts, such as by selling an easement for limited purposes rather than a full sale of the parcels. Unfortunately, this missed opportunity has led to the significant issues we now face with this project.

03.10

5. Failure to Consider Cumulative Impacts:

The project's truck traffic represents a substantial and direct impact on surrounding neighborhoods, yet the DEIR's analysis remains narrowly focused on a few selected areas. The cumulative effect of this increased traffic, combined with other projects in the area, is likely to intensify adverse effects on air quality, noise, and safety for residents and visitors. The potential impacts on surrounding infrastructure and communities have not been fully explored or mitigated, leaving our neighborhoods vulnerable to long-term harm.

03.11

Suggested Mitigation

Many years ago, the Port embarked on a program of buying parcels in Wilmington as they came on the market. The concept was to aggregate the parcels into a Port expansion area.

03.12

The Port now owns several hundred such parcels. Not only are they off the tax rolls, but it seems clear that the use of some of the larger parcels has degraded the neighborhoods where they are located. Perhaps the time has come to dispose of the parcels or perhaps improve them as community pocket parks.

**O3.12
Cont.**

Conclusion:

The proposed project raises serious concerns about compliance with local regulations, policies, and CEQA requirements. As it stands, the DEIR falls short in addressing key environmental and community impacts.

We urge decision-makers to reconsider this project in its current form and to prioritize the health, safety, and quality of life for the communities surrounding the Port including adhering to City ordinance and policies prohibiting the expansion of trucking uses in this area, maintaining buffer zones between industrial operations and residential neighborhoods, and providing a more comprehensive and transparent environmental analysis of the project's impacts. As it now reads, the DEIR should not be approved and the approvals sought should not be issued.

O3.13

Thank you for considering our comments. We remain committed to working with all stakeholders to ensure responsible development that protects our community's well-being and environment.

Sincerely,

s/ Tom Norman

s/ Pat Nave

CC: Councilmember McOsker
Commissioners
Gene Seroka

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Wilmington Neighborhood Council

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*Gina Martinez, Chair
Gayle Fleury, Co-Chair
Fabiola Garcia, Secretary
Alicia Baltazar, Treasurer
Marisol Ontiveros, Parliamentarian*

January 28, 2025

Port of Los Angeles
Board of Harbor Commissioners
Councilman Tim McOsker

Re: John S. Gibson Truck and Chassis Parking Lot Project

The Wilmington Neighborhood Council thanks you for allowing us the opportunity to comment on the DRAFT EIR. for the John S. Gibson Truck and Chassis Parking Lot Project. We further appreciate the consideration provided to us from the Port in granting us an extension to respond.

At this time the Wilmington Neighborhood Council vehemently opposes this project. We reiterate from our previous letter wherein we state, "Wilmington is already overburdened with container, truck and chassis storage." We ask that the Commission take into consideration the cumulative effect of this project as required by CEQA. The State CEQA "Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the Proposed Project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts." (pg 5.4 Environmental Impacts)

O3.14

This letter will detail a non-exhaustive list of our concerns.

The project holds no benefit to the community of Wilmington and San Pedro or its stakeholders." In fact, this project will do the exact opposite. It is creating a problem where one doesn't exist under the guise of "good movements." It has no safeguards for enforcement, and there is the potential for this to be a trial run on how to circumvent union labor. It falls short of its stated objectives and the cumulative effects are significant enough to warrant that this project be denied.

History

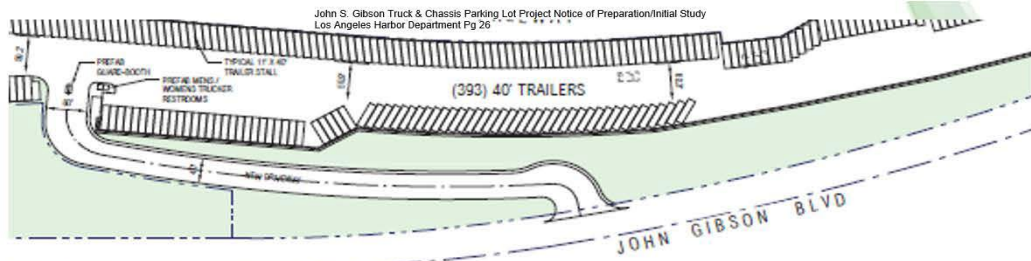
The project is located at 1599 John S Gibson Blvd APN (APN) 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007. The sponsor is seeking to provide short-term parking for 393 trucks and chassis.

Although the core purpose of the project of storing containers and chassis has not changed. With regard to what will actually be implemented, has changed considerably. Previously we were advised that trucks

2

would be one way in and one way out all via right turn only with no permanent modifications to the street. With the new EIR it will install a signal that provides access from both directions with 60% of the inbound traffic flowing through Wilmington and 50% of the outgoing traffic flowing back through Wilmington

NOVEMBER 2023



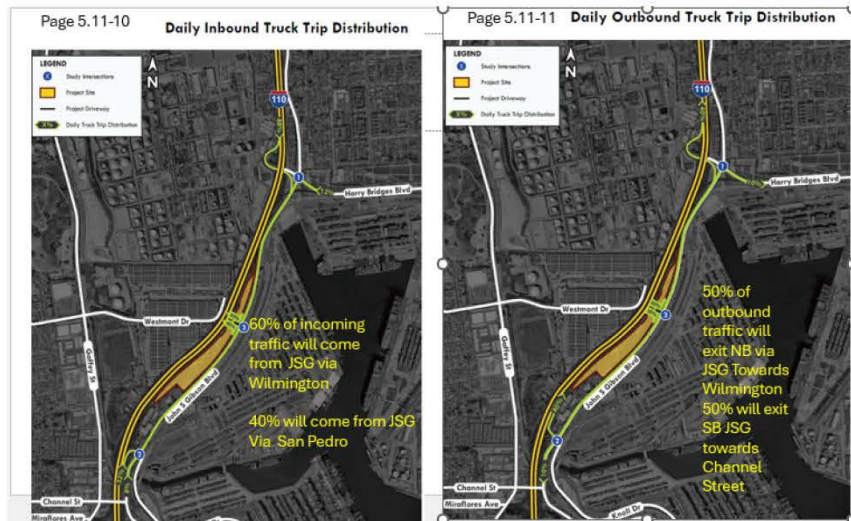
The Proposed Project does not include any permanent modifications to John S. Gibson Boulevard and is not required to make any voluntary or required modifications to the public right-of-way. The Proposed Project would not include dedications or permanent physical modifications to the public right-of-way, nor is it required.

John S. Gibson Truck & Chassis Parking Lot Project Notice of Preparation/Initial Study Los Angeles Harbor Department-Pg.84

The Proposed Project would construct a 40-foot-wide driveway off John S. Gibson Boulevard to allow vehicle access to the Project site. The driveway would be one-way stop controlled at John S. Gibson Boulevard and would allow for only right-out turning movements. Only right-in turning movements would be allowed into the Project site from John S. Gibson Boulevard. PCC pavement would be used for the driveway. The Project would include a prefabricated guard booth at the entrance from the driveway to the site with adequate queuing length provided to ensure trucks do not queue onto John S. Gibson Boulevard

John S. Gibson Truck & Chassis Parking Lot Project Notice of Preparation/Initial Study Los Angeles Harbor Department-Pg.25

DRAFT EIR NOVEMBER 2024



3

The project originally was stated to be 466 trucks per day. Only to learn that these were one-way trips and would equate to 932 truck trips per day. (466x2) The next document released stated 1,794 daily truck trips. The DRAFT EIR now states that it will be 980 (490x2) daily trips the first year with 1,808 (904x) total daily truck trips by 2045. These are big discrepancies.

Upon review we found it incredible that there will only be 2 employees who will handle everything with minimal impact on traffic or to the environment. We use as an example data provided by the Traffic Study (Appendix J) . At 8AM there will be 37 incoming trucks. We think that CFASE said it best when they stated that usual activity would be for “each truck to register, check-in, show their cargo manifest, pay the fee, be given a receipt, be assigned a stall location and drive to the stall location .” That means in order to eliminate backup 2 employees would have to make all this happen *in less than 2 minutes per truck*. This is only for the first year. At the final year this will be projected at 69 incoming vehicles, meaning these 2 employes would have to do the same thing in less than 30 seconds. This does not take into account any interaction that may be required for outbound trucks.

Temp. Dist:	2-shift (Innovative)		Unadjusted				PCE		Temporal Distribution	
	Pickup	Dropoff	Inbound		Outbound		In	Out	Vehicles	%
			Bobtail	Chassis	Bobtail	Chassis				
12:00 AM	1.18%	1.38%	6	7	7	6	21	20	26	2.69%
1:00 AM	0.74%	1.06%	4	5	5	4	15	14	18	1.86%
2:00 AM	0.02%	0.23%	0	1	1	0	2	1	2	0.21%
3:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
4:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
5:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
6:00 AM	0.00%	0.00%	0	0	0	0	0	0	0	0.00%
7:00 AM	3.76%	1.38%	18	7	7	18	36	44	50	5.17%
8:00 AM	5.61%	2.15%	27	10	10	27	52	66	74	7.64%
9:00 AM	4.78%	2.81%	23	14	14	23	56	63	74	7.64%
10:00 AM	3.75%	3.76%	18	18	18	18	58	58	72	7.44%
11:00 AM	3.30%	4.34%	16	21	21	16	61	57	74	7.64%
12:00 PM	2.85%	4.35%	14	21	21	14	59	53	70	7.23%
1:00 PM	2.87%	5.64%	14	27	27	14	71	60	82	8.47%
2:00 PM	2.77%	5.54%	13	27	27	13	70	58	80	8.26%
3:00 PM	2.33%	4.50%	11	22	22	11	57	48	66	6.82%
4:00 PM	1.56%	1.84%	8	9	9	8	28	27	34	3.51%
5:00 PM	2.22%	1.06%	11	5	5	11	23	28	32	3.31%
6:00 PM	2.90%	1.45%	14	7	7	14	31	36	42	4.34%
7:00 PM	2.58%	1.58%	12	8	8	12	30	34	40	4.13%
8:00 PM	2.30%	1.60%	11	8	8	11	29	32	38	3.93%
9:00 PM	1.82%	1.73%	9	8	8	9	27	28	34	3.51%
10:00 PM	1.46%	1.64%	7	8	8	7	24	24	30	3.10%
11:00 PM	1.18%	1.95%	6	9	9	6	25	23	30	3.10%
			0	242	242	242	242			

4

Temp. Dist: **2-shift (Innovative)**

JSG Support Yard - Project

	Pickup	Dropoff	Inbound		Outbound		PCE		Temporal Distribution		
			Bobtail	Chassis	Bobtail	Chassis	In	Out	Vehicles	%	
12:00 AM		1.18%	1.38%	11	12	12	11	37	36	46	2.56%
1:00 AM		0.74%	1.06%	7	10	10	7	28	26	34	1.89%
2:00 AM		0.02%	0.23%	0	2	2	0	4	2	4	0.22%
3:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
4:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
5:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
6:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
7:00 AM		3.76%	1.38%	34	12	12	34	65	82	92	5.12%
8:00 AM		5.61%	2.15%	50	19	19	50	98	123	138	7.68%
9:00 AM		4.78%	2.81%	43	25	25	43	102	116	136	7.56%
10:00 AM		3.75%	3.76%	34	34	34	34	109	109	136	7.56%
11:00 AM		3.30%	4.34%	30	39	39	30	114	107	138	7.68%
12:00 PM		2.85%	4.35%	26	39	39	26	109	99	130	7.23%
1:00 PM		2.87%	5.64%	26	51	51	26	133	113	154	8.57%
2:00 PM		2.77%	5.54%	25	50	50	25	130	110	150	8.34%
3:00 PM		2.33%	4.50%	21	40	40	21	105	90	122	6.79%
4:00 PM		1.56%	1.84%	14	16	16	14	49	47	60	3.34%
5:00 PM		2.22%	1.06%	20	10	10	20	44	52	60	3.34%
6:00 PM		2.90%	1.45%	26	13	13	26	57	68	78	4.34%
7:00 PM		2.58%	1.58%	23	14	14	23	56	63	74	4.12%
8:00 PM		2.30%	1.60%	21	14	14	21	53	59	70	3.89%
9:00 PM		1.82%	1.73%	16	16	16	16	51	51	64	3.56%
10:00 PM		1.46%	1.64%	13	15	15	13	46	44	56	3.11%
11:00 PM		1.18%	1.95%	11	17	17	11	47	42	56	3.11%
Total:				451	448	448	451				

Project Objectives

The EIR states that the objective of the project is to:

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

In the stated objectives it states it will alleviate truck traffic congestion and illegal parking. Currently neither exists on John S Gibson Blvd in the project area. Rarely, if ever do you see illegal parking or truck congestion on John S Gibson between Harry Bridges and Channel Street. However, should this project go through there will be traffic congestion and illegal idling on John S Gibson. We remind the Commission that the reason Waterfront Park was created was to provide a buffer from Port activities to the community. *This project would erode that buffer significantly.*

With regard to the "Increase the efficiency of goods movement in the POLA by providing off-terminal maritime support to help meet the demands of current and anticipated containerized cargo from the

5

various San Pedro Bay port marine terminals." The port has already addressed this issue with other projects that are currently pending before the Commission. Among these projects are the Terminal Island Maritime Support Facility Project and Terminal Way Chassis Support Facility and according to the project list the old Starkist facility as well will be used for this same purpose. These other projects are on Terminal Island which is the proper location for facilities such as these. These other projects do not interfere with emergency services to the community, nor do they impede an Evacuation route. We appreciate that these projects are on Terminal Island as the Wilmington Neighborhood Council supports the growth of the Port; however, there needs to be a responsible approach with consideration and protections for the community.

It also should be noted that there is a notorious lack of enforcement for illegal activity that takes place at privately owned port related facilities. Should the owner/operator of this facility attempt to store trucks, store and stack containers and chassis or repair chassis *there is no oversight from the port*. These issues are very real as evidenced by comments made by both Gene Seroka and officer Gazsi with the Port Police on October 21, 2021.

Per ZIMAS APN 7412024007 is a property covered under ZI-2514 Wilmington Harbor Trucking Related Uses Ordinance No. 188287 which prohibits the issuance of all permits and certificates of occupancy associated with the establishment or the expansion of all Trucking-Related Uses as a primary use. This ordinance alone should prohibit this project.

Assessor Parcel No. (APN)	7412024007
Tract	TR 3192
Map Reference	M B 44-91/04
Block	None
Lot	PT 8
Arb (Lot Cut Reference)	1
Map Sheet	027B201
▼ Jurisdictional	
Community Plan Area	Wilmington - Harbor City
Area Planning Commission	Harbor APC
Neighborhood Council	Wilmington
Council District	CD 15 - Tim McOsker
Census Tract #	2949 00000000
LADBS District Office	San Pedro
▶ Permitting and Zoning Compliance	
▼ Planning and Zoning	
Special Notes	None
Zoning	M2-1VL
Zoning Information (ZI)	ZI-2130 State Enterprize Zone, Harbor Gateway
Zoning Information (ZI)	ZI-1117 MTA Right-of-Way (ROW) Project Area
Zoning Information (ZI)	ZI-2514 Wilmington-Harbor Trucking Related Uses
Zoning Information (ZI)	ZI 2497 Economy Adaption

Environmental Factors Potentially Affected and Potential Impacts

The NOP states the environmental factors checked below would be potentially affected by the Proposed Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist.

6

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

Cumulative Impacts-Section 5.0

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

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

Currently there are **40 known projects** listed in the vicinity of this project. Missing from that list is the Vicent Thomas Bridge Redecking Project and the Alameda Corridor Project. We request clarification as to why these projects were not included and request that they be considered. (see Attachment)

After reviewing the DRAFT EIR, we are left concerned that *so much information has been left out*. It has been our experience that the EIR's are usually very thorough and neutral in nature. It appears however; in this case the ball was dropped.

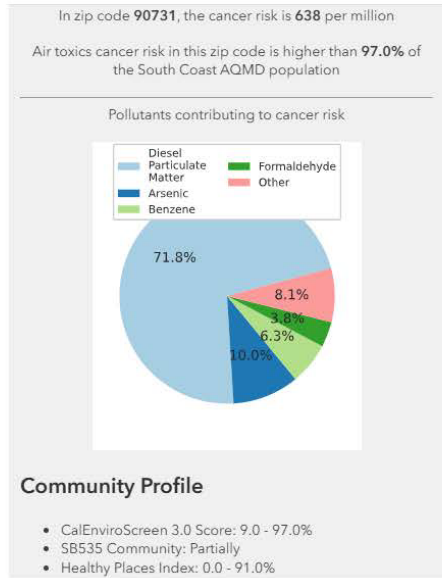
Potentially Significant Impacts

The DRAFT EIR states the cancer risk is .25 per million. However, omitted is that per SCAQMD MATES V data the cancer risk for the project area is currently at 638 per million.¹ The discrepancies in the numbers are alarming and hard to reconcile. It is irresponsible to only look at numbers that will make this project seem like it would have less than significant effects or where the effects can be mitigated when that same agency you quote has data that shows a full and complete picture of the project area. Cumulatively this project would affect the cancer rate of the area. We ask that the data from SCAQMD MATES V be considered when deciding and seek clarification as to why it was not considered.

¹

https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Cancer-Risk%2CClick-tabs-for-other-data#data_s=id%3AdataSource_112-7c8f2a4db79b4a918d46b4e8985a112b%3A14447%2Cid%3AdataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A148https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Cancer-Risk%2CClick-tabs-for-other-data#data_s=id%3AdataSource_112-7c8f2a4db79b4a918d46b4e8985a112b%3A14447%2Cid%3AdataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A148

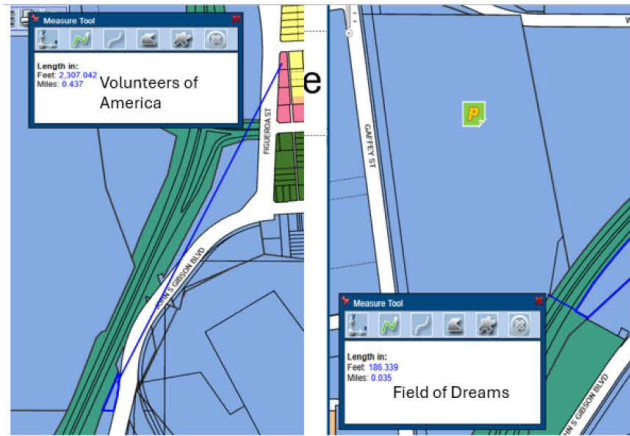
7



The DRAFT EIR fails to mention the following sensitive receptors; Volunteers of America Pre-School located at 334 S. Figueroa, Wilmington CA 90744 and is .437 miles from APN 7412-024-007. It also fails to mention Field of Dreams Park/Recreation located less than 200 ft from APN 7440016001. **This type of facility should not be near sensitive receptors.**

We ask that these sensitive receptors be included and considered as well as be provided clarification why they were not included in the DRAFT EIR.

8



Questions asked in Section 3 of the NOP asks if the project would conflict with or obstruct implementation of the applicable Air Quality Plan or Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard?

Individually the project may meet the thresholds as stated to not exceed pollutants. However, the drafter of the EIR fails to acknowledge that the **SCAQMD in its Clean Port Initiative workplan states, "International, Federal and State Standards Are Not Sufficient For This Region?."**

The DRAFT EIR also fails to disclose that up until 6 months ago a Federal Implementation Plan (FIP) was to have been implemented along with sanctions. This would have included incorporating measures to compensate for any missing or disapproved measures, to attain the needed NOx reductions by 2024. The FIP may have included measures such as emission caps for airlines, marine vessels and railroads, no drive days, or gas rationing. It was only by virtue of a lawsuit filed against the EPA that this did not happen.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
1997 8-Hour Ozone Standard – Sanction Clock Timelines

Scenario One: South Coast AQMD/CARB Fails to Submit a Contingency Measure Plan to U.S. EPA

Date	Action	Action Details
December 31, 2019/ January 1, 2020	Contingency Measure Plan Due to U.S. EPA through CARB	U.S. EPA has six months to make a finding to submit funding (June 2020). Once that finding is made, U.S. EPA can impose sanctions at any time.
December 2021	U.S. EPA must implement first sanction	First sanction would increase offset ratio for new and modified major sources of ozone precursors (VOC and NOx) to 2 to 1 (currently 1.2 to 1).
June 2022	Highway sanctions must be imposed	Highway funding will be cutoff. Funds for transit and certain safety projects may continue.
June 2022	U.S. EPA must implement a Federal Implementation Plan (FIP)	The FIP will incorporate measures to compensate for any missing or disapproved measures, to attain the needed NOx reductions by 2024. The FIP may include measures such as emission caps for airlines, marine vessels and railroads, no

2
<http://oza.org>

<https://www.scaqmd.com/contingency-measure-plan-for-1997-8-hour-ozone-standard>

Scenario Two: Contingency Measure Plan is Submitted, but not Approved by U.S. EPA

Date	Action	Action Details
December 31, 2019/ January 1, 2020	Contingency Measure Plan Submitted to U.S. EPA through CARB	U.S. EPA has 6 months to decide if the minimum requirements are met (June 2020). If U.S. EPA takes no action within 6 months of submittal, the Contingency Measure Plan is deemed completed by default.
July 2021 (or 12 months after plan is deemed complete)	U.S. EPA deadline for approval/disapproval of plan	If disapproved, U.S. EPA can impose sanctions at any time.
December 2022	U.S. EPA must implement first sanction	First sanction would increase offset ratio for new and modified major sources of ozone precursors (VOC and NOx) to 2 to 1 (currently 1.2 to 1).
July 2023	Highway sanctions must be imposed	Highway funding will be cutoff. Funds for transit and certain safety projects may continue.
July 2023	U.S. EPA must implement a Federal Implementation Plan (FIP)	The FIP will incorporate measures to compensate for any missing or disapproved measures, to attain the needed NOx reductions by 2024. The FIP may include measures such as emission caps for airlines, marine vessels and railroads, no drive days, or gas rationing. U.S. EPA may issue FIP any time after disapproval issued earlier than this date.

The sanctions and FIP are removed once the plan meets U.S. EPA's expectations and is subsequently approved.

This information helps paint a clearer picture of the cumulative effects that the port and port-adjacent operations have on a community and the lack of attainment in meeting standards..

We ask that the SIP and its non-attainment information be considered as well as the joint statement from EPA, SCAQMD and CARB. We also request clarification as to why there was little to no mention of the non-attainment status. We further request why it is considered less than significant for air quality when the entire area has been in jeopardy of sanctions and has not met attainment standards for over a decade?



July 22, 2024

**Joint Statement on Advancing Emissions Reductions
in the South Coast Air Quality Management District**

The South Coast Air Quality Management District (South Coast AQMD) is home to 17 million people where ozone levels continue to exceed the health-based national ambient air quality standards. Although air quality in the South Coast AQMD region has improved significantly since the 1970's as a result of substantial nitrogen oxides (NOx) and volatile organic compounds (VOC) emission reductions, the air pollutants that form ground-level ozone, challenges remain. Emissions from sources like aircraft, locomotives, ocean-going vessels, and nonroad engines will be an increasing fraction of total emissions of NOx in the South Coast AQMD region absent additional action by regulatory agencies. The significant additional emissions reductions needed to provide healthy air in the South Coast AQMD will take a sustained and collaborative effort at the local, state, and federal levels to reduce emissions from all sources – both mobile and stationary.

Today, the South Coast AQMD, the California Air Resources Board (CARB), and the U.S. Environmental Protection Agency (EPA) are re-committing to a long-term collaboration to reduce emissions from all sources utilizing agency specific authority for stationary and mobile sources.

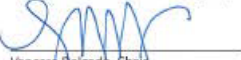
The commitments from each Agency form a part of our shared strategy for attainment of the ozone standards established by EPA in 1997, 2008, and 2015 (see agency specific attachments). Jointly, the undersigned will work to reduce NOx emissions from aircraft, locomotives, ocean-going vessels, and nonroad engines, as well as stationary sources.

Through this long-term partnership, South Coast AQMD, CARB, and EPA will be taking steps to catalyze the emissions reductions needed to improve air quality for the 17 million residents of the South Coast AQMD region. The actions proposed by the three agencies will help attain federal air quality standards, and reduce exposure to toxic air pollutants, especially for people living in disproportionately impacted communities, many of which are located near ports, railyards, warehouses, freeways, and airports in the South Coast AQMD region.


Joseph Goffman
Assistant Administrator for Air and Radiation
U.S. Environmental Protection Agency


Martha Guzman
Regional Administrator, Region IX
U.S. Environmental Protection Agency


Liane Randolph, Chair
California Air Resources Board


Vanessa Delgado, Chair
South Coast Air Quality Management District

The DRAFT EIR only discusses idling as it exists within the confines of the project area. It assumes that there will not be a line of trucks outside the facility with trucks waiting. As we stated above, unless the 2 employees can handle each truck in either less than 2 minutes in the first year and less than 30 seconds in the final year there will be a line outside idling. CARB only allow for 5 minutes of idling (13 CCR 2480 & 2485) and since all of John S. Gibson Blvd is a "No Stopping Zone" a truck driver can either be ticketed for idling or ticketed parking in a No Stopping Zone. There is a time and place for a project like this and this is not it. It is setting trucks up to break the law. We request clarification of what the process would be to accomplish how trucks would be processed through the facility in less than 2 minutes in the first year and less than 30 seconds in the final year without having traffic back up. *If it is not possible to process these trucks without a line outside the facility, we ask how long that line will be and how will that affect Loss of Service? We also ask if there will be a line and if it exceeds 5 minutes why the project would be*

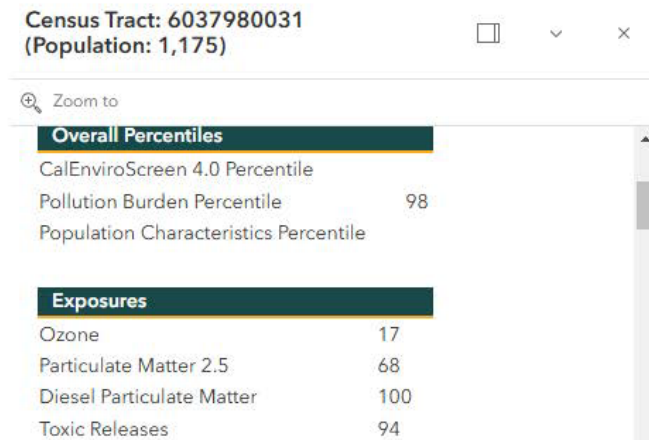
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approved knowing how Diesel Particulate Matter would be spewed all over the community or is it just expected for drivers to break the law and stop in a no stopping zone.

Also, in the project area there are bike lanes. What rationale was used to determine that 24-hour truck flow that will cross over bike lanes would be considered safe?

The DRAFT EIR does not truly address Diesel Particulate matter which according to CalEnviro Screen 4.0 is at 100%. Diesel Particulate Matter (DPM) is caused from exhaust from trucks, trains, ships and other equipment that uses a diesel engine. It is a combination of solid particles and gases that come from diesel engines DPM causes respiratory illness, asthma, heart disease and lung cancer. What reasoning was used to think it was prudent to add more DPM in an area so close to residents and sensitive receptors that are already burdened by environmental issues and is already at 100%? We would hope the goal to reduce that rate and not help keep the DPM at 100%? We ask that the DPM data be considered when deciding about the project.

Toxic Releases are also not fully addressed. Per CalEnviro Screen 4.0 the toxic releases in the project area are at 94%. Why wasn't this considered? We ask that the Toxic Release data be considered when making a decision about the project.



Section 4 -Environmental Setting states that the project area is not near or within a wildlife corridor or linkage and lists the nearest critical habitat as being 1.7 miles away. This section goes in depth about Cultural Resources and Historical Background; *however there was no mention of Bixby Slough/Lake Machado which is approximately ¼ of a mile from the project location.* Bixby Slough/Lake Machado is a 45-acre lake in Ken Malloy Harbor Regional Park in both Wilmington and Harbor City on through to Carson. It's a natural wetland and one of the largest remaining coastal wetland ecosystems in Southern California. The lake is home to many species of native birds, fish, and insects. The lake recently had to have a habitat restoration due to trash and pollution. It is home to over 300 separate species of migratory birds. The lake is part of the natural water habitat of Southern California for native animals and plants including the endangered Least Tern. There are many reports and pictures available of juvenile and adult

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least terns at Lake Machado. Other birds that have been observed at the lake are Pied-billed Grebe, Eared Grebe, Double-crested Cormorant, Great Blue Heron, Great and Snowy Egret, Gadwall, Am. Wigeon, Mallard, Redhead, Ring-necked Duck, Am. Coot, Black-necked Stilt, Spotted Sandpiper and several species of Gulls. **We request clarification as to why Bixby Slough/Machado Lake was not included and request that it be considered along with the critical habitat of the least tern.**



Although AB 617 is included and addressed within the document there appears to be no recognition that the area is an Environmental Justice area recognized by both State (SB 535) and Federal (EPA EJ screen tool) . Why would a project that further burdens a community be approved? We request that the project area being in an EJ area be taken into consideration

Question 21 of the NOP Mandatory Findings of Significance

The NOP asks the following questions.

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21. MANDATORY FINDINGS OF SIGNIFICANCE	
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
c.	Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

With regard to these last three questions our position is **YES**.

The DRAFT EIR doesn't even take into consideration Machado Lake or the endangered Least Tern. It does not take into consideration the wetlands that are located so close to the project and the DRAFT EIR has failed to do its due diligence with regards to even exploring how the project will affect the wetlands and their Riparian habitat.

The project definitely has impacts that are limited individually but are considerable when considered in connection with past, current and future projects.

The project definitely has environmental effects that can substantially have adverse effects on human beings. The cancer rate of 638 per million and a Diesel Particulate Matter of 100% is simply unacceptable. Our Councilman fought hard to make Z12514 a reality. **There should not be a single additional truck-related use within the boundaries of Wilmington. These facilities belong on Terminal Island or within the confines of the Port.**

Additional Concerns and Questions

The Wilmington Neighborhood Council has additional concerns about the project. We are concerned about what effect and *what mitigation measures would be implemented with regard to the Tsunami Evacuation Route*. It does not appear to be a prudent move to overwhelm an Evacuation Route.

With the exception of APN 7412024007 which is in the Wilmington Community Plan the other Parcels are in the Port Plan. *If this project is approved which community plan, will it become part of?*

Who will oversee enforcement issues on this project?

What precautions would be taken to ensure that *the level of Emergency and Police services the community of Wilmington receives would not be compromised?*

What terminals would this facility service?

Where is the illegal parking alluded to in the project's stated objectives located? It isn't on John S Gibson Blvd.

Will all truckers utilizing the facility have a TWIC card?

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Will dropping off containers by trucks leaving the port only to be picked up by non-TWIC card holders be allowed at this facility?

With respect to labor, the DRAFT EIR does not exclude union labor nor does it specifically state it will be unionized labor or if all drivers will have to have TWIC cards. We cannot support a project that does not keep these safeguards in mind especially when you consider this facility is less than 200 feet from a port facility. As stated previously, we have serious concerns for enforcement which in turn if there is a lack of enforcement it affects the safety of the community. Our unionized labor knows exactly whether or not a job is being safely executed and is fully versed on unacceptable practices. TWIC card holders ensure that a trucker has been fully vetted to access areas within port facilities and have the right credentials for hauling certain loads and is essential for maintaining compliance with industry regulations. These are real and legitimate concerns. Less than 48 hours ago from the writing of this letter a smuggling ring was found to have been operating at the port involving foreign nationals, truck drivers and terminal employees smuggling illegal chemicals. This facility sits next to a police station, the port, a park and a refinery/oil pipelines all within 200 feet this would be a prime location for terrorist activity. We request that it be a requirement that any facility that is within 200 feet of a port terminal facility have only TWIC card drivers be able to access and ILWU employees. What measures will be in place to ensure that this project will not be a security threat to the community. If there are no safeguards we ask the question why isn't there any?

One of the objectives states that it will alleviate truck traffic. This makes no sense as the truck was going to the port regardless. What it can do however is allow a truck driver to drop off a container and turn around and go back for another container. That is the exact opposite and adds another truck trip to the road.

Another major concern is that as trucks zig zag and travel up the hill at night with their lights on how will that affect traffic on the freeway that is at the top of the hill where trucks will be parking?

Conclusion

This project holds no benefit for our Community. It appears to only benefit the investor and perhaps the 2 employees per shift. Although our community has many ordinances and zoning protections in place to help protect us, what good are they when there is no enforcement and when every application that applies for a zone change or exemption gets approved without safeguards in place or without complete information provided in the EIR? Simply changing the zoning does not make the effects of the project go away. We respectfully request that this project be denied. We also remind our commissioners that the lead agency must always analyze the "no project alternative." (CEQA Guidelines § 15126.6(e)). We request that moving forward that the port adopt a policy in line with Ordinance ZI2514 prohibiting additional truck related uses within Wilmington. In closing, we understand and support the port and its growth but this project does not meet its stated goals and is not safe for the community.

Respectfully Submitted.

Gina Martinez

Chair, Wilmington Neighborhood Council

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CC: SCAQMD
CARB
EPA

Attachment

Table 5-1: Cumulative Projects List

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

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

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John S. Gibson Truck & Chassis Parking Lot Project 5.0 Environmental Impact Analysis

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

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No.	Cumulative Project Title and Location	Project Description	Project Status
	Terminal Improvement Project		
22.	Star-Kist Cannery Facility – Terminal Island	Demolition of 1.4-acre site for future use as cargo support or container chassis storage.	MND adopted February 2023. Construction pending.
23.	Berths 167-169 [Shell] Marine Oil Terminal Wharf Improvements Project	Various wharf and seismic ground improvements required to comply with MOTEMS, as well as other landside elements and a new 30-year lease.	Final EIR certified in 2018. Construction pending.
24.	Avalon and Fries Street Segments Closure Project	Physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, fencing, and signage.	Construction pending.
25.	Avalon Freight Services Relocation Project	Shifting of existing Catalina Island freight operations from Berth 184 in Wilmington to Berth 95 in San Pedro.	Construction pending.
26.	Berths 187-191 (Vopak) Liquid Bulk Terminal Wharf Improvements and Cement Terminal Project	Various wharf and improvements that are required to comply with MOTEMS, improvements to an adjacent wharf to facilitate resumption of cement terminal operations on the site, and a new 30-year entitlement	IS/NOP issued July 2022. EIR in preparation.
Port of Long Beach			
27.	Middle Harbor Terminal Redevelopment	Consolidation of two existing container terminals into one 345-acre terminal. Construction includes landfill, dredging, and wharf construction; construction of an intermodal rail yard; and reconstruction of terminal buildings.	Approved project. Final EIR (FEIR) certified in 2009. Phases 1-3 are complete; terminal in operation as of 2016. Construction of final 3 acres (North Gate Expansion) to be completed by 2027.
28.	Piers G & J Terminal Redevelopment Project – POLB Piers G and J	Development of a marine terminal of up to 315 acres by consolidating two existing marine container terminals on Piers G and J and several surrounding parcels. Construction will be completed in four phases over an 11-year period and includes approx. 53 acres of landfills, dredging, concrete wharves, rock dikes, and road and railway improvements.	Project approved September 2000. Construction ongoing.
29.	Pier B On-Dock Rail Support Facility – POLB Pier B	Expansion of the existing Pier B Rail Yard in two phases, including realignment of the adjacent Pier B Street and utility relocation.	FEIR certified February 2018. Construction commenced August 2024; expected to be completed by 2032.

John S. Gibson Truck & Chassis Parking Lot Project

5.0 Environmental Impact Analysis

No.	Cumulative Project Title and Location	Project Description	Project Status
30.	Mitsubishi Cement Corporation Facility Modifications – POLB Pier F	Facility modification, including the addition of a catalytic control system, construction of four additional cement storage silos, and upgrading existing cement unloading equipment.	Project approval in April 2015. Construction commenced June 2021.
31.	Southern California Edison Transmission Tower Replacement Project – Spanning from POLB Pier A to Pier S	Replacement of a series of transmission towers between the Harborgan Substation (Pier A), across the Carritos Channel, to the Long Beach Substation (Pier S).	FEIR certified in 2017. Construction of new towers completed in August 2021. Demolition of old transmission tower in-water footings not yet completed.
32.	Toyota Facility Improvements Project – POLB Pier B	Construction of a new consolidated Vehicle Processing and Distribution Center, Hydrogen Fuel Cell and Generator Facility, and Fueling Station. Demolition of some existing facilities.	MND adopted in 2018. Construction ongoing.
33.	T1 Wye Track Realignment at Pier S and Pier T	Construction of new rail tracks and enhancement a triangular rail junction where long trains can be turned and staged.	Construction is ongoing and expected to end late 2024 or early 2025.
34.	Pier D Street Realignment	Realignment of Pier D Street between the Middle Harbor out-gate and Pico Avenue and Broadway between former POLB maintenance yard (western terminus of the roadway) and Pico Avenue.	Construction expected to begin July 2027 and end May 2029.
35.	World Oil Tank Installation Project – POLB Pier C	Installation and operation of two 25,000-barrel petroleum storage tanks at 1405 Pier C Street.	EIR Certified September 2024.
36.	Pier T Marine Terminal Redevelopment	Redevelopment of Pier T container/marine terminal.	Harbor Development Permit (HDP) application under review; schedule pending.
37.	POLB Deep Draft Navigation and Main Channel Deepening Project (POLB/USACE)	Dredge approximately 7.4 million cubic yards of sediment in the Port of Long Beach to deepen channels and basins to improve waterborne transportation efficiencies and navigational safety for vessel operations. A new dredge substation may be constructed to provide electricity to dredge equipment.	POLB NEPA EIS Record of Decision issued July 2022; CEQA EIR certified by POLB September 2022. Construction estimated to start in 2027.

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5.0 Environmental Impact Analysis

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

Response to Letter O3: Northwest San Pedro Neighborhood Council, dated February 10, 2025

Comment O3.1: This comment states that the attached letter (including previously submitted letters from Pat Nave and the Wilmington Neighborhood Council) has been approved and submitted by the Board of the Northwest San Pedro Neighborhood Council.

Response O3.1: This comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is warranted.

Comment O3.2: This comment introduces the comment letter from Pat Nave and Thomas Norman and states that the letter is from members of the Northwest San Pedro Neighborhood Council committee. The comment states that the following comments would be presented at their Board meeting after the comment period closes for the Proposed Project and that the comment letter adopted by the Wilmington Neighborhood Council is incorporated into their comments.

Response O3.2: This comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is warranted.

Comment O3.3: This comment states that the Proposed Project violates City Ordinance No. 188287 and undermines decades of POLA buffer zone policies protecting residential communities from industrial activities in the Harbor. The comment urges the Port to seek advice from City Attorney staff on the application of Ordinance No. 188287.

Response O3.3: While a portion of the Project site is located within the City Ordinance No. 188287, as shown in Figure 1 (See Response A4.2), that portion of the Project site would not be utilized for trucking activity as it would only be developed with landscaping. Thus, the Proposed Project would not be in conflict with the Ordinance. As discussed in Response A4.1, while the Proposed Project would require a PMP amendment to change the open space land use designation for APNs 7440-016-002, 7440-016-003, and 7412-024-007, the Proposed Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site. Thus, the proposed PMP amendment is necessary in order to render the PMP land use consistent with City of Los Angeles land use and zoning designations. As evidenced by the site's current land use and zoning designations, urbanization of the site has been anticipated and accounted for since the adoption of the City of Los Angeles General Plan.

Regarding the Proposed Project resulting in the loss of a buffer area between Waterfront Park/ Wilmington and Port activities, the comment does not provide any substantial evidence of how development of the site would result in new or substantially more severe significant impacts on the physical environment from those identified in the Draft EIR. Furthermore, as shown in Draft EIR Figure 3-3, *Aerial View*, the Project site does not serve as a buffer between residences and Port operations as it is surrounded by the I-110 Freeway to the northwest, the West Basin Container Terminal to the southeast, commercial uses to the south, and the Philips 66 Los Angeles Refinery to the north. Contrary to the commenter's statement, the Project site is not located between the community of Wilmington and Port complexes.

Comment O3.4: This comment states that the Proposed Project also represents an abandonment of the Port policy of providing a buffer between Port industrial activities and neighborhoods. The comment states that the practice began when the Board established the Wilmington Waterfront Park, even though the property was acquired for expansion of container terminals. The comment states that the Draft EIR seeks to change the designation of three parcels from open space to maritime support, abandoning this precedent.

Response O3.4: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. Regarding

the Proposed Project resulting in the loss of a buffer area between Waterfront Park/ Wilmington and Port activities, the comment does not provide any substantial evidence of how development of the site would result in new or substantially more severe significant impacts on the physical environment from those identified in the Draft EIR. Furthermore, as shown in Draft EIR Figure 3-3, *Aerial View*, the Project site does not serve as a buffer between residences and Port operations as it is surrounded by the I-110 Freeway to the northwest, the West Basin Container Terminal to the southeast, commercial uses to the south, and the Phillips 66 Los Angeles Refinery to the north. Contrary to the commenter's statement, the Project site is not located between the community of Wilmington and Port complexes.

Comment O3.5: This comment states the Draft EIR fails to sufficiently evaluate traffic impacts associated with the Project and it is inadequate to assume that since trucks and chassis are already in the Port area there will be no significant impacts.

Response O3.5: The methodology for container and chassis facilities was developed several years ago by the LAHD staff and is described in several environmental documents (www.portoflosangeles.org/ceqa). Import containers moved to the Proposed Project site and stored temporarily are containers that have been imported through the POLA and are diverted to the Proposed Project site prior to being hauled to inland warehouses. For site bobtail trips, these are also trips already or are projected to occur to/from and within the POLA-POLB complex. These inbound bobtail trips retrieve an import load to deliver to their intended first point of rest outside the complex. The reverse operation would occur for empty containers (on chassis), to be stored temporarily and then eventually delivered to the container terminal. The site could also be utilized for wheeled base chassis (without a container on it). For this type of operation, chassis are retrieved and returned. Existing bobtail trucks traveling to a terminal would stop by the facility to pick up a chassis and proceed to their respective container terminals to pick up their containers. In the reverse, the trucks deliver their container to their respective container terminals before dropping off the chassis at the Project site. The quantified traffic analysis (including VMT) is based upon a more conservative trip generation with the site operating only as a chassis storage facility. Given the size of the facility and methodologies developed by LAHD staff, storage of wheeled, bare chassis generates more trips than storage of only chassis with containers.

This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As part of the 2019 amendments to the State CEQA Guidelines, SB 743 directed that the revised State CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Pub. Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service [LOS] or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it shall not be considered an impact on the environment. As discussed in the VMT Screening Memo (Appendix K to the Draft EIR), the Proposed Project would result in 10 daily one-way passenger vehicle trips and 4 daily one-way vendor trips, which is less than the established threshold of 250 trips; therefore, impacts related to VMT would be less than significant.

Comment O3.6: This comment states that the analysis considers a limited number of intersections and that the Draft EIR does not discuss trucks returning to Terminal Island. The comment states that impacts would occur at Channel and John S. Gibson, Channel and Gaffey, Pacific and Front Street, SR-47 on-ramp from Gaffey, and SR-47 on-ramp from Harbor Boulevard.

Response O3.6: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As discussed in Response O3.5, LOS or automobile delay at intersections is no longer considered an impact under CEQA. Therefore, the Draft EIR is not required to discuss congestion related to trucks returning to Terminal Island.

As stated above in Response O3.5, the LADOT threshold for transportation assessment under CEQA was not met. However, pursuant to LADOT's Transportation Assessment Guidelines' project access, safety and circulation evaluation non-CEQA transportation analysis requirement, a site ingress/egress and LOS analysis was conducted at three locations (Appendix J to the Draft EIR). This was determined given the estimated number of hourly and peak hour trips to be generated at the site in which many are existing trips in motion, moving to/from the adjacent terminals in the POLA. Further, the analysis assumes that trucks accessing Terminal Island would utilize I-110 and SR 47. As stated in Response O3.5 and the Draft EIR, the Proposed Project does not generate new trips within the Port complex. It is expected that most or all inbound, diverted existing trucks trips from the north via I-110 would be use the Harry Bridges Boulevard interchange and not Channel Street. This interchange (and associated signalized intersection of Harry Bridges Boulevard/John S. Gibson Boulevard) currently operates at a good LOS B. As reported in Caltrans' VTB Deck Replacement Project Draft Environmental Impact Report/Environmental Assessment, the intersection of John S. Gibson/Channel Street is currently operating at a LOS E only during the afternoon commute peak hour, but LOS D during the morning peak hour. The LAHD is currently constructing major improvements to the Harbor Boulevard/VTB-SR 47 interchange, which will yield good LOS D or better upon completion in 2027. Given the estimated number of hourly Proposed Project site trips, the LOS of all adjacent intersections cited in the comment will be minimally degraded.

Comment O3.7: This comment states that the Draft EIR's traffic analysis does not account for the size and nature of vehicles involved as 1,794 daily truck and chassis trips would occur, which are each 75 feet in length. The comment states that this omission results in an inaccurate assessment of how truck traffic will impact congestion and road safety. The comment states that the claim that Port staff has approved these traffic studies raises concerns about whether impartial and thorough analysis was conducted, especially since the Port has already sold the access parcels.

Response O3.7: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As discussed in Response O3.5, LOS or automobile delay at intersections is no longer considered an impact under CEQA. However, the analysis included in the Traffic Impact Analysis accounted for the size and nature of the vehicles by applying the appropriate truck percentages for each movement at all study intersections in Synchro software with Highway Capacity Manual Methodology based on existing traffic counts and future traffic forecast provided by LAHD staff, instead of passenger car equivalent factors. Further, the Draft EIR accounted for the larger size of trucks accessing the Proposed Project site in Draft EIR Section 5.11, *Transportation*, and truck turning templates were thoroughly reviewed by LADOT and LAHD staff to ensure that the Proposed Project would not result in any unsafe turning movements from John S. Gibson Boulevard onto the site.

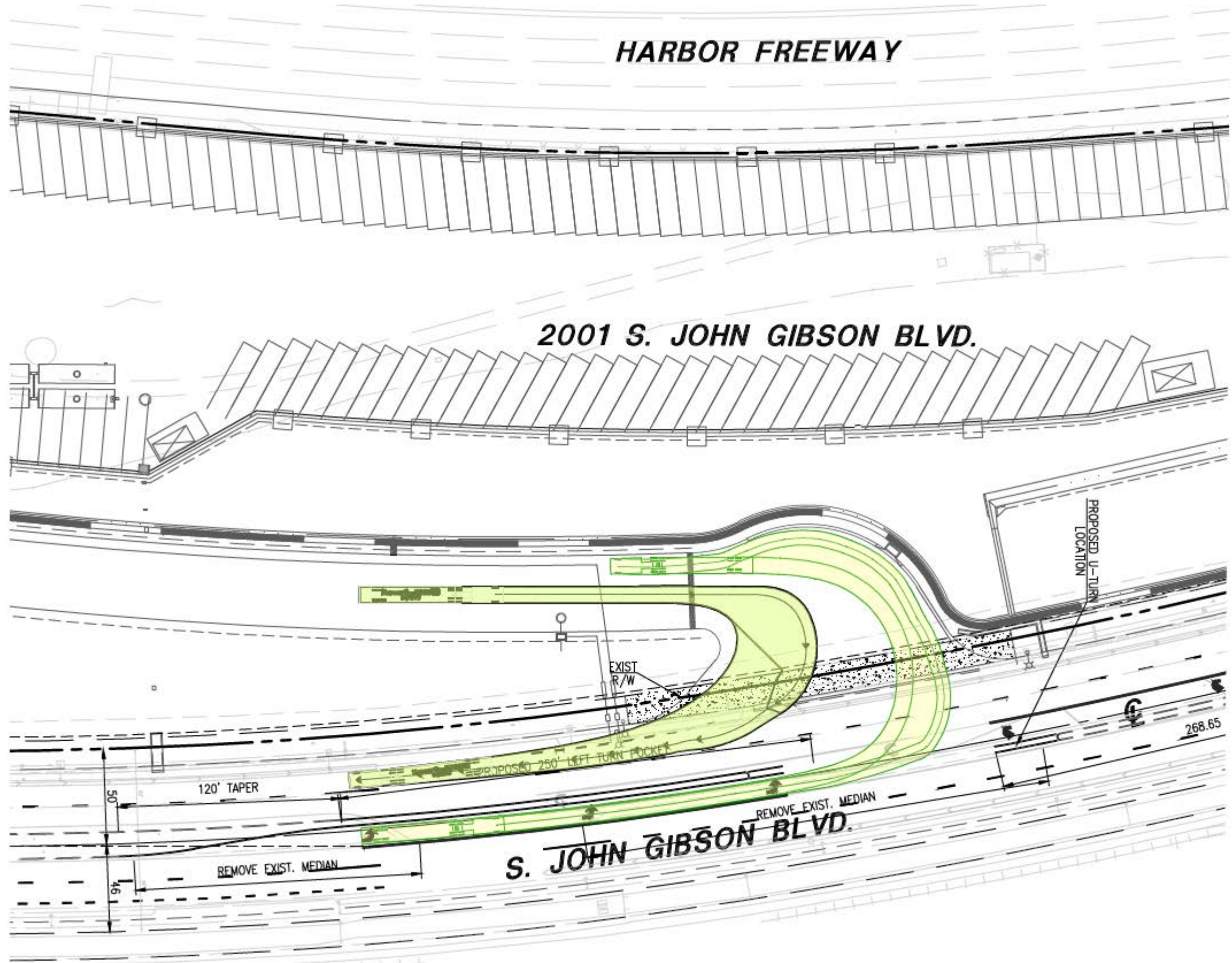
Comment O3.8: This comment states that northbound John S. Gibson Boulevard does not appear wide enough to construct a dedicated left turn-only lane into the Project driveway as the median is only a few feet wide. The comment states that the parking lot does not appear wide enough to permit the necessary truck movements and with 1,794 truck trips and only 393 parking slots questions where those trucks are anticipated to stay. The comment questions if light poles will be shining into vehicles on the adjacent northbound I-110 freeway since the parking lot appears to be uphill.

Response O3.8: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As shown in Figure 5, below, the Project would construct a new northbound left turn pocket on John S. Gibson Boulevard, which would allow sufficient turning radius for trucks to access the Project driveway safely. Further, the parking spaces are oriented, and the parking lot is wide enough, for trucks to reverse into each space. The 1,794 daily truck trips represent the number of trips under the ultimate buildout scenario, one truck coming

in and out of the Proposed Project would count as two truck trips. Therefore, the number of trucks anticipated to utilize the site is 897 under the Horizon Year 2045, which would equate to a little over 2 vehicles per space per day. As described in the Draft EIR, this turnover rate is based upon traffic counts at a similar site in operation in the POLA, and have been utilized in environmental documents for several other facilities in the POLA. Thus, the number of truck trips can be safely accommodated by the Proposed Project under Horizon Year 2045 Project conditions, which is the ultimate buildout scenario.

In regard to Project lighting, as discussed in the NOP/IS on page 58 (included as Appendix A to the Draft EIR), the major source of illumination at the Port is the extensive system of down lights and flood lights attached to the tops of tall light poles throughout the terminals that are visible from a distance from I-110 and John S. Gibson Boulevard. Bright, high-intensity boom lights are attached to the top of shipping cranes along the edge of terminals and channels along the harbor. The Proposed Project would install pole-mounted LED fixtures in the parking lot and driveway to provide illumination during evening and overnight operations. The 19-foot-high LED fixtures are designed to face downward directly onto the parking lot and driveway, minimizing spillover and avoiding glare to surrounding areas.

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Comment O3.9: This comment states that the Draft EIR claims compliance with CEQA by asserting the Proposed Project will obey all regulatory requirements. The comment states that the Proponent does not yet have Caltrans, DTSC, or several City licenses and has not completed biological, archaeological, or paleontological examination in spite of known hazards and having to cut into the supporting slope for I-110. The comment states that instead they promise to comply with whatever requirements the City, Caltrans, DTSC, paleontologists, and biologists impose as the Proposed Project proceeds.

Response O3.9: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As discussed in Section 5.3, *Biological Resources*, biological surveys were conducted on March 9, 2023. Mitigation Measure BIO-1 would require a pre-construction survey and biological monitoring during initial site preparation and grading. Therefore, with implementation of Mitigation Measure BIO-1, construction and operation of the Proposed Project would not result in a substantial adverse effect, either directly or through habitat modification, on any animal species identified as a threatened, endangered, or candidate species in local or regional plans, policies, regulations, or by CDFW or USFWS. As described in Section 5.4, *Cultural Resources*, an archaeological survey was conducted in March 2023, and a subsurface investigation was conducted on July 6, 2023. Based on the archaeological and historic records search, field surveys, and significance testing, the Project site was assessed for archaeological sensitivity and the potential for the Proposed Project to impact historical or archaeological resources and human remains. Although the Phase I and II Cultural Resources Assessment determined that no significant subsurface intact resources exist, there is a potential for previously unknown archaeological resources to be below the soil surface. The potential exists that grading of the site could encounter archaeologic deposits not encountered during testing. Therefore, monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist is included as Mitigation Measure CUL-1 to ensure that if buried archaeological deposits are unearthed, they will be handled in a timely and proper manner. As described in Section 5.6, *Geology and Soils*, a paleontological survey was conducted in March 2023. Although unique paleontological resources are not anticipated to be found within any fossils found on site, Mitigation Measure PAL-1 is included to require preparation of a Paleontological Resources Impact Mitigation Plan (PRIMP) and that ground disturbing activities be monitored by a qualified paleontologist to identify, salvage, and recover any potential paleontological resources, such as significant fossil remains.

Regarding known hazards on the Project site, as described on page 5.8-12 of the Draft EIR, the Phase I and Phase II ESAs detail releases of TPH and VOCs within site soils at levels exceeding the DTSC human health risk criteria and estimated that the area of contaminated soil is approximately 1,200 square feet, with an average depth of approximately 10 feet bgs (estimated 12,000 cubic feet). Identified contaminated soils in areas of Project ground disturbance would be removed and disposed of during construction of the Proposed Project. Therefore, implementation of SCAQMD Rule 1166 and Rule 1466 related to excavating or grading soil containing VOC materials would be required along with the CalOSHA hazardous waste materials handling regulations and the sections of the California Health and Safety Code described in Chapter 5.8 of the Draft EIR. In addition, due to the potential for other areas of contaminated soils or pipeline materials to be on site, a qualified consultant would be required to prepare and implement a mitigation plan, per SCAQMD Rule 1166, to be used during earthwork and grading to manage VOC emissions. In addition, a SMP would be prepared for the proper management and disposal of waste in accordance with all applicable laws and regulations. The SMP would provide a protocol for ensuring the proper handling and disposal of contaminated soils that could be encountered during development, in a manner that is protective of human health and compliant with applicable laws and regulations. The SMP would be submitted to the LADBS prior to the issuance of a grading permit and implemented during grading/development activities.

As described throughout the Draft EIR, the Proposed Project would be required to comply with all existing laws and regulations, which would serve to reduce Project impacts. Compliance with these regulations is

required and not considered mitigation under CEQA. Impacts were thoroughly analyzed in compliance with CEQA and, where necessary, mitigation has been applied to ensure impacts would be reduced to a less-than-significant level.

Comment O3.10: This comment states that the sale of the access parcels by the Port should have triggered a CEQA review and that the assertion that the sale was not a project under CEQA is unfounded. The comment states that the sale was clearly tied to the developer's known plans and the parcels were zoned as open space. The comment states that an environmental analysis should have been conducted to explore alternative uses and mitigate future impacts.

Response O3.10: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. The sale of the parcels by the POLA is not related to the Proposed Project and the sale was not tied to the proposed truck and chassis parking lot as the Proposed Project was not yet conceptualized. The sale of the property was also found to be exempt from CEQA review with a Class 12 exemption under State CEQA Guidelines Section 15312. As the sale of the parcels from POLA was to a private entity, the sale was not considered a project under CEQA, and no CEQA review was necessary as there were no potential direct or indirect impacts to the environment resulting from the sale itself.

Comment O3.11: This comment states that the Draft EIR did not adequately analyze the new truck traffic the Proposed Project would bring and lead to additional air quality, noise, and safety impacts for residents and visitors.

Response O3.11: (also see Response O3.6). This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As stated in Response I2.10, as part of the 2019 amendments to the State CEQA Guidelines, SB 743 directed that the revised State CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Pub. Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it shall not be considered an impact on the environment. Further discussion of LOS is provided in Response O3.6.

An operational diesel mobile source HRA (included as Appendix B to the Draft EIR) was prepared to evaluate the operational health risk impacts as a result of exposure to DPM from heavy-duty diesel trucks traveling to and from the Project site, maneuvering onsite, and entering and leaving the site during operation of the Proposed Project. The Draft EIR details that the results of the operational health risk assessment identified that the maximum cancer risk would be 7.84 in one million for the nearby residential land uses, which is below the SCAQMD threshold of 10 in one million. The worker receptor risk would be lower at 5.08 in one million. Maximum non-cancer risks at this same location were estimated to be 0.003, which would not exceed the applicable significance threshold of 1.0. In addition, cancer burden is estimated to be 0.025 individuals that were estimated to have a cancer risk of 1 in one million or more. Therefore, the Proposed Project would not exceed SCAQMD's cancer burden significance threshold of 0.5. Therefore, all health risk levels to nearby residents from construction and operation-related emissions of TACs would be well below the SCAQMD's HRA thresholds and impacts would be less than significant.

As discussed in the revised Noise and Vibration Impact analysis, included as Appendix B of the Final EIR, at an average distance of 2,800 feet from the center of the site to the nearest sensitive uses to the west, noise levels would approach 41.4 dBA L_{eq} during operation of the Proposed Project. The City has a residential daytime standard of 50 dBA L_{eq} and a nighttime standard of 40 dBA L_{eq} . While this level would exceed the nighttime standard of 40 dBA L_{eq} , based on noise measurements taken in May 2023, ambient noise levels

in the Project area exceed 53 dBA Leq during nighttime hours, therefore the Proposed Project operations would not create a perceptible noise increase at the nearest sensitive receptors. The surrounding ambient noise measurement locations are provided in Table 5.10-5 of the Draft EIR and shown in Figure 5.10-1 of the Draft EIR. All other receptors would experience lower levels of noise increase and would therefore remain within the City's noise standards. Further, in regard to off-site traffic noise, as shown in Table 5.10-8 of the Draft EIR, the Proposed Project would result in a noise increase of 1.0 to 1.3 dBA CNEL on John S. Gibson Boulevard. Noise increases on I-110 would be negligible as the proposed trucks accessing the Project site are already accessing the POLA complex and would only be diverted to the site. Therefore, the Proposed Project would not result in traffic noise impacts to sensitive residential areas.

In regard to resident safety, construction of the proposed driveway would not interfere with pedestrian access/safety as there is no sidewalk on the northwestern side of John S. Gibson Boulevard, only on the southeastern side of the roadway, where no construction or operational activity would occur. Some construction activities would require entering the right-of-way along John S. Gibson Boulevard but only temporarily for new curb cuts to construct the new driveway, reconstruction of the existing median and left turn pocket, install the new traffic signals, and connect new on-site utility infrastructure to existing utilities within the roadway. Additionally, the traffic signal installation and turning geometry would aid in reducing speeds for inbound southbound right-turning trucks that will cross a striped bike lane on John S. Gibson Boulevard. The traffic signal will also provide safety for southbound bicyclists as they must obey the vehicle code and thus traffic signal red/yellow phases (for northbound left-turns and outbound driveway vehicles). It should be noted that traffic counts conducted at adjacent intersections in April 2023 and March 2024 both show nearly no bicycle traffic.

Comment O3.12: This comment states that the Port's expansion into Wilmington has degraded the surrounding neighborhoods and the Port-owned parcels should be converted into community pocket parks.

Response O3.12: The Project site is not owned by the Port and the Proposed Project is not being brought forward by the Port. The POLA's involvement is limited to acting on the application for the Proposed Project before them.

Comment O3.13: This comment concludes the letter by stating that the Draft EIR failed to address all the environmental impacts from the Proposed Project. The comment further states that the decision makers should uphold City ordinances and maintain buffer zones between industrial operations and residences.

Response O3.13: The comment does not provide any substantial evidence that the Proposed Project would result in a new significant environmental impact. As substantiated by the previous responses above and below, none of the conditions arise that would require recirculation of the Draft EIR pursuant to State CEQA Guidelines Section 15088.5.

Regarding the Proposed Project resulting in the loss of a buffer area between Waterfront Park/ Wilmington and Port activities, the comment does not provide any substantial evidence of how development of the site would result in new or substantially more severe significant impacts on the physical environment from those identified in the Draft EIR. Furthermore, as shown in Draft EIR Figure 3-3, *Aerial View*, the Project site does not serve as a buffer between residences and Port operations as it is surrounded by the I-110 Freeway to the northwest, the West Basin Container Terminal to the southeast, commercial uses to the south, and the Philips 66 Los Angeles Refinery to the north. Contrary to the commenter's statement, the Project site is not located between the community of Wilmington and Port complexes.

Comment O3.14: This comment includes the letter provided by the Wilmington Neighborhood Council.

Response O3.14: The commenter is referred to Responses O1.1 through O1.18 for responses to the comment letter provided by the Wilmington Neighborhood Council on the Draft EIR. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Letter 11: Dianne Flowers (2 pages)

From: hwoflowers@verizon.net
To: [Ceqacomment](#)
Subject: CEQA public comments in opposition to John S. Gibson Road proposed container parking project
Date: Tuesday, February 4, 2025 2:50:37 PM

February 4, 2025

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

VIA Email:
ceqacomment@portla.org

Re: John S. Gibson Container Parking Lot Project

Dear Environmental Department Staff:

I am strongly opposed to the proposed project on John S. Gibson Street. My immediate family has been here since 1921 ; my cousins have been here since 1900. I am a life-long harbor resident, born and raised in San Pedro where many family members, long-time neighbors, and friends live. I also lived many years in west and east Wilmington. The port is my home.

11.1

I oppose this proposed container parking lot for many reasons. First of all, my understanding is that outside developers initiated this project solely as an investment. Developers from out of town have been ruining my hometown for some time, and Wilmington too, and it makes me furious. They care nothing about the community; their only interest is a quick buck. They destroy long-time community treasures, they endanger us with unsafe and unhealthy projects. Our towns are precious to us; our families, our homes and neighborhoods, our parks, our special gathering places all give us joy. Big business only sees our towns as opportunities for profit.

11.2

My second and third concerns are the air quality and the traffic congestion. We do not need more trucks spewing diesel right next to homes. We don't need any kind of truck more making noise and congestion in this area. I lived several years on C Street and Hawaiian, a short block from Harry Bridges. That neighborhood is already suffering from truck congestion and pollution. How on earth are trucks going to maneuver in and out on that short and narrow stretch of Gibson? Have all Board members personally gone up Figueroa from Harry Bridges to Anaheim? Our tax dollars are paying for a private parking lot (the first couple of blocks of Figueroa) for the trucks in those very small facilities to queue up (and even sit and park). I resent it - it's a public street, but being used and ruined by huge trucks for those private businesses in that location. And I'm just a driver passing through; what about the families that live *right there*? The Gibson proposal is just down the road a short way,

11.3

and it is a *big* proposal compared to these little shops on that first block of Figueroa; how on earth will the Gibson site not be much worse?

This road is the only road between San Pedro and Wilmington, and vice-versa. There's no other way to get to these sister towns without going on the freeway. Getting on the freeway just to get to Harry Bridges from Pedro, or to Pacific or Gaffey from Wilmington is a strange idea to me. Plus, everyone cannot drive the freeway. The other option is to go all the way around via Anaheim and Five Points to avoid a congested Gibson route. This is far and time-consuming, plus gas is now \$4.00+ a gallon.

11.3
Cont.

These are not my last objections, but I will have to stop with my fourth and fifth in this email today: Heat islands and aesthetics. That stretch on Gibson is one nice little chunk of grass with a few trees. It's definitely not a pretty park, but it's at least a break from all the cement. This is a factor, given the climate disruption that we are all suffering. Dirt and trees, even this small stretch, contribute some relief as far as the temperature. And it's nice to see at least these few trees and some grass.

11.4

Port staff, I appreciate you and the work you do. I know you are concerned about the environment, or you wouldn't have sought out the jobs that you have. My anger is not for you. Thank you for your help.

11.5

Sincerely,
Dianne Petrich Flowers

Response to Letter 11: Dianne Flowers, dated February 4, 2025

Comment 11.1: This comment states that the commenter is a long-time resident of San Pedro and opposes the Proposed Project.

Response 11.1: This comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is warranted.

Comment 11.2: This comment states that the outside developers do not care for the communities they build in and only see the towns as opportunities for profit.

Response 11.2: This comment does not provide any substantial evidence that the Proposed Project would result in a significant environmental impact. CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment 11.3: This comment states that the Proposed Project would result in increased diesel emissions, noise, and traffic congestion. The comment further states that there are other truck parking projects in the area that are causing further delays on roadways. The comment explains that John S. Gibson Boulevard is the only roadway connecting the communities of San Pedro and Wilmington without using the I-110 Freeway.

Response 11.3: (Also see Response O3.6 for traffic impacts). This comment does not provide any substantial evidence that the Proposed Project would result in a significant environmental impact. As discussed in Response O3.11, there would be no significant impact upon implementation of all applicable rules and regulations related to air quality and noise impacts. For congestion-related impacts, as part of the 2019 amendments to the State CEQA Guidelines, SB 743 directed that the revised State CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Pub. Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion, as it shall not be considered an impact on the environment. Nevertheless, as explained in Response O3.6, the project is not expected to measurably degrade traffic operating conditions along John S. Gibson Boulevard, Pacific Avenue, and Front Street. An operational diesel mobile source HRA (included as Appendix B to the Draft EIR) was prepared to evaluate the operational health risk impacts because of exposure to DPM from heavy-duty diesel trucks traveling to and from the Project site, maneuvering onsite, and entering and leaving the site during operation of the Proposed Project. The Draft EIR details that the results of the operational health risk assessment identified that the maximum cancer risk would be 7.84 in one million for the nearby residential land uses, which is below the SCAQMD threshold of 10 in one million. The worker receptor risk would be lower at 5.08 in one million. Maximum non-cancer risks at this same location were estimated to be 0.003, which would not exceed the applicable significance threshold of 1.0. In addition, cancer burden is estimated to be 0.025 individuals that were estimated to have a cancer risk of 1 in one million or more. Therefore, the Proposed Project would not exceed SCAQMD's cancer burden significance threshold of 0.5. Therefore, all health risk levels to nearby residents from construction and operation-related emissions of TACs would be well below the SCAQMD's HRA thresholds and impacts would be less than significant.

As discussed in the revised Noise and Vibration Impact analysis, included as Appendix B of the Final EIR, at an average distance of 2,800 feet from the center of the site to the nearest sensitive uses to the west, noise

levels would approach 41.4 dBA L_{eq} during operation of the Proposed Project. The City has a residential daytime standard of 50 dBA L_{eq} and a nighttime standard of 40 dBA L_{eq} . While this level would exceed the nighttime standard of 40 dBA L_{eq} , existing ambient noise levels in the project area exceed 53 dBA L_{eq} during nighttime hours, therefore the Proposed Project operations would not create a perceptible noise increase at the nearest sensitive receptors. The surrounding ambient noise measurement locations are shown in Figure 5.10-1 of the Draft EIR. All other receptors would experience lower levels of noise increase and would therefore remain within the City's noise standards.

Comment 11.4: This comment states that the Proposed Project would reduce the amount of open space in the area and in turn worsen the urban heat island effects as well as disrupt the existing aesthetic of the Project site which currently has no development.

Response 11.4: This comment does not provide any substantial evidence that the Proposed Project would result in a significant environmental impact. While the Proposed Project would require a PMP amendment to change the open space land use designation for APNs 7440-016-002, 7440-016-003, and 7412-024-007, the Proposed Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site. Thus, the proposed PMP amendment is necessary to render the PMP land use consistent with City of Los Angeles land use and zoning designations. As evidenced by the site's current land use and zoning designations, urbanization of the site has been anticipated and accounted for since the adoption of the City of Los Angeles General Plan.

As shown in Draft EIR Figures 5.1-1a through 5.1-1d, public views from I-110 and John S. Gibson Boulevard would not be significantly altered with implementation of the Proposed Project as the proposed truck parking lot would be lower in elevation than the I-110 freeway. The Proposed Project would include 316,373 square feet of drought-tolerant and California-native ornamental landscaping that would cover approximately 39 percent of the site and would enhance the existing views of the Proposed Project by including trees, shrubs, and wall-covering vines to enhance the scenic quality of the Project site from John S. Gibson Boulevard. The chassis temporarily parked at the Proposed Project would be visible to the public on the I-110. However, the trucks and chassis on site would be similar to the views of the shipping containers within the Port. The Project site is already within an urbanized environment with Port uses to the south and east, I-110 and warehouses to the north, and commercial uses to the southwest. In addition, the site is currently mostly covered with dirt and non-native grasses, which do not provide the same heat-reducing benefits that would come from the proposed landscaping, which would include additional shrubs and trees. Thus, there would be no significant impacts related to urban heat islands or aesthetics.

Comment 11.5: This comment concludes the letter and thanks the Port staff for their efforts.

Response 11.5: This comment letter will be provided to the Board of Harbor Commissioners as part of the Final EIR. No further response is warranted.

Letter I2: Pat Nave (4 pages)

Via email to ceqacomment@portla.org

Thank you for the opportunity to comment on the Gibson Blvd. truck and chassis parking lot DEIR.

We are members of the Northwest San Pedro Neighborhood Council committee that normally considers matters such as this comment letter. We will be presenting these comments to our full Board, but they will not be heard until after the comment period closes. If they make any changes to these comments we will forward them to you at that time.

I2.1

We have read and considered the comment letter adopted by the Wilmington Neighborhood Council (WNC) at its meeting January 28, 2025, and adopt and incorporate it herein as part of our comments. In addition to the comments by the WNC, we emphasize the following:

1. The proposed Gibson Boulevard truck and chassis parking lot project directly violates City Ordinance No. 188,287 (eff. 7/1/24) and undermines decades of Port buffer zone policies protecting our communities. It violates the ordinance’s prohibition of establishment or expansion of trucking uses in this area. It would also abandon the long-held Port policy of providing a buffer between industrial activities in the Harbor and the surrounding communities.

I2.2

Incursions by trucks into our communities has been a problem for many years. It is why Ordinance No. 188287 was adopted, barring establishment or expansion of all trucking related uses in the described area. We strongly urge the Port to seek advice from City Attorney staff downtown concerning the application of this ordinance on the decisions of the Board of Harbor Commissioners.

This project also represents an abandonment of a long-held Port policy of providing a buffer between Port industrial activities and our neighborhoods. This practice occurred at about the time the Board established the Wilmington Waterfront Park, even though that property was acquired for expansion of the container terminals on the south side of Harry Bridges Blvd. This DEIR seeks to change the designation of three parcels of “open space” in the master plan to “maritime support”, thus abandoning this precedent, and policy, of providing a buffer for our communities.

I2.3

2. Inadequate Traffic Impact Analysis:

The DEIR fails to sufficiently evaluate the traffic impacts associated with the project. It is inadequate to assume that since the trucks and chassis are already “in the Port area” and are simply being displaced to the project site, there is no significant impact. Tell THAT to the affected neighborhoods.

I2.4

The analysis considers a limited number of intersections—namely Gibson Blvd. and Bridges Blvd., the proposed project entrance, and the northbound 110 Freeway on-ramp near the police station. However, the DEIR clearly contemplates trucks coming from Terminal Island but does not analyze the impacts on truck returning there, such as will occur at:

12.5

- Channel and Gibson
- Channel and Gaffey
- Pacific and Front Street
- The on-ramp to the 47 Freeway leading to Terminal Island from Gaffey
- The on-ramp to the 47 Freeway from Harbor Blvd.

Moreover, the DEIR's traffic analysis does not account for the size and nature of the vehicles involved. The project anticipates 1,794 daily trips by trucks and chassis, each approximately 75 feet in length—**five times the size of an average passenger vehicle**. This omission results in an inaccurate assessment of how such truck traffic will impact congestion, road safety, and the Level of Service at nearby intersections. The claim that Port staff has approved these traffic studies raises concerns about whether impartial and thorough analyses were conducted, especially since the Port has already sold the access parcels, and having done so, appears committed to the project.

12.6

Further, we question some of the design assumptions in the DEIR related to truck and chassis movements. For example, northbound John S. Gibson Blvd. does not appear wide enough to construct a dedicated left turn only lane into the facility driveway. The median there is only a few feet wide. Similarly, the work area on the parking lot itself does not appear wide enough to permit the contemplated truck movements. With 1794 trips a day and only 393 parking slots, where are all those trucks going to stay? Lastly, since the parking area appears to be uphill, will the lights on the tall-mast poles be shining into the vehicles on the adjacent northbound 110 Freeway?

12.7

3. The DEIR claims compliance with CEQA by asserting the project will obey all regulatory requirements. 'Compliance with rules' is not the same as a CEQA analysis and does not comply with CEQA.

The proponent does not yet have CALTRANS, DTSC (Department of Toxic Substance Control), and several required City licenses, nor have they completed biologic, archaeologic, and paleontological examination in spite of known hazards and in spite of having to cut into the supporting slope for the 110 Freeway. Instead, they promise to comply with whatever requirements the City, CALTRANS, DTSC, paleontologists and biologists impose as the project proceeds.

12.8

The DEIR asserts that the project will comply with all applicable regulatory requirements. However, "promises of future compliance" are not a substitute for the

rigorous environmental analysis required under the California Environmental Quality Act (CEQA). Compliance with regulations is simply the baseline—it does not excuse the need for a thorough evaluation of potential environmental impacts. If future compliance were deemed sufficient, every CEQA review could be reduced to a single sentence: "The project will comply with all applicable laws."

12.8
Cont.

Such a practice undermines the very purpose of CEQA, which is to proactively identify and mitigate potential environmental impacts before projects are approved.

4. A CEQA analysis was required before the parcels were sold.

The sale of the access parcels by the Port should have triggered a CEQA review at the time the decision was made. The assertion by Port attorneys that the sale was "not a project" under CEQA is both unfounded and incorrect. The sale was clearly tied to the developer's known plans, and the parcels were zoned as "open space." An environmental analysis should have been conducted at that stage to explore alternative uses and mitigate future impacts, such as by selling an easement for limited purposes rather than a full sale of the parcels. Unfortunately, this missed opportunity has led to the significant issues we now face with this project.

12.9

5. Failure to Consider Cumulative Impacts:

The project's truck traffic represents a substantial and direct impact on surrounding neighborhoods, yet the DEIR's analysis remains narrowly focused on a few selected areas. The cumulative effect of this increased traffic, combined with other projects in the area, is likely to intensify adverse effects on air quality, noise, and safety for residents and visitors. The potential impacts on surrounding infrastructure and communities have not been fully explored or mitigated, leaving our neighborhoods vulnerable to long-term harm.

12.10

Suggested Mitigation

Many years ago, the Port embarked on a program of buying parcels in Wilmington as they came on the market. The concept was to aggregate the parcels into a Port expansion area.

12.11

The Port now owns several hundred such parcels. Not only are they off the tax rolls, but it seems clear that the use of some of the larger parcels has degraded the neighborhoods where they are located. Perhaps the time has come to dispose of the parcels or perhaps improve them as community pocket parks.

Conclusion:

The proposed project raises serious concerns about compliance with local regulations, policies, and CEQA requirements. As it stands, the DEIR falls short in addressing key environmental and community impacts.

We urge decision-makers to reconsider this project in its current form and to prioritize the health, safety, and quality of life for the communities surrounding the Port including adhering to City ordinance and policies prohibiting the expansion of trucking uses in this area, maintaining buffer zones between industrial operations and residential neighborhoods, and providing a more comprehensive and transparent environmental analysis of the project s impacts. As it now reads, the DEIR should not be approved and the approvals sought should not be issued.

Thank you for considering our comments. We remain committed to working with all stakeholders to ensure responsible development that protects our community s well-being and environment.

Sincerely,

s/ Tom Norman

s/ Pat Nave

CC: Councilmember McOsker
Commissioners
Gene Seroka

12.12

Response to Letter I2: Pat Nave, dated February 4, 2025

The comments provided in this letter are identical to the comments in the letter from the Northwest San Pedro Neighborhood Council. Please refer to Responses O3.1 through O3.14.

Letter 13: Janet Shaaf-Gunter (73 pages)

Janet Schaaf-Gunter

PO Box 749

San Pedro, CA 90733 -arriane5@aol.com

Port of LA Gibson Street Project

Submission of EIR Comments

January 31, 2025

***The EIR for this Gibson Street Project is nothing more than a fait accompli for the Port of Los Angeles. No doubt, an agreement and a backroom handshake took place years ago and the approval of this EIR will act as the catalyst for the consummation of that deal. As usual, a well connected political "friend" will reap millions of dollars from the cooperation of public officials and this public agency. Once again, this "gift" of public assets will cost the people in more ways than just fiscally. The realized (already agreed to) development will add more traffic, additional health consequences, further visual industrial blight and air quality damage.**

13.1

The recent reintroduction of this Gibson Street project (after a 3 year pause) represents a typical ploy used by the port for years. The projects/situations disappear for a while after they receive community or industry pushback. The project is set aside until scrutiny has waned and the coast is "clear" (so to speak). Once that happens, the issue sneaks back into focus and is returned to the Port's Commission for action. In this case, the reintroduction finds a *new Mayor and a new board of harbor commissioners*. All of them completely unaware and uneducated about the project's history, its previous public pushback, and its revealed unsavory details. On the face of it, these new oblivious parties go blindly forward without any notice or concern. My wish is to make the sordid history of this project known & documented. The intent of this submission is to have the truth of this entire tawdry story made a part of the public record.

13.2

I wish to re-submit our original 3 year old Neg. Dec. comment letter (through our Homeowners group the San Pedro Peninsula Homeowners United) identifying the details of this entire debacle from its inception. Our Homeowners' reservations are as relevant today as they were 3 years ago, regardless of the fact that the Port did finally acquiesce to performing a full EIR instead of a Negative Declaration. You will find the letter attached or within my packet. As I reviewed the new existing EIR, I did not find a number of previous comment letters that I know had been sent on this project. Our homeowner comments were absent as well as a number of others that I was aware of.

13.3

One of the most important issues that continue to be dismissed in this EIR (in its effort to ignore negative impacts) is the issue of the increased traffic congestion that will be added to the already seriously impacted roads in its region. Recent photos of consistent daily conditions were taken by Jesse Marquez and are added to this EIR submission. These photos prove irrefutable evidence of a chronic traffic condition that will only be further worsened by the additional traffic from this development site.

13.4

I am also providing communications and information provided to me (including emails) through a public records act request on the Gibson project a few years ago. There are also other communications and statements to public officials (the Port of LA Commissioners) that reference other problematic port issues. However, those documents also incorporate references to the Gibson Project within them. The unsavory port actions highlighted in these documents deserve serious ethical scrutiny and legal attention. The ingrained corrupt policies of the Port of LA should finally come to the fore and be responded to by those that are entrusted with the “obligation” of Port of LA oversight. Those parties include the Mayor, the LA City Attorney, the LA District Attorney, the Attorney General, the State Lands Commission and our own 15th district City Councilman. The Port’s legacy of corruption and back-room deal making have gone on for far too long. The practice of this insider dealing is crystalized in this entire Gibson St. property purchase and its ensuing development plan. *To be noted is that the Port’s Environmental Director, Christopher Cannon, was escorted out of the Port Building a few years ago without explanation shortly after this project was set aside.*

13.5

MOST importantly, there is NO NEED for this project development! There is plenty of space and land currently available for truck, chassis, and container parking. The Pacific Crane & Maintenance Company off of Navy Way has been practically empty for three years. A simple look around the San Pedro Bay reflects this serious lack of need. Pier A West in Long Beach has over 80 acres not yet developed. Pier B has 150 acres barely being utilized. Evergreen, Maersk and China Shipping Terminals all have space. Yet, the Port of LA wants to put up a wall of shipping containers at the very entrance of our community for no other reason than to finalize this old insider deal. This is a project that is not necessary. It is bad for the community, increases the already unacceptable industrial blight, and a flagrant disregard for the environmental! Such disregard was last witnessed during our community lawsuit against the expansion of the China Shipping Terminal in 2003. We won our second China Shipping lawsuit just a few years ago. These winning lawsuits illustrate clearly the correctness of our opposition. Our residents, once again, are not exaggerating the inappropriate and unethical nature of this Gibson Street project.

13.6

I have taken the liberty of including a 2005 LA Times article re: the LA City Controller, Laura Chick’s response to her audit and the Port’s way of conducting their “business”. Her comments are well taken and, in our view, nothing has changed in the Port’s operating policy since that time.

13.7

We urge those with the power to intervene to object to this development that undermines proper government policy, and serves to denigrate the public trust. Please engage in a more comprehensive investigation of this matter (and hopefully others) so that you might better educate yourself on how the Port of Los Angeles conducts itself. How long will this be allowed to go on unabated?



Janet Schaaf-Gunter

(310) 251-7075

Exhibit A

Port of Los Angeles - TraPac Container Terminal

Wilmington Environmental Justice Community Impact

**Wilmington Traffic Congestion Entering TraPac Terminal
On Harry Bridges Road**

December 17, 2024, Tuesday

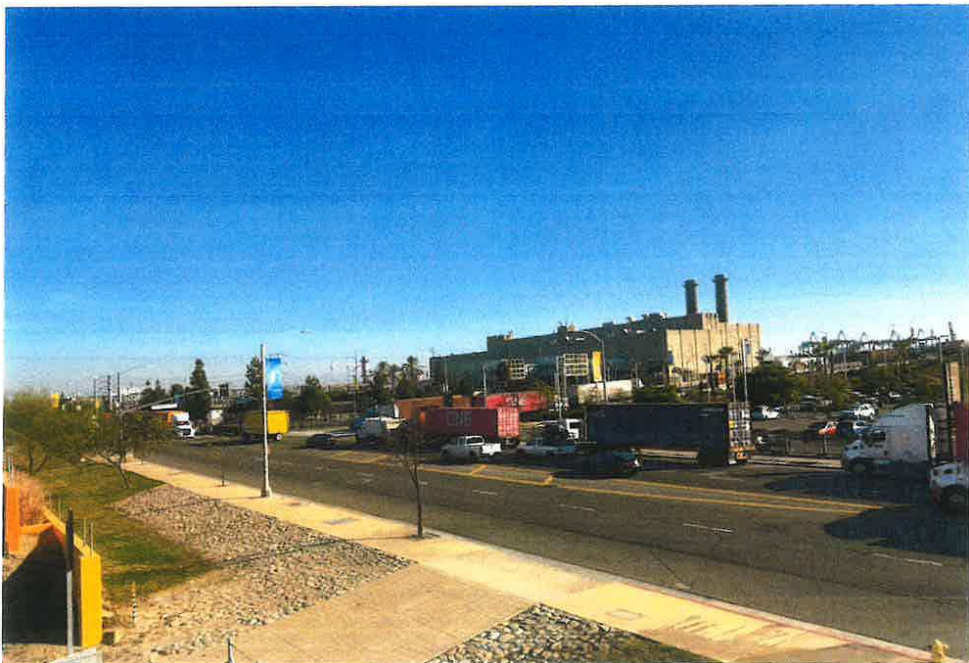
13.8

Photographic Evidence of the Failure of the Port of Los Angeles to Adequately Identify, Assess and Mitigate Port Truck Traffic Congestion, Air Pollution Emissions, Greenhouse Gases and Public Health Impacts in the Wilmington Environmental Justice Community

TraPac Container Terminal Truck Traffic Congestion Entering Terminal From West



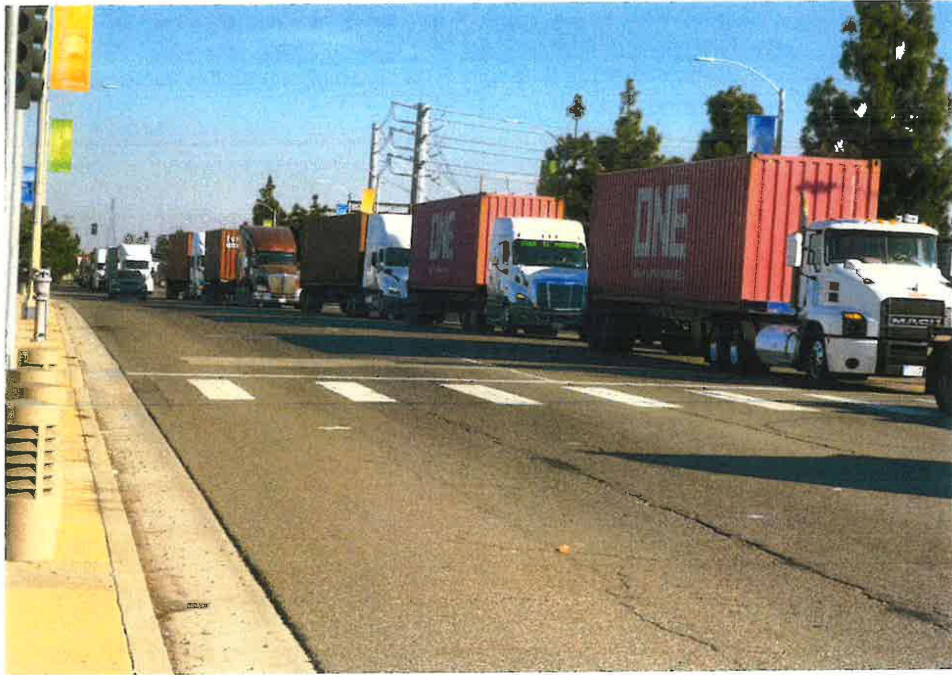
13.8
Cont.





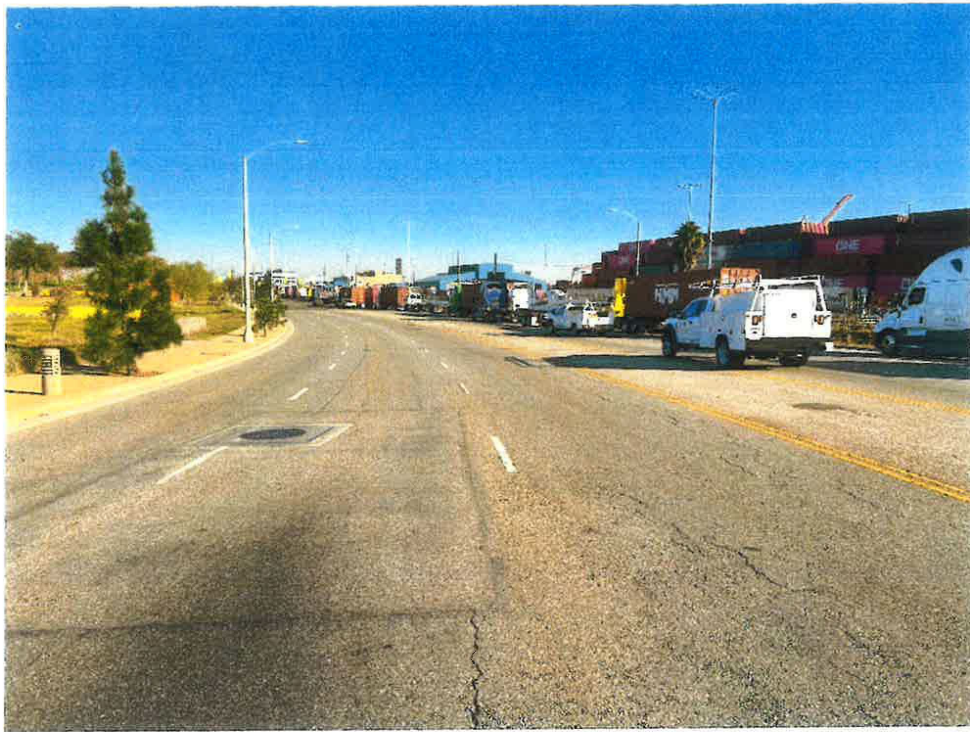
13.8
Cont.



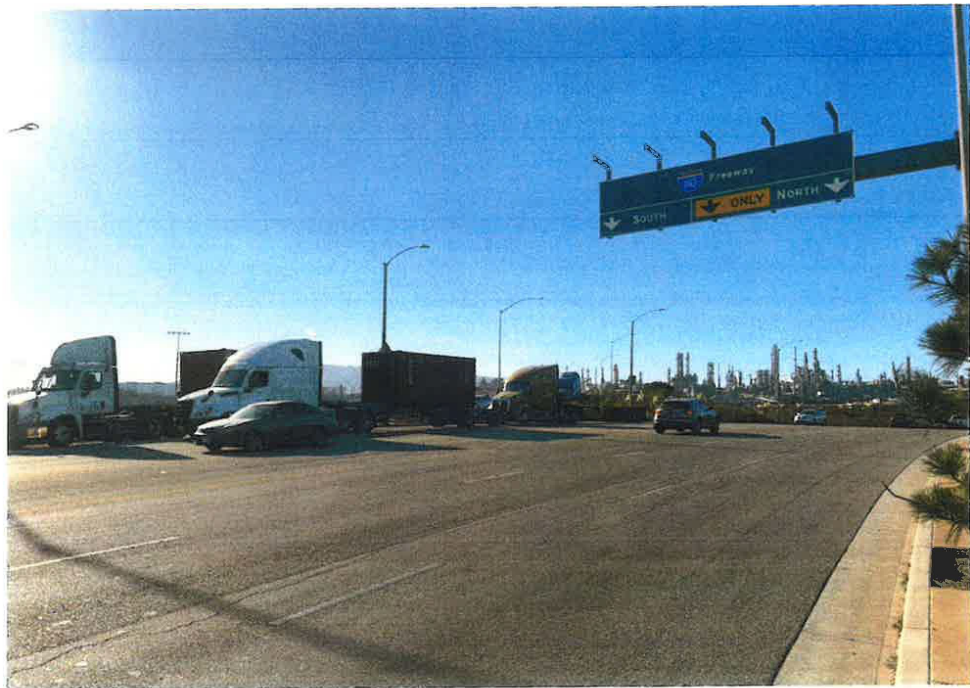


13.8
Cont.





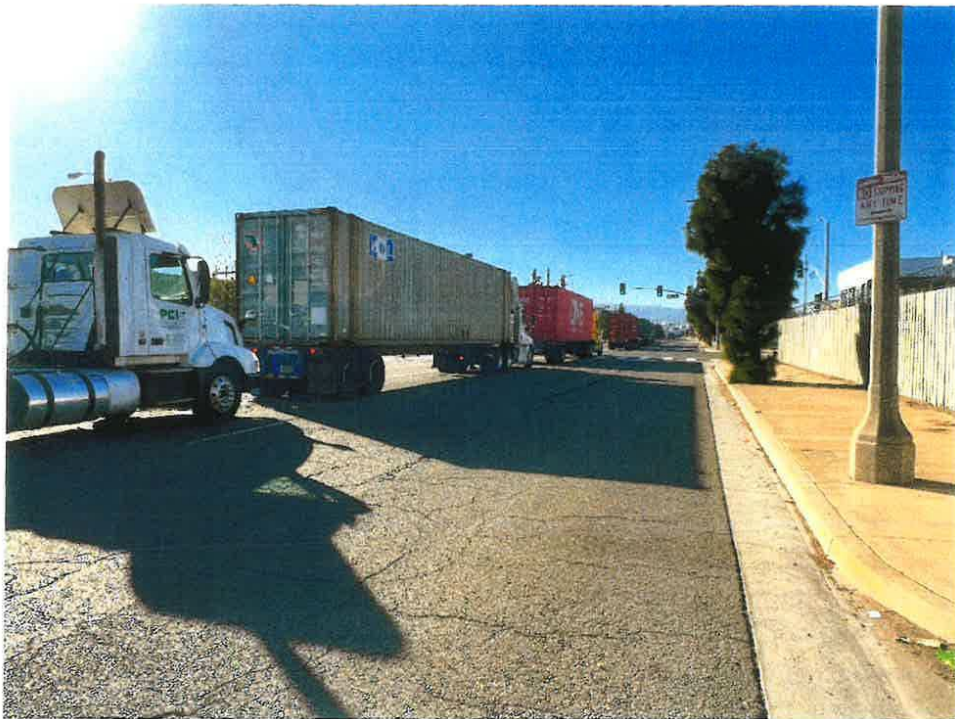
13.8
Cont.



TraPac Container Terminal Truck Traffic Congestion Entering Terminal From East



13.8
Cont.



13.8 Cont.

Exhibit B

Port of Los Angeles - Carson Container Storage Yard

Wilmington-Carson Environmental Justice Community Impact

**Port Truck Traffic Congestion Entering Shippers Transport Express
(Property Leased From Marathon Oil Company) On Sepulveda Blvd.**

November 11, 2024, Monday 11:18 am

**Photographic Evidence of the Failure of the Port of Los Angeles to
Adequately Identify, Assess and Mitigate Port Truck Traffic Congestion,
Air Pollution Emissions, Greenhouse Gases and Public Health Impacts
in the Wilmington-Carson Environmental Justice Community**

13.8
Cont.



Port Trucks are lined up and idling to pick up empty containers from Carson Container Storage Yard



Port Trucks are lined up on Sepulveda Blvd. Coming West from Wilmington Ave.

13.8
Cont.



13.8
Cont.





13.8
Cont.



SAN PEDRO PENINSULA HOMEOWNERS UNITED, INC.
PO Box 6455 – San Pedro, CA 90734
E-mail: sphomeunited@yahoo.com

January 30, 2022

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

Sent via email to: ceqacomments@portla.org

SUBJECT: **Public Comments on “John S. Gibson Container Parking Lot Project” Negative Declaration**

Our homeowners take great exception to the request for this Negative Declaration for a number of compelling reasons.

13.9

1. **Why** is the port taking the responsibility for any environmental review of this property when the property does **not** belong to them? This property was sold almost five years ago, in 2017! Yet, somehow it remains in the Port’s Planning Area?
2. It has come to our attention that a portion of this property had belonged to the port and the port had been solicited by a hired lobbyist to declare the land “surplus” to sell. The port complied and the property was sold to a gentleman who owned a large swath of property abutting this port property on the north. His property was virtually “valueless” since the **only** access to his property was through the *port owned* property.
3. There is also a great impression that this project not only had a “pre-determined” owner...but, a predetermined project, due to a presentation before the Harbor Commission in 2016. At that meeting environmental activist, Jesse Marquez, had testified “in favor” of the project due to environmental mitigations that the buyer/developer (operating under the name, The Jenna Company), had promised to deliver to the community. (That promise was later reneged upon) Commissioner Renwick told Marquez at that meeting, that he was “pleased” that Marquez had met with the owner/developer and was in favor of the project. At that time, Renwick was cautioned by both Port Atty, Janna Segley, and Commission President, Vilma Martinez, who tactfully reminded him to *remember* that the property had not *yet* been “sold”. But, certainly, these circumstances at this hearing gave all indications that decisions had already been made.
4. What apparently transpired, was that the property owner of 2017, The Jenna Company, was able to orchestrate, in advance, a deal for purchase with a new buyer, AIG, as soon as the port property was acquired. This was a quick sale netting the owner of Jenna several million dollars. According to sources, Mr. Eleopoulos, (Jenna Co. owner) continues to be a partner in the business of the new owner, AIG, under its newly formed company AIG-GRE.

1

6. Why would anyone NOT be taking the proper steps of a “full” Environmental Impact Report on a project that will only *increase* the already chronic port related issues of local traffic, aesthetic blight, and increased air pollution?
7. The impacts of this development upon the local community would not only be “significant” but, in fact, **major**.
8. The deficiencies of the port’s submitted negative declaration for this development fall extremely short of any real environmental analysis necessary for considerate smart growth and development.

13.9
Cont.

Our homeowners heavily support the findings of Dr. Tom Williams in his very technical assessment of the deficiencies associated with this negative declaration. It is his opinion that the allowance of a Negative Declaration for this project is not only inappropriate, but very possibly, “illegal”. Williams succinctly describes the project overview as “totally inadequate and incomplete”.

We cite only a few of Dr. William’s very cogent points:

13.10

- a) The inadequate assessments for supporting the finding of a Negative Declaration.
- b) The lack of specificity of estimated cut/fill volumes, bulking, export & import of fill.
- c) No description of site grading plan, elevations, etc.
- d) Complete lack of analyses of seismic vulnerabilities due to a majority of property being within the EQ Rupture Zone.
- e) Multiple instances of owner/developer agreement and cooperation to various laws and regulation without evidence nor enforcement evidence, and no permit plan of conditions.
- f) No Applicant and no list of contractors has been made public which contradicts the spirit and letter of CEQA, and public disclosure.

We now mention a few of our own observations and concerns.

1. We have serious concerns relative to the visual aesthetic loss. The proposed project on John S Gibson Blvd. will build a 50-foot potential container wall that would block views of the Harbor from the freeway coming and leaving San Pedro.
2. This concrete structure and its 400 parked semi trucks will pose yet another risk of collapse from any significant seismic event upon the vehicular traffic of the abutting 110 frwy.
3. There has been speculation that the buyer’s financial campaign support of both Councilman Joe Buscaino’s Mayoral Race, and City Council Candidate, Tim McKosker’s, have played a role in this entire acquisition and development plan. This falls into line with the history of developments at the Port of Los Angeles where City “pay to play” tactics were seemingly engaged.
4. It has also been said that due to the urgent nature of cargo backload at the port, this project pertaining to “industrial storage” could create a “perceived need” that would encourage the approval of a simple “negative declaration”. However, once the permitting is approved, there is suspicion that the “original” goal for this site, a “hotel”, could be easily substituted at a later date.

13.11



After many years, we have become painfully aware of the Port's consistent dismissal of our community's needs and concerns. Our country's National effort is supposedly now squarely aimed at the reduction of egregious environmental damage. For decades environmental concerns have been suppressed in lieu of the high priority to promote industrial growth first. We look to the Port of LA's injurious past as its template for the future and hope to do all we can to discourage that reckless path. So much damage has already been done. It is long overdue that the port's behavior makes a major shift to elevate the protection of public health, and to respect aesthetics and the environment as its primary goals in conducting its business.

13.12

The calling for a "Negative Declaration" for this property's development is a classic example of the Port of LA's failure to recognize community concerns or to honor transparency. It exemplifies the Port's will to continue to ignore true environmental impacts and proceed with its embedded policy of "backroom deal making".

Sincerely,

Chuck Hart,
President

cc. Mayor Garcetti
Atty Mike Feuer
Councilwoman Raman
CA State Lands Commission
Rep. Nannette Barragan
Rep. Ted Lieu
NRDC
Earthjustice
Clean Air Coalition

Coalition For A Safe Environment
Community Dreams
EMERGE
Wilmington Improvement Network
Organización de Servicios Comunitarios Familiares
Citizens For A Better Wilmington
San Pedro Peninsula Homeowners United
NAACP- San Pedro-Wilmington Branch # 1069
West Long Beach Association
Latinos In Action
Friends of the Air, Earth and Water
California Kids IAQ
California Communities Against Toxics
St. Philomena Church Social Justice Committee
Del Amo Action Committee
California Safe Schools
Action Now

January 31, 2022

Christopher Cannon, Director
 City of Los Angeles Harbor Department
 Environmental Management Division 425
 S. Palos Verdes Street
 San Pedro, CA 90731
 Leah Kohler
 310-732-7673

ceqacomment@portla.org

Su: Draft Initial Study/Negative Declaration (IS/ND)
 John S. Gibson Container Parking Lot Project
 SCH No. 2021120391

Re: Public Comments Opposing The Draft Initial Study/Negative Declaration & Project

The Coalition For A Safe Environment (CFASE) and et all undersigned community organizations submit the following public comments Opposing The Draft Initial Study/Negative Declaration & Project Approval for the following listed reasons, information and violations of California Environmental Quality Act (CEQA) requirements:

13.13

1. AIGGRE San Pedro Industrial Owner LLC (AIGGRE) is a real estate developer registered in Delaware, who has never in its short history purchased, developed and operated a

shou

- business to benefit or support the Port of Los Angeles, any Port of Los Angeles Tenant or any Port in the U.S.
2. AIGGRE San Pedro Industrial Owner LLC was created in August 29, 2017 to develop this sole real estate property for quick investment and sale with no other future investment in the Port of Los Angeles or the Wilmington-San Pedro Harbor community. This is a real estate investment "speculation project" that has no Port of Los Angeles Tenant Leasee or Buyer. The Port and project sponsors do not have one Letter of Interest or Commitment from any company.
 3. AIGGRE San Pedro Industrial Owner LLC has no experience in developing, building, operating or managing a container parking lot. They claim the project will only require two employees which is ridiculous. It will take one person in the street to direct traffic, one to document what is being delivered, one person to unload the container and that does not count who coordinates what is being picked up.
 4. AIGGRE San Pedro Industrial Owner LLC has no intentions or interests in paying extra money to mitigate the projects numerous negative environmental and public health impacts.
 5. AIGGRE San Pedro Industrial Owner LLC has no intentions or interests in paying extra money to invest in zero emissions technologies, climate change prevention and public health protection mitigation measures.
 6. One of the partners in AIGGRE, Jenna Development who purchased the property from the Port of Los Angeles as surplus property for a significantly undervalued price will make 10x profit from the property once it is built and turned over to AIG upon completion of the project.
 7. The current proposed project and land-use is a completely different project than what was proposed by Jenna Development in 2016, the Draft Initial Study/Negative Declaration does not comply with CEQA for this project, the project will have significant environmental impacts and offers no benefits to Harbor Communities or the Public.
 8. We ask why the Port of Los Angeles did not develop this surplus land to service the port or the harbor communities. We ask why the Port of Los Angeles did not announce that there was surplus property available for harbor community development and public services? Was there some backroom deal happening that the public is not aware of?
 9. The Port of Los Angeles and AIGGRE San Pedro Industrial Owner LLC fails to discuss and clarify if all containers being delivered will be full, will any be unloaded, reloaded and will trucks be parked with chassis and container. It trucks will be allowed to park, with chassis and container, what will be the maximum capacity?
 10. The Port of Los Angeles and AIGGRE San Pedro Industrial Owner LLC fail to discuss what will be the criteria of a Leasee or Buyer. Experience and knowledge of city permits, environmental, traffic, OSHA and public safety requirements is essential and mandatory. The majority of container storage yards in Wilmington violate their permits and conditions. The City and Port do not conduct any classes on business licenses and permits and rarely conduct any onsite inspections for compliance.

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13.14

13.15

11. Public Comment Periods

The Public and Harbor Community Organizations have repeatedly asked that the Port of Los Angeles and Board of Harbor Commissioners almost every month for over 20 years for every project to be more transparent and allow a minimum 90 Day Public Comment Period.

There is almost no such thing as an easy or simple Port of Los Angeles Project, the Public and Harbor Community Organizations need adequate time to be able to read, assess, analyze data and seek expert consultants advise to respond to a project CEQA documentation. The Port also intentionally releases several project proposals at the same time and during major holidays, further complicating and compromising the public’s ability to prepare public comments.

13.15
Cont.

Public Request:

- a. Allow a minimum 90 Day Public Comment Period.
- b. Allow a minimum 120 Day Public Comment Period if more than one CEQA document is released in 30 days.

12. The Port of Los Angeles prepared Draft Initial Study/Negative Declaration does not comply with CEQA law.

The fact that the Port of Los Angeles references selected sections of CEQA law to give the “governmental decision makers and the public” the impression that they are in compliance with the law is a disgrace and insult to the public.

The Port of Los Angeles states in the Draft Initial Study/Negative Declaration 1.0 INTRODUCTION 1.1 CEQA Process page 2 third paragraph states, “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.”

Once again giving the false impression that they are in compliance with the law. These prepared Public Comments once again clearly describe the Ports Environmental Management Department and City Legal Departments intentional failure to comply with CEQA Law. The Draft Initial Study/Negative Declaration does not comprehensively identify and analyze all the potential project impacts on the environment and harbor communities.

13.16

The Draft Initial Study/Negative Declaration in section 2.1.1 PROJECT LOCATION under Land Use and Zoning page 8, states, “Although the proposed Project site is not located on Port of Los Angeles property, the proposed Project is located within the PMP, which is part of the City of Los Angeles General Plan.” Once again the Port is misrepresenting the facts by failure to disclose that the Port of Los Angeles was the previous owner of the land a few years ago until it decided suddenly to call it surplus property and sold it to a private buyer.

The Port of Los Angeles and the City of Los Angeles lost in court and was found guilty of violating CEQA Law in the China Shipping Lawsuit and BNSF SCIG lawsuit. The Port of Los Angeles and the City of Los Angeles lost the BNSF SCIG CEQA case and were sued in court by numerous Non-Profit Harbor Community Organizations, Public Non-Profit Organizations, the City of Long Beach, the Long Beach Unified School District, the South Coast Air Quality Management District and several Port of Los Angeles Trucking Companies they were going to screw over.

The Port of Los Angeles continues its legacy of CEQA non-compliance, misrepresentation of facts, backroom deals, negligence, lies and deceit.

The project will cause significant local harbor environmental, public health, public safety and community impacts which would have been disclosed if the Port of Los Angeles had not intentionally tried to bypass the CEQA formal comprehensive EIR process.

13.16
Cont.

Public Request:

- a. Cancel and Deny the unqualifiable project.
- b. Require a Draft EIR and Final EIR

13. Provide Off-Terminal Maritime Support To Help Meet The Demands Of Port Marine Terminals Now And In The Future

The project will provide no significant off-terminal maritime support due its small size, site location and because it will be immediately be filled to capacity and there will be no 100% turnover in 24hrs.

The project claims it will optimize the use of existing land that supports container storage at the Project site. There currently is no container storage at the site so it is not optimizing anything. There is no study provided that validates a facility of this size is needed and that this project is optimized.

The project claims it will alleviate truck traffic congestion but provides no studies on existing traffic congestion on John S. Gibson Blvd., Harry Bridges Blvd., Harbor Blvd. or anywhere else that the project would be alleviating. The project will in fact create truck traffic congestion at a location where none currently exists.

The project claims it will increase the efficiency of goods movement in the Port by providing off-terminal maritime support, this infers that all trucks will be carrying loaded containers from ships with no immediate destination. When in reality it's the failure of the Ports, its Tenants, Retailers and Distributors to have a Master Logistics Plan for the movement of cargo in a timely manner and ideally in 24 hrs.

13.17

The Port of Los Angeles and the Board of Harbor Commissioners Rubber Stampers have failed in their fiduciary responsibilities to once again design and adopt a Port Master Plan and Environmental Impact Reports that includes land for Loaded Cargo Storage Facilities, Empty Container Storage Facilities, Truck Storage Facilities, Chassis Storage Facilities and TRU/Genset Storage Facilities. CFASE and the public have submitted public comments numerous times in past Project EIR's and Master Plan Amendments suggesting port land locations be designated for various Goods Movement Storage Applications and Port Terminals allocate a percentage of their land for their Goods Movement Storage Applications.

The Port of Los Angeles and the Board of Harbor Commissioners Rubber Stampers have failed in their fiduciary responsibilities to once again require in Environmental Impact Reports that a project include a Truck Driver Need, Hire & Phase-In Schedule Assessment, Zero Emission Truck Need, Purchase & Phase-In Schedule Assessment, Chassis Need, Purchase & Phase-In Schedule Assessment. CFASE and the public have submitted

numerous times in the past EIR's that these assessments be included and are ignored every time.

Public Request:

- a. Cancel and deny the unqualifiable and unjustifiable project.
- b. Require a comprehensive Truck Driver Need, Hire & Phase-In Schedule Assessment be prepared immediately before approving the project. Allow a 30 Day Public Comment Period.
- c. Require a comprehensive Zero Emission Truck Need, Purchase & Phase-In Schedule Assessment before approving the project. Allow a 30 Day Public Comment Period.
- d. Require a comprehensive Chassis Need, Purchase & Phase-In Schedule Assessment before approving the project. Allow a 30 Day Public Comment Period.

13.17
Cont.

14. Petroleum Hydrocarbons & Volatile Organic Compounds (VOCs) Land Contamination

The Draft Initial Study/Negative Declaration in section 2.1.2 EXISTING CONDITIONS page 8 clearly states, "A previous site investigation indicated that soils in the northern and central portions of the proposed Project site are impacted with total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) (Ninyo & Moore, 2002). In addition, Western Fuel Oil Company, located across the Harbor Freeway to the west, maintains two groundwater monitoring wells situated at the northern portion of the proposed Project site. The Western Fuel Oil Company site is listed as an open case on the State Water Resources Control Board's (SWRCB's) Geotracker website. Groundwater samples collected from the two monitoring wells contain TPH and VOCs (SCS Engineers, 2021). The groundwater conditions directly beneath the proposed Project site are unknown."

13.18

This serious hazmat land contamination information is sufficient to justify a full EIR and to have required a comprehensive Land & Groundwater Contamination Assessment prepared immediately. The remediation of the land and underground water alone could cost millions of dollars and take years to complete.

Public Request:

- a. Require a comprehensive Land & Groundwater Contamination Assessment be prepared immediately before approving the project. Allow a 30 Day Public Comment Period.
- b. Require a comprehensive Land & Groundwater Remediation Plan before approving the project. Allow a 30 Day Public Comment Period.

15. Stormwater Pollution Prevention Plan (SWPPP) has been developed for the proposed Project

The Port of Los Angeles failed to provide a copy of the alleged Stormwater Pollution Prevention Plan as an attachment to the Draft Initial Study/Negative Declaration for public review and comment.

13.19

Public Request:

- a. The Port of Los Angeles provide a copy of the Stormwater Pollution Prevention Plan

- b. The Port of Los Angeles provide a 30 Day Public Comment Period.

16. Protocol Plan for Unknown Hazardous Materials prepared by KPRS Construction Services Inc.

The Port of Los Angeles failed to provide a copy of the alleged Protocol Plan for Unknown Hazardous Materials prepared by KPRS Construction Services Inc. as an attachment to the Draft Initial Study/Negative Declaration for public review and comment.

13.19
Cont.

Public Request:

- c. The Port of Los Angeles provide a copy of the Protocol Plan for Unknown Hazardous Materials prepared by KPRS Construction Services Inc.
d. The Port of Los Angeles provide a 30 Day Public Comment Period.

17. Air Quality

The Port of Los Angeles is once again misrepresenting the facts. The Los Angeles-South Coast Air Basin is currently in nonattainment of the National Ambient Air Quality Standards (NAAQS or "standards") and the California State Implementation Plan. Federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop plans, known as State Implementation Plans (SIPs). SIPs are comprehensive plans that describe how an area will attain national ambient air quality standards (NAAQS).

Any Net Increase in emission by the project will cause the South Coast Basin to continue to be in non-attainment of NAAQS and jeopardize California from receiving hundreds of millions of dollars in federal transportation funds.

The Port of Los Angeles has refused and never conducted or sponsored a Health Impact Assessment (HIA) or a Public Health Survey (PHS) so it does not have a Public Health Baseline by which to base its decision making. The Port of Los Angeles is the # 1 Air Pollution Source in the South Coast Air Quality Management District. The Port of Los Angeles has no Public Health Data to validate its claim that its Air Pollution is causing no significant public health impacts or cumulative health impacts and therefore no mitigation is required.

13.20

The project will cause an increase in local harbor San Pedro and Wilmington community mobile and stationary truck air pollution which currently does not exist. The increased air pollution will also impact drivers on the LA Harbor Freeway as they pass this facility.

Requested Mitigation:

- a. Require 100% Zero Emission On-Road Trucks.
- b. Require 100% Zero Emission Off-Road Trucks.
- c. Require 100% Zero Emission Cargo Handling Equipment/
- d. Require 100% Zero Emission Construction Equipment.
- e. Require 100% Zero Emission Delivery Trucks.
- f. Require 100% Zero Emission Power & Back-Up Power.
- g. Require 100% Zero Idling.
- h. Require No VOC/TAC construction materials, products, paints and coatings.
- i. Require the use of Eco-Efficient concrete and products using fly-ash.

- j. Sponsor a Health Impact Assessment.
- k. Sponsor a Public Health Survey.
- l. Establish a Public Health Baseline for Port Harbor Communities, Port Freight Transportation Corridor Communities and Warehouse/Distribution Communities.
- m. Install an On-Site Air Quality Monitoring Station & Public Website
- n. Charge a \$ 100 per pound Mitigation Tariff/Fee for air pollution, to go the Harbor Community Benefit Foundation for public mitigation.

13.20
Cont.

18. Greenhouse Gas Emissions

The project will cause a Net Increase in Greenhouse Gas Emissions during construction and operations which does comply with California state law AB32 for the reduction and mitigation of GHGs.

Requested Mitigation:

- a. Require 100% Zero Emission On-Road Trucks.
- b. Require 100% Zero Emission Off-Road Trucks.
- c. Require 100% Zero Emission Cargo Handling Equipment/
- d. Require 100% Zero Emission Construction Equipment.
- e. Require 100% Zero Emission Delivery Trucks.
- f. Require 100% Zero Emission Power & Back-Up Power.
- g. Require 100% Zero Idling.
- h. Install an On-Site Air Quality Monitoring Station & Public Website.
- i. Charge a \$ 100 per pound GHG Mitigation Tariff/Fee for GHG air pollution, to go the Harbor Community Benefit Foundation for public mitigation.

13.21

19. Unpermitted Container Storage Yard Activities

It has been researched, documented and reported to the Port of Los Angeles and City of Los Angeles that Container Storage Yards conduct activities that are not allowed in their permits and in zoned areas. Los Angeles City Planning Department staff are negligent in their responsibilities in including environmental and public rights protections in Permits and Q conditions.

We include in these public comments the link to the Harbor Community Benefit Foundation Off-Port Land Use Impact Study:

<https://hcbf.org/research/off-port-land-use-study/>

13.22

We include in these public comments a copy of the Coalition For A Safe Environment (CFASE) PPT PDF Wilmington Container Storage Yards 101 which color photographs of Container Storage Yards in Wilmington.

Requested Mitigation:

- a. Prohibited On-Site Truck Repair & Maintenance.
- b. Prohibited On-Site Container Repair & Maintenance.
- c. Prohibited On-Site Open Containers.
- d. Prohibited On-Site Container Cleaning.
- e. Prohibited On-Site Container Fumigation.
- f. Prohibited On-Site Chassis Storage.

- g. Prohibited On-Site Chassis Repair & Maintenance.
- h. Prohibited On-Site TRU/Genset Storage.
- i. Prohibited On-Site TRU/Genset Repair & Maintenance.
- j. Prohibited On-Site Unloaded Cargo Storage.
- k. Prohibited On-Site Cargo Transloading.
- l. Prohibited On-Site Overnight Driver Sleeping.
- m. Prohibited On-Site Diesel Fuel Station//Storage Tanks.
- n. Prohibited Truck Double Parking Outside the Facility.
- o. No 24hr/7-Day Operation. Public Peaceful/Quiet Break Time.
- p. No Weekend/Holiday Operation. Public Peaceful/Quiet Break Time.
- q. No Facility Glaring Lights Pollution Overflow On Harbor Freeway

I3.22
Cont.

20. Zero Emission Trucks, Cargo Handling Equipment & Vehicles

California law now requires that all Freight Transportation transition to Zero Emission Trucks, Cargo Handling Equipment and Vehicles. Zero Emissions Trucks, Cargo Handling Equipment and Vehicles currently exists for every port and goods movement application.

The Coalition For A Safe Environment (CFASE) published monthly a Zero Emission Transportation Vehicles, Cargo Handling Equipment, Construction Equipment & Ship/Boat Commercial Availability Survey which is currently sent to Port of Los Angeles management, staff and the Board of Harbor Commissioners. It is also included in all CFASE submitted Public Comments on Port Projects, Clean Air Action Plan and other programs. See attachment.

The project fails to require that it be serviced by only Zero Emission Trucks and Vehicles. As an example, the CFASE survey lists 18 Class VIII On-Road Zero Emission Truck manufacturers and truck models that can service all Port of Los Angeles and Terminals short-haul container deliveries of less than 250 miles.

Requested Mitigation:

- a. Require Zero Emission On-Road Trucks.
- b. Require Zero Emission Off-Road Trucks.
- c. Require Zero Emission Cargo Handling Equipment.
- d. Require Zero Emission Delivery Trucks
- e. Require Zero Emission Power & Back-Up Power

I3.23

21. Zero Emissions Construction Vehicles, Equipment & Power

Zero Emissions Construction Vehicles, Equipment & Power for every port related project.

The Coalition For A Safe Environment (CFASE) published monthly a Zero Emission Transportation Vehicles, Cargo Handling Equipment, Construction Equipment & Ship/Boat Commercial Availability Survey which is currently sent to Port of Los Angeles management, staff and the Board of Harbor Commissioners. It is also included in all CFASE submitted Public Comments on Port Projects, Clean Air Action Plan and other programs. We attach with these public comments a copy of the Zero Emission Transportation Vehicles, Cargo Handling Equipment, Construction Equipment & Ship/Boat Commercial Availability Survey

The project fails to require that all construction equipment, vehicles and supported services be Zero Emission.

Requested Mitigation:

- a. Require Zero Emission Construction Equipment.
- b. Require Zero Emission Delivery Trucks
- c. Require Zero Emission Power & Back-Up Power

I3.23
Cont.

22. San Pedro-Wilmington Public Roadway/Walkway/Bikeway Access

Wilmington middle school students who live in Southwest Wilmington attend Steven Middle School in San Pedro and must walk down Harry Bridges Blvd. to John S. Gibson Blvd Monday through Friday to get there.

Wilmington and San Pedro residents daily walk down Harry Bridges Blvd. and John S. Gibson Blvd. to visit, family, friends and conduct necessary business.

Wilmington and San Pedro residents daily use Harry Bridges Blvd. and John S. Gibson Blvd. for jogging, to improve and maintain their health.

Long Beach, Wilmington, Harbor City and San Pedro resident Bike Riders use Harry Bridges Blvd. and John S. Gibson Blvd. to improve and maintain their health and enjoy the California Coastal Trails.

It is already difficult for them to cross the streets due to the long lines of trucks going on and off the LA Harbor Freeway and trucks going to and from TraPac Container Terminal. The truck lines block the intersections and walkways, trucks create loud noises from their engines and braking, noise gets louder as the truck ages. Trucks as they drive by also cause wind gusts and vacuums which can cause you to be unbalanced and fall especially if you do not feel well and happen to also have health or physical handicap conditions. Trucks burn diesel fuel and the hundreds of additional trucks will increase student exposure to toxic emissions and increased public safety risks from accidents.

I3.24

Requested Mitigation:

- a. Zero Impact on Pedestrian Walkway Paths from Wilmington to San Pedro
- b. Zero Impact on Jogger Pathways from Wilmington to San Pedro
- c. Zero Impact on Bike California Coastal Routes from Wilmington to San Pedro
- d. Zero Emissions On-Road Trucks Only permitted to enter facility.
- e. Zero Emissions Off-Road Trucks Only permitted to work at facility.
- f. Zero Increase in Truck-Public Accidents
- g. No trucks may enter the facility during student walking to school hours.
- h. Limit the number of trucks going to and from the facility to no more than 30 per hour if a 20' TEU and 20 per hour if a 40" or 53' TEU.
- i. Build a Public Safety Wall on the sidewalk from Wilmington to San Pedro that can prevent trucks from injuring students and the public.
- j. Assign a Port police monitor & budget.

23. Traffic Congestion Impacts

Harry Bridges Blvd. and John S. Gibson Blvd. were designed and built as two way roads with no vehicle stopping. This facility will require trucks to line-up to enter because each must be validated to enter, then assigned an unloading area and then wait for the previous truck to leave and the container to put in place. With only two employees it will be impossible for fast entry. Trucks must line-up at every Port Terminal to enter now. Trucks with containers are large making it near impossible to drive around and they can block views for miles. Based on the information provided trucks will not be able to make a right turn into the facility from the North without having to make a wide turn from the center of the street, further blocking traffic and public view. Trucks always break down and have accidents. Based on the information provided there is no map provided showing the routes of the trucks and their unloading area.

We have determined that there is inadequate turning space for multiple trucks inside the facility. Most trucks will be carrying 40' or 53" TEUs. The length of a Truck, Chassis and 40' TEU will range from 65'-70' and the length of a Truck, Chassis and 53' TEU will range from 70'-75' and could be longer if it is a double cab truck.

We include in these public comments the link to the Harbor Community Benefit Foundation Off-Port Land Use Impact Study:

<https://hcbf.org/research/off-port-land-use-study/>

We include in these public comments a copy of the Coalition For A Safe Environment (CFASE) PPT PDF Wilmington Container Storage Yards 101 which color photographs of Traffic Congestion caused by Port Trucks.

13.25

Requested Mitigation:

- a. Conduct a comprehensive Traffic Congestion Impact Assessment.
- b. The facility must incorporate a driveway entrance to allow wide turns and not use public right-of-way roads.
- c. The facility must incorporate a minimum truck entry staging area on its property sufficient for 10 trucks with up to 53' containers.
- d. The project must hire a minimum of five staff to facilitate quick truck processing container deliveries and pick-ups.
- e. The project must incorporate a truck arrival appointment system.
- f. Assign a Port police monitor & budget.
- g. Prohibition of project facility trucks using Figueroa St, Figueroa Place, Anaheim Street, Pacific Coast Hwy., Channel Street, Gaffey Street and Vermont Ave. as truck service routes.

24. Public Transportation Infrastructure Damage

Harry Bridges Blvd. and John S. Gibson Blvd. were designed and built to handle a specific amount of truck traffic and weight. This project did not exist at the time of planning and will cause premature degradation, increased maintenance and repair costs and increased premature replacements cost primarily born by the public.

13.26

Requested Mitigation:

- a. Conduct a comprehensive Public Transportation Infrastructure Damage Assessment.
- b. A \$10.00 per TEU Tariff/Tax/Fee for every 20', \$ 20.00 per 40' TEU Tariff/Tax/Fee and \$ 30 per 53' TEU Tariff/Tax/Fee.

- c. Conduct an Infrastructure Damage Assessment Update every 5 years.

13.26
Cont.

25. Increased Hazardous Cargo Public Safety Risk

The project will cause an increased in Hazardous Cargo Public Safety Risk due to the Port and its Tenants failure to notify facilities and the public that containers have toxic, hazardous, flammable and explosive products.

We include in these public comments a copy of the Coalition For A Safe Environment (CFASE) PPT PDF Wilmington Container Storage Yards 101 which color photographs of local Port Truck Accidents and other Public Safety Issues.

Mitigation:

- a. Port & Tenants must post 60 days Public Notice of the transport of hazardous cargo.
- b. Port & Tenants must mail to all residents within 1,000' of the truck route Public Notice of the transport of hazardous cargo.
- c. Port & Tenants must mail to all non-profit organizations who have signed up for the Public Notice transport of hazardous cargo.
- d. Port & Tenants must have \$ 1 billion in Liability Insurance.

26. Public Roadway Infrastructure Ground Hazmat Contamination

The project will cause an increased in Public Roadway Infrastructure Ground Contamination due to leaking oil, brake fluid, radiator fluids, power steering fluids, brake dust and tire dust and shredding's. As trucks age they leak more.

Mitigation:

- a. Allow only Zero Emission On-Road Trucks to enter the facility.
- b. Inspect trucks for fluid leakage during unloading or parking.
- c. Issue truck citations for visible fluid leakage during unloading or parking.
- d. Assign a Port Inspector monitor & budget.
- e. Prepare quarterly reports & post on Port website.

27. Contaminated Rain-Water Runoff Impacts

The project will cause an increased in Contaminated Rain-Water Runoff into the public sewer system due to leaking oil, brake fluid, radiator fluids, power steering fluids, brake dust and tire dust and shredding's. As trucks age they leak more on the ground.

Mitigation:

- f. Allow only Zero Emission Trucks to enter the facility.
- g. Facility must have a water run-off catch and treatment system.
- h. Take water samples during and after a rain and facility ground cleaning if water is used
- i. Issue facility citations for Contaminated Rain-Water Runoff
- j. Assign a Port Water Quality Inspector monitor & budget.
- k. Prepare quarterly reports & post on Port website.

28. Facility Construction Noise

13.27

The project will cause a net increase in local harbor San Pedro and Wilmington community Noise in an area where noise is not excessive. Zero Emission trucks, vehicles and equipment are near-noiseless as compared to diesel fuel powered.

Requested Mitigation:

- a. Require Zero Emission Trucks to enter the facility.
- b. Require Zero Emission Construction Equipment at the facility .
- c. Require Zero Emission Delivery Trucks
- d. Require Zero Emission Power & Back-Up Power
- e. Install sound barriers for all sources of noise.

29. Truck & Facility Operations Noise Impacts

The project will cause a net increase in local harbor San Pedro and Wilmington community Noise in an area where noise is not excessive. A significant increase in truck noise will occur due to the large number of trucks traveling to and from the facility from all directions. Diesel Engine Trucks have extreme loud noise from engines, truck carrying cargo cause louder brake noise and trucks carrying empty containers cause loud noise.

Zero Emission trucks, vehicles and equipment are near-noiseless as compared to diesel fuel powered.

We include in these public comments the link to the Harbor Community Benefit Foundation Wilmington Noise Study and San Pedro Noise Study:

<https://hcbf.org/research/wilmington-noise-study/>

<https://hcbf.org/research/san-pedro-noise-study/>

Requested Mitigation:

- a. Conduct a Sound Assessment of the facility design to determine if it will cause an open amphitheater sound generation and reflection affect.
- b. Require Zero Emission Trucks to enter the facility.
- c. Require Zero Emission Construction Equipment at the facility.
- d. Require Zero Emission Delivery Trucks
- e. Require Zero Emission Power & Back-Up Power
- f. Install permanent sound barriers for all sources of noise.
- g. Charge a \$ 100 per dB Mitigation Fee for noise, to go the Harbor Community Benefit Foundation.
- h. Sound proof residents homes, child care centers along truck routes.
- i. Conduct quarterly Noise Tests and publish data on Port website.
- j. If there is an increase in Ambient Noise in nearby residential areas the project will pay for sound proof windows having a Sound Transmission Class (STS) rating of 70 and above

30. Police & Emergency Response Vehicle Delays

John S. Gibson Blvd. and Harry Bridges Blvd. are the primary routes of the Los Angeles Harbor Division Police Department emergency response to Wilmington. Trucks traveling

13.28

13.29

from the South North must make left turns into the facility. The long lines of trucks would block Police & Emergency Response Vehicle passage and extend response time. This is unacceptable.

Wilmington Fire Department provides support to San Pedro. Fire Trucks traveling North will be blocked by the long lines of Port trucks making right turns onto the facility. This is unacceptable.

13.29
Cont.

Public Request:

Cancel and deny the unqualifiable and unjustifiable project

31. Blight

In Wilmington, wherever container storage yards are located they become trash magnets, graffiti magnets, unsightly with blight affecting the aesthetics of our harbor community.

We include in these public comments a copy of the Coalition For A Safe Environment (CFASE) PPT PDF Wilmington Container Storage Yards 101 which color photographs of Blight in Wilmington.

13.30

Requested Mitigation:

- a. No trash be allowed to accumulate within 100' and must be removed in 24hrs.
- b. No graffiti be allowed to accumulate within 100' and must be removed in 24hrs.

32. Vector & Disease Impacts.

The project will cause an increase in vector problems. Every container storage yard located on off-port tidelands property are vector magnets. Rats, possums, raccoons hide and live there. When it rains water pockets form and become homes for mosquitos. We are currently in a Mosquito crisis caused by the Aedes mosquitos escaping from a Port of Los Angeles container.

Requested Mitigation:

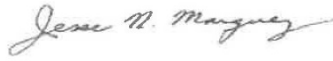
- a. No container with cargo can be opened at the facility.
- b. No empty container doors can be left opened to aerate at the container
- c. No empty container can be opened and cleaned at the facility.
- d. No water puddles are allowed to accumulate at the facility.
- e. Mosquito traps must be placed during mosquito season.
- f. Prepare quarterly reports & post on Port website.

13.31

The Coalition For A Safe Environment et al co-signature organizations respectfully file these Public Comments on behalf of our members, organization affiliations, the public and request that all issues identified and requests be accepted and included in our request for a Draft Environmental Impact Report.

Jesse N. Marquez is the designated contact person for all co-signatory organizations for all future correspondence, information, questions, hearings and meetings. All co-signatories and individual reserve their rights to participate in all future meetings, discussion, actions, mediation and negotiations.

Respectfully Submitted,



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13.31
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I3.31
Cont.

DATE: January 31, 2022.

TO: Christopher Cannon, Director City of Los Angeles Harbor Department
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 LAHD Environmental Management Division 310-732-3675
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 POLA Commissioners: commissioners@portla.org
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 Citizens Coalition for A Safe Community

FROM: Dr Tom Williams, Citizens Coalition for A Safe Community
 4117Barrett Rd., LA, Ca 90032-1712 323-528-9682
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SUBJECT: "John S. Gibson Container Parking Lot Project" Negative Declaration
[John S. Gibson Container Parking Lot Initial Study/Negative Declaration](http://portoflosangeles.org)
portoflosangeles.org

RE: Public Comments for IS/ND

We have reviewed the proposed project, Container Parking Lot, and find the Initial Study totally inadequate and incomplete of setting and valid assessment for supporting the finding of a Negative Declaration. Generally, all site investigations are assumed/proposed to be conducted sometime after certification of the Negative Declaration (Neg.Dec./ND) and as part of the beginning of construction work. Universal use of directions with "should/could/would" clearly indicates the conditional nature of the suggested investigations, assessment, and mitigation subject to the decisions of those in charge of the site development.

13.32

The Project description does not provide estimated cut/fill volumes, bulking, export of excess cut and import of suitable fill, and haul routes to/from the Project site. No description of site grading plan, drawings, and elevations are provided and accessible for public review and coordination with "grading", placement of retaining walls, paving, and runoff conveyance and discharges.

Although the site is elevated (20-80+ft amsl), the site, especially the lower NE-erly portion has the potential for less disturbed original soils and alluvium and potential for archaeological/tribal resources and a qualified archaeologist and tribal representatives must be used to assure no remains and resources are disturbed or damaged. Similarly, the expected geology to be excavated would also support the encounter with paleontological resources, e.g., whale bones, fossil fishes, and mollusk shells, in addition to significant other marine fossils.

13.33

Similarly, the site occupies a slope between Gibson and I-110 and has been noted by ZIMAS as being in the northerly portion (three of four parcels) within the surface fault zone of the Palos Verde Fault passing from NW-SE across the Project site and all could be subjected to a maximum magnitude of 7.3 RM.

No considerations are provided in the Neg.Dec. for the project slope stability and the area is considered by ZIMAS as being subject to landslides, and no description and concerns are addressed in the Neg.Dec., although vague references are made to doing some geological investigations during grading.

Similarly, references are made to earlier geological studies of the Project site but these studies are not in the appendix, nor online, and no publicly accessible web address is provided for references.

13.33
Cont.

As retaining walls are included in the Project, some concerns regarding landslides must exist, including slope slippage, and must be addressed in the Initial Study and Neg.Dec., especially if the detail drawings and locations of the I-110 corridor becomes available.

Hydrological impacts are similarly glossed over and references to the "Low Impact" ordinance clearly indicates a lack of understanding of the requirements of the ordinance for onsite use of collected, conveyed, stored, and reused for onsite irrigation and/or groundwater recharge rather than diversion to storm drains and the harbor waters.

The Port of Los Angeles does not appear to have factual data related to the historic development of the Project site and vicinity which could be provided by historic aerial photos of the Project site and area for at least 1923, 1928, and 1947 and thereafter (available via EDRnet/LightBox, check with LACityDCP).

PROVIDE all referenced documents as appendices or online publicly accessible and copiable webpages, PROVIDE descriptive summaries and required mitigation measures, and certified engineering drawings prior to certification of the Neg.Dec. and construction award for public review and comments. Specifically cite as conditions of approval and avoidance as terminating conditions for the Project.

13.34

PROVIDE details of grading plan, net export/imports, and haul routes, for up to 500,000 cubic yards (5 yards deep x 100,000 sqyd) for container park becoming parking for a hotel, later. PROVIDE a programmatic EIR or MND with a mitigation/monitoring/reporting plan.

Review of the Project and general District Land Use Plan Update for the Port of Los Angeles strongly indicates that the Project site maybe developed initially as a paved levelled parking lot which then would become suitable for future structured development for higher valued land use. Current CEQA efforts appears to be an initial stage in a long-term development plan and current CEQA document do not fully recognize that the current stage is just one, initial step amongst other steps in order to avoid adequate and complete CEQA review and assessment, along with mitigation.

Given the above deficiencies, errors, and omissions, I request that the current Initial Study and Negative Declaration be withdrawn, revised, and an amended Initial Study be presented and used for considerations of an extended comment period for the amended/recirculated Negative Declaration, and preferably circulation of a Mitigated Negative Declaration or Environmental Impact Report and Mitigation/Monitoring/Reporting Plan for public comments.

Thank You for Your consideration of these comments.
Dr. Tom Williams, President of Citizens Coalition for A Safe Community
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MORE SPECIFIC COMMENTS Copies from Negative Declaration

Comments in bolded italics. Pertinent passages in document text are bolded.

5/1 Indicates page and paragraph of Initial Study/Negative Declaration.

1/1 The proposed Project **would include** the installation of a fully paved, striped, and fenced...container parking lot to be used for **loading/unloading** and parking of shipping containers, as well as an **extensive planted landscape area**. ...LLC proposes to develop the existing approximately **18.66-acre** property, then **lease or sell** the property to an operator. The proposed Project would also include **retaining walls up to approximately 30 feet in height and fill slopes up to 45 feet in height**.

Selective use of con ditionals throughout the Initial Study and Negative Declaration renders future stu dies,assessments, and m itigation totally useless and unavailable for Public review and comment, which is the specific purpose of the IS/ND.

PROVIDE a completely revised IS/ND for the Project and based onthe comments below provide a thorough, adequate, and complete M itigated Negative Declara tion,MND or better yet an Environmental Impact Report, EIR.

As the ND specifies loading/unloa dingof sh ipping containers, the Project includes far more than the IS/ND characterizes and they are either in error or renders the Project ac tivities totally incomplete and inadequate within the IS/ND. Such errors renders the IS/ND unsuitable for Public review and comment. PROVIDE an adequate and complete IS/ND.

Mention of retaining walls and special fill slopes requires engineering reports and drawings/sections for Public review and comments. PROVIDE a completely revised IS with all appropriate dra wingsand analyses.

Container footprints would require only less than 5 acre of land out of 9 acres. PROVIDE drawings and sections for all container, truck, and chasses parking/storage and their general circulation and queuing within the developed area of the Project site.

No Project plan s/drawings are PROVIDED. Project o verview is totally inadequate and incomplete.

1/2 The objectives of the proposed Project are the following:

to optimize the use of existing land that supports container storage at the proposed Project site; ...and **to increase the efficiency** of goods movement in the Port by providing off-terminal maritime support to help meet the demands of Port marine terminals now and in the future.

PROVIDE definition of optimize and quantified analyses for optimalization of current land uses at the Project site, which includes no storage/pa rking

PROVIDE quantified analyses of good movements in the Port with and without the proposed Project, storing a maximum of 2000 containers, stacked or remaining on trailers.

5/1 2.1 PROJECT OVERVIEW This Initial Study/Negative Declaration (IS/ND) has been prepared to evaluate the potential environmental impacts associated with the construction and operation of the approximately 18.66-acre, 393-stall container parking lot and planted landscape area located at **1599 West John Gibson Boulevard** in the Port of Los Angeles (Port) in San Pedro, California. The proposed Project would include

an approximately 405,602-square-foot (SF) [**=9.3ac**] concrete parking lot to **load, unload, and store trucks and shipping containers**; 700sf/container 9.3 ac retaining wall structures;

an access road;

utilities; and

an approximately 407,227-SF landscape area with native plants, as available. The 407,227-SF landscape area would cover just over 50 percent of the total site area, **allowing the Project to remain consistent with the existing Port Master Plan (PMP) Open Space land use.**

ZIMAS indicates the parcels as at 1503-1985-2001 West John Gibson Boulevard, not 1599.

PROVIDE correct addresses for all Project parcels and consistent with the LACo Assessor and LADCP ZIMAS data base. Revise and recirculate.

PROVIDE definition of load and unload containers, e.g., contents of containers or containers from truck trailer frames/chasses.

As the ND specifies loading/unloading of shipping containers, the Project includes far more than the IS/ND characterizes and they are either in error or renders the Project acti vities totally

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incomplete and inadequate within the IS/ND. Such errors renders the IS/ND unsuitable for Public review and comment. PROVIDE an adequate and complete IS/ND.

Here ND says only native plants, while elsewhere ornamental and native plants are mentioned. PROVIDE full landscaping and irrigation plan for the Project site, including a list of ALL plants to be used.

The Port Master Plan (one of two districts within the General Plan for all of Los Angeles City) but only sets policies, while Zoning is established by Ordinances and supersedes Plan designations. ZONING is M3 not OS or PF. Revise accordingly.

PROVIDE land use plans consistent with current zoning and clearly state as to whether zoning designations would be altered, requiring City Council approval.

ZIMAS zoned M3-1VL for the Project site parcels and M2 west of I-110 and M3 east of Gibson. PROVIDE correct zoning of Project parcels by ordinance and whether a District Plan amendment by policies may be required.

Given the detailed discussion, the Public cannot verify or comment on these aspects as the landscaping references are totally inadequate and incomplete as to trees, shrubs, or ground cover and irrigation system. No LID supported irrigation system is mentioned, although required for LID runoff re-uses.

PROVIDE tables and/or drawings show how many and where trucks, trailers, and containers will be stored, and where/how many TEUs, 40ft, or 53ft containers will be stored and how high such containers will be stacked, 2-3 vs 5-7 high.

PROVIDE circulation paths within the Project site as to how and where containers may be transferred and how containers would be loaded/unloaded.

If placed on ground and/or stacked, mechanical lifts must be PROVIDED and perhaps kept on site 24/7/365. PROVIDE operational descriptions for trucks and lifts and required staffing for such 24/7/365 operations. PROVIDE facilities requirements for all staff on site for Project operations, two staff won't do it.

Sizing of the active work area to allow continuation of the entire area as "Open Space" appears as totally counter to CEQA and to the current zoning of the Project parcels.

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Cont.

5/2 This section discusses the location **description**, background, and **objectives** of the proposed Project. This **document** has been prepared in accordance with CEQA (California PRC,....) and the State CEQA Guidelines (...)

The Project description/overview is totally inadequate and incomplete and does not accord with CEQA requirements, and appears to be purposefully so vague as to hinder public review and comment.

Project description does not include drawings, tables, goals, nor objectives regarding the proposed project which would allow many and substantive variations from the currently understood container storage yard.

PROVIDE an adequate and complete Project description for all physical aspects and complete operational requirements for the Project.

8/1 Land Use and Zoning Although the proposed Project site is **not located on Port of Los Angeles property**, the proposed Project is located within the PMP, which is part of the City of Los Angeles General Plan. The PMP established **policies and guidelines** to direct the future development of the **Port (POLA, 2018)**....The proposed Project site is located within the western portion of the PMP's Planning Area 2....

The entire Port is within the General Plan but is considered a separate "Community Plan" (or District plan), as is LAX also. The Project site lies along the westerly "Coastal Zone Boundary line" with the San Pedro Community Planning Area, I-110 PROW. PROVIDE a revised planning allocation of the Project parcels and adjacent YangMing facilities to the San Pedro Community Plan, as are the Navigation Center, and Police/Fire Departments facilities.

As indicated above, the Port Plan only applies to the Port facilities and not to private properties. Surplus sales of the properties severed relations with the Port Plan and the Project site became part of the San Pedro Community Plan area and outside the jurisdiction of the Port/Harbor Department. PROVIDE a revised planning allocation of the Project parcels and

adjacent YangMing facilities to the San Pedro Community Plan, as are the Navigation Center, and Police/Fire Departments facilities.

8/2 A previous site investigation indicated that soils in the northern and central portions of the proposed Project site are impacted with total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) (Ninyo & Moore, 2002). In addition, Western Fuel Oil Company, located across the Harbor Freeway to the west, maintains two groundwater monitoring wells situated at the northern portion of the proposed Project site. The Western Fuel Oil Company site is listed as an open case on the State Water Resources Control Board's (SWRCB's) Geotracker website. Groundwater samples collected from the two monitoring wells contain TPH and VOCs (SCS Engineers, 2021). The groundwater conditions directly beneath the proposed Project site are unknown.

PROVIDE publicly accessible online copies of all, including this reference, relevant geological and hazardous materials documents.

PROVIDE appropriate references for relevant records of expected sources of contaminated fluids and groundwater passing into the Project site.

"Unknown groundwater conditions" are totally inadequate and incomplete for CEQA review and consideration by agencies and the Public. PROVIDE a complete and adequate MND or EIR for this Project.

PROVIDE geology and hydrology setting based on a drilling program of at least three wells (NW-SE alignments) and such strings every 250ft across the Project site from SW corner to that of the NE.

PROVIDE groundwater depths and flows patterns beneath the Project site and sampling of groundwater and vadose vapors above the groundwater tables within the Project site.

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9/2 Project Objectives The proposed Project objectives are as follows:

- Optimize the use of existing land that supports container storage at the Project site;
- PROVIDE a facility that would alleviate truck traffic congestion by providing storage of shipping containers;
- PROVIDE landscaping that would improve the site conditions and slope stabilization; and
- Increase the efficiency of goods movement in the Port by providing off-terminal maritime support to help meet the demands of Port marine terminals now and in the future.

No analysis for future maritime support requirements

No traffic/congestion analysis specific to container movements and storage and as to betterment at this site vs other sites within 5 miles and 50 miles, e.g., Harbor Gateway North or High Desert Corridor and eastern San Gabriel Valley.

PROVIDE definition of optimize, alleviate, and congestion and provide current levels without Project and those modelled for future with Project for the entire West Basin and adjacent San Pedro arterials and freeway access lanes.

PROVIDE design and drawings for a stacking/merging lanes and turning clearance the right-turn in and out of the Project site.

9/3 2.2 PROJECT DESCRIPTION 2.2.1 CONSTRUCTION

Construction of the proposed Project would demolish existing abandoned structures, construct an access road from John S. Gibson Boulevard, grade and pave the site, install retaining walls and lights, and plant the landscape area.

Staging for equipment and materials and parking for workers would be located in the southwest portion of the proposed Project site adjacent to John S. Gibson Boulevard.

All development would comply with the City of Los Angeles Low Impact Development ordinance stormwater management strategy requirements.

The Project as presented does not comply with the LID requirements and the Project description does not PROVIDE drainage diagrams as to how upto 25,530 cuft (>106,000 gal) of storm water runoff (3/4 in storm in 24 hr) from 405,602 sqft of paved parking plus more from other impervious surfaces will be collected, conveyed, stored, and reused within the Project.

No citation or reference is provide for Low Impact development (LID) ordinances or requirements. PROVIDE specific references for ordinance(s) and requirements and their Project provisions for such with drawings and sections and thorough analyses.

Stormwater LID Ordinance (Ordinance #181899, updt. Sept. 2015 Ordinance #183833) Stated Purposes: Requiring future developments and redevelopments to make beneficial uses of rainwater and urban runoff, promoting rainwater harvesting and reducing stormwater/urban runoff, providing increased groundwater recharge
 NPDES Stormwater Permit No. CAS004001 Permit, Los Angeles Regional Water Quality Control Board (Order No. RA-2012-0175) (Permit) for County of Los Angeles and cities within.
Importantly, no infrastructure plans and drawings are provided for review, and no references have been made to discharge/disposal other than to direct runoff to storm drains has been presented. PROVIDE designs, analyses, and models for the entire system and runoff assigned to irrigation of landscaping and/or discharge to groundwater (e.g., 20 ft deep x 6 ft diam gravel filled leaching wells).

9/4 The Applicant has **agreed to implement** the following best management practices (BMPs) during construction of the project:
This statement and BMP are totally inadequate as no evidence of such agreement nor enforcement is presented and no permit plan of conditions has been presented to affirm such requirements.
No Applicant and no list of contractors has been made public which contradicts the spirit and letter of CEQA, and public disclosure and disallows Public review and comment regarding adequacy and completeness of the IS/ND.
PROVIDE copies of all signed agreements and permit conditions recognizing such for the Project site.

- Conduct Nesting Bird Surveys....
 As part of the proposed Project in compliance with state and federal laws protecting nesting birds, the Applicant **would have** a qualified avian biologist conduct preconstruction surveys for nesting birds if construction activities are conducted between February 15 and September 1....**would conduct** surveys for the presence of active bird nests within the proposed Project site. Surveys **would be conducted**....10/1....The size of the buffers **would be based on the judgement** of a qualified biologist. The biologist **would determine the buffer**....Periodic monitoring **would be conducted to ensure** the nest is not disturbed. The buffer **would remain** until....If an active nest is encountered (regardless of time of year or previous survey[s]) all activity **would cease**....

As a condition of an official document and as permit conditions for the Project, PROVIDE a revised IS/ND with requirements – e.g., shall/must rather than conditional as done elsewhere in the document.

- Conduct Pre-Construction Survey. To avoid or limit potential impacts to special-status species, the Applicant **would have** a qualified biologist conduct preconstruction surveys.... These surveys **are required**.... The qualified biologist **would survey the project site** for special-status species... they **would be relocated** to nearby open space...or **would be allowed** to leave the site on their own.
As a condition of an official document and as permit conditions for the Project, PROVIDE a revised IS/ND with requirements – e.g., shall/must rather than conditional as done elsewhere in the document.

- Worker Environmental Awareness Program. Prior to the initiation of construction, all construction personnel **shall be trained** by a qualified archaeologist...during construction. Training **shall inform** all construction personnel of the procedures to be followed upon the discovery of cultural materials. All personnel **shall be instructed** that unauthorized removal or collection of artifacts is a violation.... Any excavation contract (or contracts for other activities that may have subsurface soil impacts) **shall include clauses** that require construction personnel to attend the Workers' Environmental Awareness Program,....

As a condition of an official document and as permit conditions for the Project, this condition is placed in proper form, unlike those above and below, i.e., shall rather than conditional as done elsewhere in the document.

- Inadvertent Discovery of Unknown Cultural Resources. If previously unidentified cultural resources are uncovered during construction activities, construction work within 50 feet of the find **would be halted and directed away** from the discovery.... The archaeologist, in consultation with the Port, and any other responsible public agency, **would make** the necessary plans for treatment of the find(s) and for the evaluation and mitigation of impacts if the find(s) is found to be eligible....

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As a condition of an official document and as permit conditions for the Project, PROVIDE a revised IS/ND with requirements – e.g., shall/must rather than conditional as done elsewhere in the document.

• Treatment of Human Remains. All human remains discovered **are to be treated** with respect and dignity. Upon discovery of human remains, all work within 50 feet of the discovery area **must cease immediately**, ..., and the area must be secured. The County Coroner's Office **must be called**.... **The appropriate land manager/owner of the site** is to be called and informed of the discovery.... The Coroner **would determine** if the remains are archaeological/historic or of modern origin....

As a condition of an official document and as permit conditions for the Project, this condition is placed in proper form, unlike those above and below, i.e., must rather than conditional as done elsewhere in the document.

10/ Inadvertent Discovery of Unknown Cultural Resources. If previously unidentified cultural resources are uncovered during construction activities, construction work within 50 feet of the find **would be halted** and directed away from the discovery until a Secretary of the Interior qualified archaeologist assesses the significance of the resource. The archaeologist, in consultation with the Port, and any other responsible public agency, **would make** the necessary plans for treatment of the find(s) and for the evaluation and mitigation of impacts if the find(s) is found to be eligible to the National or California Registers, qualify as a unique archaeological resource under CEQA (PRC §21083.2), or is determined to be tribal cultural resource as defined in PRC §21074.

As a condition of an official document and as permit conditions for the Project, PROVIDE a revised IS/ND with requirements – e.g., shall/must rather than conditional as done elsewhere in the document.

PROVIDE review by tribal authorities as part of Initial Study, especially for the lower and less disturbed northern 1/3-1/4 of site.

11/1 After the Coroner has determined that the remains are archaeological/historic-era, the Coroner **would make recommendations** concerning the treatment and disposition of the remains **to the person responsible for the excavation, or to his or her authorized representative**. If the Coroner believes the remains to be those of a Native American, **he/she shall contact** the Native American.... The NAHC **would immediately notify** the person it believes to be the most likely descendant... If the descendant does not make recommendations within 48 hours, the **landowner shall reinter** the remains....

As a condition of an official document and as permit conditions for the Project, PROVIDE a revised IS/ND with requirements – e.g., shall/must rather than conditional as done elsewhere in the document.

• Soil Management Plan. The Applicant **would prepare a Soil Management Plan**... Due to the presence of known with total petroleum hydrocarbons (TPH) and volatile organic compounds (VOC) soil contamination in a proposed landscaping area the potential for aerially deposited lead (ADL) contamination along the I-110 freeway, the **plan would include** the following requirements:

- Modify the Health and Safety plan...;
- Conduct soil testing to verify levels of ADL contaminated soil...;
- Identify areas of grading or excavating in areas of known TPH, VOC, or ADL contamination...;
- Identify the anticipated field screening methods and appropriate regulatory limits...;
- Soil spoils from areas of known contamination **will be stockpiled and tested** to determine appropriate disposal, where disposal **will be** in accordance with all applicable regulations; and
- **Include requirements** for documenting and reporting of locations, sampling results, reporting actions, disposal of contaminated materials.

The Soil Management Plan **would also include** all pertinent protocols... of regulatory agencies. The Soil Management Plan **would be submitted to the Port** 30 days prior to the start of construction... **approval**.

As a condition of an official document and as permit conditions for the Project, PROVIDE a revised IS/ND with requirements – e.g., shall/must rather than conditional as done elsewhere in the document.

• Noise Barrier. **The Applicant has committed to installing a temporary barrier**... and maintain it **throughout the construction process**. **The Applicant would also ensure all equipment** used onsite **would have properly operating and maintained** mufflers consistent with manufacturer standards.

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Demolition and Site Preparation. The construction contractor **would prepare** the site for construction by removing existing structures, such as footings, pavement, fences, utilities,... 12/1.... Prior to removal of existing underground utilities, the **construction contractor would contact** ...to verify the location and **obtain all permits** required for utility removal. After all necessary structures are removed, the **contractor would leave** the site in a **smooth graded condition with positive drainage**.

As a condition of an official document and as permit conditions for the Project, PROVIDE a revised IS/ND with requirements – e.g., shall/must rather than conditional as done elsewhere in the document.

The General Contractor would not leave the site, although sub-contractors may come and go based on their contracted schedules. PROVIDE current construction schedule and any subcontracted activities,

No contract and no draft/agreed permit conditions have been provided, referenced, or made available and conditionals (would, should, could...) render their assumed implementation inadequate and incomplete for Public review/comments.

PROVIDE the proposed draft construction contract(s) and all draft/assumed conditions for the contractor(s) and change conditionals to “shall” or “must” throughout.

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11/4 The Soil Management Plan **would also include** all pertinent protocols from the PPUHM notification of regulatory agencies. The Soil Management Plan **would be submitted** to the Port 30 days prior to the start of construction for review, comment, and approval.

PROVIDE the proposed draft construction contract and all draft/assumed conditions for the contractor(s) and change conditionals to “shall” or “must”. As PROVIDED, the SMP shall not be available for public review and comment and avoid compliance with CEQA, PROVIDE draft contract and SMP for Project.

11/6 Demolition and Site Preparation. The construction contractor **would prepare** the site for construction by removing existing structures, such as footings, pavement, fences, utilities, and... 12/1... signs while complying with BMPs for stormwater pollution prevention. Prior to removal of existing underground utilities, the construction contractor **would contact the associated utility company** to verify the locationS.... After all necessary structures are removed, the contractor **would leave** the site in a **smooth graded condition with positive drainage**.

PROVIDE also for the placement of retaining walls and paved accessible parking site. As stated, this is totally inadequate description of only one element of the construction.

PROVIDE draft/expected pre-/post-grading site contours, say 1-2ft intervals, and estimated excess and imported fills.

PROVIDE a listing of all existing facilities and infrastructure along with the abandoned LPG pipeline for the Project area subject to demolition/removal/abandonment in place.

PROVIDE a positive drainage network design including slopes, receptors/collectors, conveyances, containmen^t/treatment, and reuse onsite rather than discharge to existing storm drains and the harbor waters.

12/ Access Road. The proposed Project **would construct** an access road and driveway off John S. Gibson Boulevard to allow vehicles to access the proposed Project site. **Portland concrete cement (PCC) pavement would be used for the access road.** Temporary lane closures on John S. Gibson Boulevard **would be required** to accommodate temporary construction activities. The **Applicant will obtain** an encroachment permit with the City of Los Angeles prior to any temporary lane closures. The proposed Project **would implement a traffic control plan to ensure acceptable traffic conditions**...Gibson Boulevard during construction. The driveway design, which would be **stop-controlled at John S. Gibson Boulevard** (permitting right-turns in and out only), **is subject to review** by the Los Angeles Department of Transportation (LADOT) and **would comply** with all requirements, ensuring safe movement of all vehicles.

Use of conditional allows for variants not indicated in this document, and replace will with shall or must.

PROVIDE a draft Traffic Control Plan and specific design for stacking lanes for the right-turn into and from the site, with appropriate turning clearances to not interfere with through traffic in both #1 and #2 lanes.

PROVIDE plans and maps for required haul route and on/-off-site staging during all construction activities.

Clearly state that the site haul routes and staging areas must be approved by the Board of/Dept. Bldg. & Safety.

12/ Parking Lot. A concrete paved parking lot **would be** constructed on approximately 405,602-square feet [9.3 acre] of the proposed Project site. PCC pavement **would be** used...and placed over approximately 12 inches of compacted subgrade.

Use of conditional allows for variants not indicated in this document, and replace will with shall or must.

PROVIDE designs, plans, and sections for paving, curbs, and driveways.

PROVIDE definitions and clarifications regarding "concrete parking lot" vs "PCC pavement" and consistently apply throughout the IS/ND.

12/ MSE Retaining Walls. Retaining wall structures **would include six MSE retaining walls up to approximately 30 feet in height installed at the proposed Project site.** These walls **would be** installed along a portion of the northern property line adjacent to I-110, within the landscaped areas west and east of and generally bordering the proposed driveway, and along the southern property line adjacent to John S. Gibson Boulevard east of the **proposed driveway.** **Approximately 3,433 cubic yards of material would be imported.** During construction of the walls, the contractor **would control** stormwater drainage near the walls by **collecting and discharging stormwater away from the wall and reinforced backfill.**

Use of conditional allows for variants not indicated in this document, and replace will with shall or must.

PROVIDE plan and sections for all retaining walls and engineered fills especially along both side of the "proposed driveway".

PROVIDE a construction site runoff collection, detention, and reuse plan for the site, throughout the construction period, with zero discharge to existing surface/piped drainage systems.

12/5 Planted Landscape Area. The approximately 407,227-SF **water-efficient** landscape area **would be** planted with vegetation consisting of **ornamental and native drought-tolerant species.** **Native hydroseed mix would be applied to the unpaved portions surrounding the parking lot.** Existing mature trees...**would be protected** in place during construction and operation. An irrigation system would be installed, and **reclaimed rainwater** would be used to irrigate the landscape area. If **reclaimed water** is not reasonably available, then potable water will be used in its place. The irrigation system would be installed in accordance with the requirements of City rules and regulations for use of **recycled water** and local building codes. The proposed Project **has been designed** to be **water-efficient** by the use of an **automatic irrigation controller.** Irrigation heads would be selected to effectively water all plant material with minimal overspray. A **2-inch layer of mulch** in all planting areas **would be placed** to retain moisture. Slopes 3:1 or greater **would have**...slope stabilization devices, and slopes 2:1 **would have** erosion control blankets (Hunter Landscape, 2020). ... 13/1... Table 2-1 **PROVIDES** the **proposed** construction tasks for the proposed Project. Construction is anticipated to take place between March 2022-October 2022. All construction activities would occur Monday through Friday, 7:00 AM to 5:00 PM. **PROVIDE before commencement of contract and allow for 30 days for public review and comment;**

Enforceable conditions of contract and penalties for their lack of conduct;

Glossary for SF = Square feet or footage and PROVIDE consistent usage throughout the IS/ND.

PROVIDE Glossary/Definition of reclaimed waters and drawing of where connection can be made.

PROVIDE for 6in mulch, 2in is totally inadequate for more than one year and require restoring after three years.

PROVIDE schedule for all construction tasks, especially grading, compaction, paving, and landscaping.

PROVIDE current draft landscaping plans and plant lists for use on the site and for the "hydroseed mix".

PROVIDE a drawing/map of all unpaved and all paved areas within the Project site. Elsewhere only native plants were mentioned, while here ornamental and native plants are referred to.

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PROVIDE clarification, such a plant list for all plants use for the Project site.
PROVIDE clarifications as to whether potable or recycled water or LID waters would be used for irrigation.
PROVIDE and require piezometers for all irrigation controllers and interfaces with LID containment for its priority reuse for landscaping.

12/5 **Slopes 3:1 or greater** would have jute netting or other slope stabilization devices, and slopes 2:1 would have erosion control blankets (Hunter Landscape, 2020).
No references to or inclusion in/with LID. PROVIDE revised totally and integrated setting with LID required systems.
PROVIDE a map of all areas with >3:1 (V/H) and >1/3 (H/V) slopes and PROVIDE description/definition of erosion control blankets.
No access is provided to Hunter Landscape report. PROVIDE publicly accessible and copiable internet links to such reports.
No planting plan nor list of water-efficient, ornamental, drought-tolerant, nor native landscaping or plants are provided. PROVIDE total landscaping, irrigation, and stormwater runoff plan for entire site.
PROVIDE pertinent sections of "local recycled water and building codes", presumably those of the Port of LA.

13/2 **A Stormwater Pollution Prevention Plan (SWPPP) has been developed** for the proposed Project to comply with the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) Order No. 2009-0009-DWQ as amended in 2010 and 2012 (NPDES No. CAS000002) issued by the SWRCB. The **SWPPP is designed** to address pollutants and their sources, non-stormwater discharges, and BMPs (Thienes Engineering, Inc., 2018).
PROVIDE the proposed draft SWPPP and designs for all associated facilities, including onsite LID system which shall avoid any discharge of runoff related to any rainfall upto 3/4in in 24 hours.
No access is PROVIDED to Thienes 2018 report. PROVIDE publicly accessible and copiable internet links to all such reports.

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13/3 Hazardous Materials Protocols. The proposed Project **would follow** the Protocol Plan for Unknown Hazardous Materials (**PPUHM**) prepared by **KPRS Construction Services Inc.** if unknown hazardous materials are discovered during construction (ND).
 Protocols would address the following:
 • Unknown hazardous materials and emergency situations
 • Requirements for a health and safety plan and worker training
 • Preliminary identification of unknown hazardous materials
 • Verification of unknown hazardous materials • Notification requirements
No access is PROVIDED to the PPUHM report by KPRS C.S. Inc.... PROVIDE publicly accessible and copiable internet links to all such and related reports.
PROVIDE a typical HazMat review report commonly used by LADCP MNDs by EDRNet along with historic aerial photos (1920-1950+) to document past historic uses of the site, including all public and private pipelines crossing the site.

15/1 2.3 PROJECT PERMITS AND APPROVALS
 Under CEQA, the **lead agency** is the public agency with primary responsibility over approval of a proposed Project. Pursuant..., the CEQA lead agency for the proposed Project is LAHD. Anticipated permits and approvals that may be required to implement the proposed Project are listed below.
 • Caltrans Encroachment Permit
 • LAHD Coastal Development Permit
 • Construction **Stormwater General Permit**
 • Los Angeles Department of Building and Safety Permit(s) (includes compliance with the City of Los Angeles **Low Impact Development ordinance**)
 • Los Angeles Department of Transportation Building Permit Approval
 • Bureau of Engineering B-Permit - driveways
 • Bureau of Engineering **Storm Drain Connection Permit**

Permits and approvals do not mention Dept./Board of Public Works which includes Bureau of Street Services for streets and for PROW trees. PROVIDE a thorough and adequate review of required applications, permits, and typical permit conditions for all relevant departments, boards, and commissions.

PROVIDE thorough and complete review of stormwater detention/reuse and discharges reflecting the LID requirements of the City.

No drawings or description of setting is provided which would include Project "encroachment" on State/Caltrans Dist.7 PROW. Similarly PROVIDE draws/descriptions/analyses for review of the placement of 30ft high retaining walls and fills along the downhill perimeter of the I-110 PROW.

The ND is totally inadequate and preparers appear not competent in City requirements and procedures, e.g., no mention of Dept.Bldg.&Safety for Haul Routes and Staging areas for export and import of grading/fill materials.

PROVIDE draft haul route and grading plan with net import/export for entire site.

15/ 3.0 INITIAL STUDY CHECKLIST

8 Description of Project The proposed project would install a fully paved, striped and fenced 393 stall container parking lot to be used for **loading/unloading** and parking of shipping containers.

Site access to the proposed project site will be provided via **driveway** along John Gibson Boulevard. The proposed project would also include Mechanically Stabilized Earth (MSE) retaining walls up to approximately 27 feet in height with a 2:1 (H:V) ascending slope up to approximately 32 feet in height above.

PROVIDE definition of loading/unloading of containers from chaises or contents of containers (e.g., transfers to 53ft containers).

Given the right turning radius for a 40ft trailer approaches must be provided for full-swing right turns from the right lanes (#1, or a new turning lane) without any encroachment into the through-traffic lanes, e.g., #2).

PROVIDE drawings and designs for adequate turning of right-in and right-out circulation of trucks. PROVIDE drawings and sections for concrete/pile retaining walls and the MSE retaining walls, presumably along the westerly Project boundary with the I-110 PROW.

PROVIDE topographical sections say at 250ft intervals SW-NE along the boundary of the Project with I-110, e.g., Gibson Road level +25ft amsl, I-110 75ft, 50ft of retaining walls and MSE walls.

PROVIDE thorough and complete review of seismicity and structural competence of such walls for the 3500ft SW-NE of the site within the surface fault zone of the Palos Verde Fault and for maximum expected earthquake of 7.3RM.

16/ 9 Surrounding Land Uses/Setting The proposed Project site is located in four currently vacant parcels within the Port Master Plan's Planning Area 2 in the West Basin and Wilmington areas.

The Project site is bounded by I-110 to the north and west, John S. Gibson Boulevard to the east, and **existing container terminals to the south.**

The WBCT lies SE of the Project Site but across Gibson Blvd. and has no direct connection with the proposed Project site. PROVIDE corrections to such errors and recirculate the draft for Public review.

The proposed Project site is adjacent north of Yang Ming Lines commercial office building (2100 John S. Gibson Boulevard #1) and the Harbor Community Police Station (2175 John S. Gibson Boulevard).

PROVIDE correct addresses for Yang Ming and Port America, 2077-79 rather than 2100 Gibson, and confirm the HC Police Station for access to the Police and fire offices. The only way the Police and HNC facilities and even the Yang Ming facilities can be adjacent to the Project would require grading and development of the parcels between those developed along Gibson and downhill of the remanent of parcel and the I-110 PROW.

PROVIDE drawings and sections regarding the Project site extending SW along the NW side of Yang Ming and how access and slope stabilities would be maintained

As the NWertly side of Gibson is odd numbered and the SEertly side is even numbered the location for Yang Ming is clearly incorrect and reflects poor editing/review by the preparers and the DH circulators. PROVIDE a thoroughly reviewed and edited daft of the IS/ND, or an MND or EIR.

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18/ 3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED The environmental factors checked below **would be** potentially affected by the proposed Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

None selected as potentially significant. Based on comments herein the Negative Declaration and Initial Study (IS/ND) are totally inadequate and incomplete for assessment and mitigation is totally inadequate for public review of "would be" assessment sometime in the future, if conditionals were ever enforced by the LAHD.

Significant Impacts can be expected for archaeological and paleontologic resources, for traffic circulation to and passed the Project, and for land use planning of a piece-mealed/growth inducing Project with later structural development (as previously proposed for the site, hotel). While the conditional nature of "anticipated" mitigation measures throughout the assessment requires as a minimum a full Mitigated Negative Declaration and based on the size and anticipated impacts an EIR must be prepared.

PROVIDE a revised initial study and either complete, adequate, and thorough Mitigated Negative Declaration or a full Environmental Impact Report.

35/2 Compliance with the applicable SCAQMD rules, for projects that otherwise are within the **growth projections for the air basin**, indicates a project would not conflict with the **applicable air quality plan. PROVIDE current and anticipated air pollution for the SCAG's projected 2029 and 2045 populations and jobs and resulting Port traffic and truck-related air pollution for ports, warehouses, and parking lots.**

PROVIDE electrical services for Near-Zero and ZERO emissions trucks arriving at the parking lot..

35/4 The proposed Project includes the construction and operation of an 18.66-acre container parking lot and planted landscape area. This development **would be used to alleviate truck traffic congestion and increase efficiency.** The proposed Project, which is **designed to support container shipping operations** at the Port, **would not cause** directly or indirectly substantial growth within the air basin. Therefore, the proposed Project's operation **would not conflict with the AQMP.**

PROVIDE maps and calculations regarding pre/post-Project truck traffic at site and in West Basin area and any changes in congestion and "efficiency" [Define truck traffic efficiencies].

PROVIDE quantitative model for Port/Shipping operations for containers within a 5 mile radius of the Project site and current AQMP projections without and with the Project.

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47/1 . Retaining walls constructed on the Project site **would be designed and constructed** per recommendations from the **required geotechnical studies** and per the **City of Los Angeles Grading Division Soils Report Approval Letter (SRAL) City of Los Angeles, 2020**. Therefore, impacts associated with the potential for surface fault rupture would be less than significant, and no mitigation is required.

No access is PROVIDED to the Soils Report Approval Letter by LACity, DBS.

PROVIDE publicly accessible and copiable internet links to all such departmental approval letters and referenced/associated reports.

PROVIDE drawings as to locations, lengths, heights, and foundation depths for all retaining walls and MSE fills.

47/2 (ii) Strong seismic ground shaking? Less-than-Significant Impact. As discussed in Section 4.7(a)(i) above, the Project site is located in a seismically active region with **several nearby active faults, with the nearest being the Palos Verdes Fault Zone**.... These fault zones and other regional faults have the potential to cause strong seismic ground shaking in the Project area.... Development of the site would only involve landscaping, parking areas, an access road, and several retaining walls. As mentioned above, the retaining walls **would be designed and constructed** following recommendations of the **required geotechnical study** and per the City of Los Angeles Grading Division **Approval Letter (City of Los Angeles, 2020)**. Therefore, the proposed 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.

ZIMAS clearly identifies the Project as being WITHIN the surface Palos Verde Fault Zone and may be subjected to earthquakes of upto 7.3RM.
PROVIDE copies of required geotechnical study for Project and any of those for adjacent projects. No access is PROVIDED to the Soils Report Approval Letter by LACity, DBS.
PROVIDE publicly accessible and copiable internet links to such approval letters and referenced/associated reports.
PROVIDE retaining wall, engineered fills, and utility drawings as to locations, lengths, heights, and foundation depths.

48/1 (iv) Landslides? Less-than-Significant Impact. The Project site is sloping with natural or graded slopes that could be susceptible to landslides. **Previous geotechnical investigations for the Project site (LGC, 2005 and 2007) did not map any existing landslides on the Project site and their slope stability analyses indicated that the slopes within the Project site area are grossly stable.** Grading at the Project site **would follow the approved grading plans and geotechnical recommendations.** Therefore, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant, and no mitigation is required.
PROVIDE copies of required geotechnical study for Project and any of those for adjacent projects. No access is PROVIDED to the geotechnical investigations and their reports (LGC 2005, 2007).
Define "grossly stable" vs stable or unstable
PROVIDE draft or approved grading plans and geotechnical recommendations for the Project site and draft or approval letter by LACity, DBS.
PROVIDE publicly accessible and copiable internet links to such approval letters and referenced/associated reports for the Project site, adjacent sites, and previous construction on /adjacent to the Project site.

49/1 No Impact. The proposed Project **would not require a septic or alternative wastewater disposal system.** Therefore, no impacts associated with the ability of soils to support septic tanks would occur, and no mitigation is required.
More than two employees would be anticipated for operations, security, loading/unloading of containers, and parking of truck on the Project site. Specifically PROVIDE for PortaPotties, septic tanks and leach fields, or sewers.

LAND USE PLANNING AND GROWTH INDUCEMENT

49/2 No residential uses or other land uses typically associated with **directly** inducing population growth **are included** as part of the proposed Project... A maximum of two employees would be onsite... The **Project would not construct any residential or commercial structures** that would cause a substantial population growth in the area. Therefore, no impact relating to **unplanned population growth** is anticipated. Mitigation is not required.

As structural uses of the Project site have been proposed before and as the proposed Project provides for later compatible structured land uses of a 18+ acre site. Future growth must be anticipated following appreciated value of the site and transport provided thereto.
PROVIDE permit/contract limitations for the site to be used for containers and no structural development on the Project site for 10 or 20 years following start of operations.
PROVIDE specifically that the remaining "landscaping" area never be used for structural uses, e.g., hotels, offices, and Public Facilities.

49/3 f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Less-than-Significant Impact.
 The proposed Project would not destroy a unique paleontological site. The Project site is located in a **highly developed area on a previously disturbed, partially graded site with existing dirt roads and paths and pipeline infrastructure....**The geologic units **identified** on the site consist of artificial fill, colluvium, and Quaternary terrace deposits. Most of the site is underlain by the **Quaternary non-marine Terrace deposits** consisting of weakly cemented fine sandy siltstone and fine-grained sandstone (LGC, 2007)...(USGS, 1946). Additionally, the young age of the geologic units, the previous disturbance, and presence of constructed fill in portions of the site **reduces the chance of encountering significant**

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intact paleontological resources. The site possesses **no unique geologic features.** For these reasons, there is a **less-than-significant impact** related to destruction or damage to unique paleontological resources, and no mitigation is required.

[Geology and paleontology of Palos Verdes Hills, California \(usgs.gov\)](https://pubs.usgs.gov/of/2004/0001/)

Lower areas with San Pedro Sands...lower Quat.

Upper areas with Palos Verde Sands...upper Quat.

Upper areas with Quat. Terrace Cover...upper Quat.

PROVIDE names and titles of statement preparer and qualifications for the statement "...reduces the chance..." regarding Quaternary fossils, e.g., mammoths, mastodons, and bison and perhaps wolves and saber-toothed tigers.

PROVIDE definition of "intact" resources.

PROVIDE typical mitigation measures, not mentioned herein, similar to those mentioned: "would be" used for archaeological remains.

55/3 Because the proposed Project would include over 1 acre of paved surface, a **SWPPP has been prepared to comply with the Construction General Permit Order ...** (National Pollutant Discharge Elimination System [NPDES] No. CAS000002) issued by the SWRCB.

PROVIDE publicly accessible and copiable internet links to the current SWPPP and any referenced/associated reports for the Project site, adjacent sites, and previous construction on /adjacent to the Project site.

PROVIDE Dept. Public Works and Dept. Building and Safety letters of compliance and acceptance of such a SWPPP for all of the proposed Project site, along with all pertinent drawings, calcs, and analyses.

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All development **would comply** with the City of Los Angeles **Low Impact Development** ordinance stormwater management strategy requirements.

As currently PROVIDED, this NegDec is totally inadequate and incomplete with regard to the LID compliance for a 3/4inch rain in 24 hr and its collection, conveyance, storage, and onsite reuse or recharge.

PROVIDE publicly accessible and copiable internet links to such LID referenced/associated reports for adjacent site and previous construction on/adjacent to the Project site.

56/1 **During operations, vehicles could...leak small amounts** of oil, lubricants, and fuel, and **stormwater runoff could convey trash.** The proposed Project **would comply** with the regulations and requirements under LAFD, DTSC, U.S. Department of Transportation, EPA, and **City of Los Angeles Low Impact Development ordinance** to minimize **contaminants entering stormwater runoff.**

PROVIDE definition of "small leaks" and trash and required measures for onsite reuse.

Statement clearly indicated that preparers are unaware of the LID ordinances and collection, conveyance, and storage, with appropriate treatment of any rainfall or runoff upto an equivalent of 3/4in of rainfall in a single 24 hr period and its appropriate reuse for irrigation or recharge.

PROVIDE publicly accessible and copiable internet links to such regulations and requirements and to referenced/associated reports for adjacent sites and previous construction on /adjacent to the Project site.

PROVIDE as part of the operational requirements that weekly street-sweeping using wet-washing and vacuum equipment be conducted for all unoccupied areas and that no trucks be parked or left unoccupied on site during the sweeping operations.

56/1 Storm drain **inserts**, consisting of **pond runoff areas** and/or sediment filters, would be installed in and around storm drain inlets, which would primarily minimize sediment and trash from **entering the storm drain via runoff.** The proposed Project **would not violate any water quality standards or waste discharge requirements.** Impacts related to water quality standards and waste discharge requirements would be less than significant, and no mitigation is required.

PROVIDE clarification for storm drain – inserts consisting of external pond runoff areas.

As indicated in prior comments these sentences totally disregard the requirements of the City's LID ordinance and allows for direct discharge to existing storm drains without

collection/storage/reuse of upto 3/4in of rainfall in 24 hours and thereby would violate City's requirements.
PROVIDE publicly accessible and copiable internet links as to the persons and qualifications of all preparers and reviewers of the Initial Study and Negative Declaration along with any State certifications or registrations.

56/2 The planted landscape area would be irrigated with a water-efficient irrigation system using reclaimed rainwater. The proposed Project would have a less-than-significant impact to groundwater, and no mitigation is required.
PROVIDE publicly accessible and copiable internet links to such referenced/associated reports for the use of reclaimed water, whereas elsewhere the NegDec referred to potable water connections and possible use of LID runoff.
No mention of piezometer within the irrigation system suggests that the system is not "water-efficient".
No information is PROVIDED regarding the presence of groundwater, suspected at about greater than +5ft amsl. No measurements nor boreholes have been made to determine such and the potential for groundwater recharge for a realistic LID recharge system.
Assessment of LTS impacts is unfounded on any data now available to the public for this Project based on available public info.
PROVIDE a borehole to 5feet below groundwater levels and water quality/depth measurements for at least one bore per acres.

58/1 e. However, it would not cause a substantial increase in runoff because existing drainages would be utilized, and new catch basins, rain cisterns, and storm drains would be constructed to direct runoff off site. Irrigation for the landscape area would use captured and reclaimed rainwater.
PROVIDE publicly accessible and copiable internet links to such referenced/associated reports for the Project and adjacent sites regarding existing and Project drainage systems, none yet PROVIDED.
Project would pave >9 acres of vacant lands with near zero runoff and add more drained compacted fill areas. As one acre of paved surface could yield >50,000 gal of runoff from a 3/4in design storm in 24hr and the Project would pave and drain 9+ acres, the statements are totally incorrect, inadequate, and incomplete and do not comply with the City's LID requirements.
PROVIDE design drawings and calculations for the collection, conveyance, storage, and onsite reuse for >400,000gal in 24-48 hrs.
In accordance with the City's LID ordinances, existing drainage to the Harbor would be used only for runoff events of greater than 3/4in rainfall in 24 hours. PROVIDE a thorough and documented drainage systems for upto 3/4in rainfall in 24hr and such reuse of contained runoff in a 24 hr period.

58/1 The trucks may have insubstantial amounts of lubricants that may contribute to runoff in the event of heavy rains. However, compliance with the regulations and requirements... City of Los Angeles Low Impact Development ordinance, and the facility's existing SWPPP and BMPs would minimize substantial amounts of hazardous pollution in runoff. The proposed Project would have less-than-significant impacts to stormwater drainage capacity and runoff pollution.
PROVIDE publicly accessible and copiable internet links to such existing SWPPP and BMPs for the existing facility on the Project site.
PROVIDE drawings and reports for all "existing" stormwater related facilities and their discharge/receiving water bodies.
PROVIDE drawings, reports, and compliance submissions for any related runoff treatment facilities for compliance with SWPPP/BMP requirements.
PROVIDE analyses for "first flush events" of 3/4in rainfall and runoff following 6 month

59/3 **Oil Wells** 4.12 Mineral Resources
 a. Would the project result in the loss of availability of a known mineral resource... According to the California Department of Conservation's Geologic Energy Management Division (CalGEM) Well Finder,

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the Project site is located immediately adjacent to and just south of the Wilmington Oil Field. There are no mapped oil or gas wells on the Project site (CalGEM, 2021). The proposed Project **would neither result in a land use conflict with the existing oil extraction in the Wilmington Oil Field** to the north nor would it preclude **future oil extraction** on adjacent or potential underlying deposits.

Similarly CalGEM well finder pages identify two wells with 500ft of the Project site, but given then current accuracies of 1950s locations, wells could be anywhere on or in the vicinity of the Project site. As commonly applied, the POLA and preparers must review and use, as done by LACiDCP, the EDRNet and Light Box for review and assessment for Hazardous Materials/wastes and historic aerial photos for locating and confirming oil wells and tank farms outside of the Project site. The well discovery and blowout of a poorly abandoned well in LACo Marina Del Rey indicates the acknowledged por accuracies of old wells sites.

PROVIDE historic aerial photos and georeferenced locations of wells with regard to the Project site. The northern-most parcel of the Project lies beneath the administrative boundary of the Wilmington Oil Field and ZIMAS assigns all parcels to the "Methane Zone" usually ascribed to those parcels overlying recognized oil fields.

ND does not analyze nor assess the methane zone designation for all Project parcels and the need for venting the underlying gravel bed of the paved parking lot as a methane gas hazard.

PROVIDE methane gas probes and hazard assessments and mitigation (e.g., passive venting) for paved areas on Project site.

PROVIDE location and field confirmation of well sites, risk-levels, and boundaries for the wells include:

API:0403726343 Burkhard Core Hole Well No.:3 Status:Idle Type:Core Hole Optr.:Hogan Petrlm.Co.

API: 0403705543 King Well No.:1 Status: Plugged Type: Dry Hole Operator:King Oil, Inc.

ZIMAS has assigned all parcels of the Project Site as within the Methane Hazard Zone, not just Methane Buffer Zone, even though only one parcel lies within the surface boundaries of the Wilmington Oil Field. As such assignment applies, the Negative Declaration is totally inadequate and specifically incomplete with regard to methane surveys and monitoring of the site, especially as the pavement may PROVIDE a barrier and directing the entire near-surface accumulation toward release/venting along the higher edges of pavements or at penetrations for fire water pipelines and hydrants.

61/3 Furthermore, the Applicant has **committed** to installing a temporary barrier per Federal Highway Administration Noise Barrier Design Handbook (BMP under Section 2.2.1) and maintain it throughout the construction process. The Applicant **would also ensure** all equipment used onsite would have properly operating and maintained mufflers consistent with manufacturer standards. Additionally, equipment **would be staged in the southwest corner of the Project site, away from sensitive receptors.** As such, on-site construction noise **would not result** in a substantial temporary increase in ambient noise levels and construction noise impacts **would be less than significant.**

Southwest corner of the site is closest to any sensitive structured land uses, e.g., office of Yang Ming and Port America and would be expected to require noise barrier protection. The entire westerly and easterly boundaries would not be expected to have any sensitive receptors and the West Basin container yard, surely has no sensitive receptors at this time.

As the assessment uses a conditional without any specific contract or permit applications and no enforcement provision by the Applicant on a new owner or lease, the assessment cannot be verified.

PROVIDE for staging equipment and noisy construction activities more than 500ft north of the existing offices southwest of the Project site and PROVIDE noise barriers along the southwesterly perimeter of the site.

PROVIDE specific requirements for contractors, leasees, and future owners to implement as a "must" condition for this Project site.

63/3 4.14 Population and Housing a. Would the project induce **substantial unplanned population growth** in an area, either directly (for example, **by proposing new homes and businesses**) or indirectly...? **No Impact.**

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As stated elsewhere in these comments, the site has been proposed as a site for structured business uses, as a hotel and/or offices, and the proposed Project would not conflict with such uses for future such uses similar to those further SW of the Project site.

PROVIDE specific prohibitions, especially for the landscape area (9+ acres), for any structured uses.

PROVIDE a thorough and specific Project description including prohibitions on any structured uses for 20 years or until use of containers is reduced by 40% in shipping goods.

69/1 Less-than-Significant Impact. As discussed previously, the record search and literature information did not show the presence of any eligible or listed resources within the Project area. The area being developed has not been previously disturbed and **it is not known at this time whether or not potential resources may be located at the site.** However, the BMPs discussed under Section 2.2.1 would help ensure that should **unknown buried resources exist, a less-than-significant impact would occur.** Furthermore, there are **no known tribal cultural resources** within the Project area. Therefore, the proposed Project would have a less-than-significant impact and no mitigation is required.

The setting and assessment of cultural and tribal resources are totally inadequate and incomplete.

Given the near shore location of the Project (USGS 1947) and the southeasterly exposure of the site, archaeological resources should be expected until shown otherwise especially for those areas between +15-+30ft amsl.

Standard practices must be included for pre-grading inspection and test borings of all areas less than 35ft amsl, northeast parcel and lower southwest parcel, followed by onsite monitoring by qualified archaeologist(s) and awareness training during grading. All construction must be stopped when remains and artifacts are encountered.

PROVIDE specific permit conditions and Project construction requirements and enforcement for protection of archaeological and historic (and paleontologic) remains.

PROVIDE locations within 2500ft where resources have been found within the Port boundaries.

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69/2 4.19 Utilities and Service Systems a. Would the project require or result in the relocation or construction of new or expanded water,...or storm water drainage, electric power,..., the construction or relocation of which could cause significant environmental effects? Less-than-Significant Impact.

No new or expanded wastewater treatment, natural gas, or telecommunications facilities would be required. The Project site is located on four vacant parcels with some existing storm drains. The proposed Project **would require** the construction of additional storm drains, catch basins, rain cisterns, and an irrigation system to **facilitate stormwater away from the impervious surface of the proposed parking lot** and to irrigate the landscape area, as well as **electrical components for the new light fixtures.**

Construction of these components **would not cause** substantial adverse environmental effects and **would PROVIDE some beneficial effects** such as water conservation and stormwater management. The proposed Project would not relocate or construct new or expanded water, wastewater treatment, **stormwater drainage**, electric power, natural gas, or telecommunications facilities. A maximum of two employees **would be** on site during operations and **would not require a substantial need for expanded utility facilities.** Therefore, **impacts relating to construction of new or expanded utilities systems would be less than significant.** No mitigation is required.

PROVIDE the Public with adequate and complete engineering drawings and permit conditions for all Project utilities and infrastructure.

PROVIDE definition of "Substantial Need" and "Expanded Utility Facilities", especially related to power for lighting and stormwater facilities along with irrigation for 9 acres of landscaping.

PROVIDE drawing and specifications for lighting (e.g., lumens/sq.ft.) of the entire Project and especially areas within 250ft of the single or double driveways.

PROVIDE drawings and specifications for current and Project stormwater management systems for compacted and protected uphill soil/fill areas and the paved portion of the entire Project.

69/3 Less-than-Significant Impact. ...it is **expected** that there would be a **negligible increase in demand for water**,...and irrigation for the planted landscape area would primarily rely on **reclaimed rainwater.** If reclaimed water is unavailable, **potable water would be used.**

Potable water services must be available to the Project site as backup, and system must be of appropriate size for irrigation of 9+ acres of landscaping.

PROVIDE current water supply facilities/system for the Project site and their capacity to irrigate 9+ acres of landscaping especially for the May-October dry period. Provide drawings and calculations for such.

69/3 Drought-tolerant vegetation used in the landscape area would not require excessive irrigation that could substantially reduce water supplies for reasonably foreseeable future development. Parking lot operations would not require the use of water.

PROVIDE definitions of "negligible increase" for irrigation water for near-zero landscaping to 9 acres of landscaping and of "reclaimed rainwater" vs other reclaimed waters in the Port area, along with piped potable water sources for backup.

PROVIDE publicly accessible and copiable internet links to all such landscaping reports, lists, and drawing for the Project site and adjacent sites and previous construction on /adjacent to the Project site.

PROVIDE calculations and drawing to support current irrigation demand, near zero vs that for over 400,000sqft of landscaping in the Project.

Previous paragraphs referred to the use of reclaimed water which is herein replaced with reclaimed rainwater runoff under LID requirements. As both are available plus potable water, PROVIDE a complete description of the landscaping AND irrigation systems and the multi-sources of irrigation water and their priorities for use.

70/2 Additionally, as previously discussed in Section 4.14(a), the proposed Project **would not** directly or indirectly induce population growth. Therefore, impacts associated with wastewater treatment capacity would be less than significant, and no mitigation is required.

Office and hotel, indirectly, induces growth of population by employment. PROVIDE SCAG jobs projections for the Project's Transportation Analysis Zones and provide specific mandatory prohibitions of structured development on the Project site, especially on proposed landscaping areas.

The Project site and proposed Project are consistent with phased, piece-mealing approach to such a large site for future profitable development.

PROVIDE specific prohibitions approved by City and LAHD for any structured development on the site and changes of zoning required thereto.

73/1 5.0 PROPOSED FINDING LAHD has prepared this IS/ND to address the environmental impacts of the proposed Project. **Based on the analysis in this IS/ND, LAHD finds that the proposed Project would not have a significant impact on the environment.**

Based on this IS/ND, the analyses and findings are totally inadequate and incomplete and therefore the findings must be changed and an EIR or even MND must be prepared.

Significant impacts will arise unless all conditions are "must/shall" and all activities are subject to timely public review, e.g., 30 days, prior to their "implementation" for the sectors: Hydrology, Noise, Growth Inducements, Geology, Paleontological remains, and Archaeology/Historic Cultural Remains

Provide public access internet links for the following documents for further review:

79/ LGC (Lawson & Associates Geotechnical Consulting, Inc.).

2005. Preliminary Geotechnical Investigation for the Proposed Self-Storage Facility, San Pedro, California, dated January 27. _____.

2007. Response to Geotechnical Review Comments, Preliminary Geotechnical Investigation San Pedro Storage/Industrial Project, John S. Gibson Boulevard, San Pedro, California, dated July 20, includes Supplemental Geotechnical Investigation San Pedro Storage/Industrial Project, John S. Gibson Boulevard, San Pedro, California dated July 19. _____.

79/ 2019. Preliminary Geotechnical Evaluation and Response to City Review Comments for Proposed San Pedro Distribution Center, 1599 W. John S. Gibson Boulevard, Los Angeles, California. March 19.

79/ Los Angeles Sanitation. 2021. Terminal Island Water Reclamation Plant. [Online]:

https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cwp/s-lsh-wwd-cw-p-tiwrp?_adf.ctrl-state=19muuunesl_5&_afrcLoop=6245931792853449#!. Accessed October 4, 2021.

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79/ Ninyo & Moore Geotechnical and Environmental Sciences Consultants, 2002. Soil Investigation Slope Between Harbor Freeway and John S. Gibson Boulevard. February 18, 2002.
80/ SCS Engineers, 2017. Phase II Site Investigation Report. Phase II Site Investigation Report, approximately 19.65-Acre Site Located Northwest of John S. Gibson Boulevard San Pedro, California 90731 (APNs: 7440-016-001 and Portions of 7412-024-902, - 907, & - 911), dated August 25.
80/ Thienes Engineering, Inc. 2018. Stormwater Pollution Prevention Plan for San Pedro Distribution Center. Prepared for Howard Industrial Partners. October 11.

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ADDITIONAL COMMENTS**LPG Pipeline to Berth 120**

The CPUC report ([CPUC PetrolaneSafeRpt LPGStorageLow Temp Pipeline Sept. 1977.pdf](#)) has indicated that the now-abandoned pipeline from the Rancho LPG facility crossed the Project site but no details were provided regarding its abandonment or removal.

The NegDec does not provide any information regarding prior uses of the Project site and requires thorough evaluation of all such prior uses and potential hazards generated by such prior use, e.g., does the LPG pipe contain LPG or was it flushed and filled/plugged with cement. As indicated in the pic above, a small tank farm existed on north side of I-110 before 1995 and maybe the source of oil contamination for soils and formations downhill and east of the tank farm and I-110.

Paleontological, Cultural, and Historic Resources

No geological report has been provided but the intact slopes of the site clearly indicate the presence of solid rock formation beneath the surface, and construction of retaining walls and mass grading clearly indicate the potential for encountering Tertiary and Quaternary paleontological resources in the site. PROVIDE reviewers with internet access to all referenced geological reports for Project site.

No historic review and assessment of the Project site was undertaken in the Initial Study, rendering the document as totally inadequate. As used by LA Dept.City Planning for EIRs, MNDs, and ND, incorporate/PROVIDE EDRNet and Light Box aerial photos 1920-1950 for the Project site along with reviews by qualified historians and archaeologists for potential cultural resources on the site along with any documents available.

Tribal Resources

The NegDec does not consider tribal resources. PROVIDE review and field inspections for the northern and southern low-lying grounds for potential cultural resources.

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405,602-square-foot (SF) concrete parking lot and **store trucks and shipping containers 9.3 acre**
 407,227-SF landscape area **9.3 ac**
21.8 acres for all parcels between I-110 and Gibson ROWs vs 18.66 ac Total
PROVIDE grading, paving, and landscaping plan with elevation contours and locations of all retaining walls, lighting, and drainage for entire site.

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Notice of Intent 01/03/22 The proposed Project would include the installation of a fully paved, striped, and fenced approximately 393-stall container parking lot to be used for loading/unloading and parking of shipping containers, as well as an extensive planted landscape area. AIGGRE San Pedro Industrial Owner LLC **proposes to develop the existing approximately 18.66-acre property, then lease or sell the property to an operator...**

PROVIDE copy of draft lease agreement and require the continuing uses for container park for at least 10 years or penalty of 80% of total income for the total lease(s) period.

PRA Requests will request separately documents for the following:

1599 W JOHN S GIBSON BLVD 90731

Application/Permit 19020-10001-01073 **Plan Check/Job No.** B19LA10109

Group Building **Type** Nonbldg-New **Sub-Type** Commercial

Primary Use (23) Retaining Wall

Work Description ATTN: DEAN LEE SUPPLEMENTAL TO 19020-10000-01073; PERMANENT SHORING PILES (249 PILES) WITH SHOTCRETE WALL ADJACENT TO CALTRANS RIGHT OF WAY FOR FUTURE TRUCK PARKING YARD.

Application / Permit 19020-10000-01073 **Plan Check/Job No.** B19LA07866

Primary Use (23) Retaining Wall

PERMIT FOR THE NEW "MSE WALL" ????? AT PROPOSED TRUCK/TRAILER PARKING LOT. Mechanically Stabilized Earth (MSE) retaining wall system using the RECO (Reinforced Earth Company) System

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CCSC may **undertake judicial actions based on:**

2021 CEQA 4th QUARTER REVIEW | Land Use Law Blog (aklandlaw.com)

CEQA Litigation **South Coast Air Quality Management Dist. v. City of Los Angeles (2021) 71 Cal.App.5th 314.**

In 2001, Defendants issued a permit to China Shipping Holding Co., LTD. ("China Shipping") to build a shipping container terminal within the Port of Los Angeles.

In 2008, Defendants completed an environmental impact report ("EIR") for the terminal project and adopted over 50 mitigation measures to reduce the environmental impacts.

The 2008 EIR specified that the lease with China Shipping would be amended to incorporate the mitigation measures, however the amendment did not occur.

In 2020, the City Council approved a revised environmental analysis for the terminal that eliminated and modified some of the 2008 mitigation measures and recognized that the terminal emissions would have significant and increased impact on air quality. China Shipping refused to implement the mitigation measures and the South Coast Air Quality Management District (the "Air District") filed a petition for writ of mandate challenging the decision to certify the 2020 supplemental report and requesting to set aside the approvals for the terminal project and the permit, pending compliance with CEQA.

Subsequently, a labor union filed a motion seeking permissive intervention claiming that up its members stood to lose their jobs should the Air District obtain relief. The trial court denied the Union's motion and the Union subsequently appealed.

The court has discretion to permit nonparties to intervene in a lawsuit PROVIDED the following four factors are met:

- (1) the nonparty follows proper procedures;
- (2) the nonparty has direct and immediate interest in the action;
- (3) intervention will not enlarge the issues; and
- (4) the reasons for intervention outweigh any opposition by the existing parties. (Code of Civil Procedure § 387, subd. (d)(2).)

The Court of Appeal focused on the fourth factor and found that the Union's participation would be largely cumulative and would unduly complicate the case. First, the Union's position on the merits was duplicative with the Defendants, who also sought to advocate for a remedy that maintained operations of the terminal and thus ensured job security. Additionally, the Union stated that the terminal PROVIDED almost 3,075 direct jobs and nearly 80,000 indirect jobs in the Los Angeles region. Thus, permitting the Union intervention would spur representatives of the other tens of thousands of jobs connected to the terminal, which would make the case unmanageable. For these reasons the Court of Appeal affirmed the trial court's decision to deny the Union permissive intervention.

The challengers are two nonprofit environmental groups, the Natural Resources Defense Council, Inc. (NRDC) and Coalition for Clean Air, Inc., and two homeowners associations, the San Pedro and Peninsula Homeowners' Coalition and San Pedro Peninsula Homeowners United, Inc. (collectively appellants). Appellants appeal from denial of their petition contending that the City violated CEQA by failing to prepare a separate environmental impact report (EIR) addressing all three phases of the Project before entering into the lease/permit with China Shipping. As a back-up argument, appellants contend an EIR "tiered" from a 1997 "program" EIR prepared by the City should have been prepared addressing all three phases of the Project.

NATURAL RESOURCES DEFENSE COUNCIL INC v. CITY OF LOS ANGELES | FindLaw

"This case goes to the first principles of CEQA. The CEQA process is intended to be a careful examination, fully open to the public, of the environmental consequences of a given project, covering the entire project, from start to finish. This examination is intended to PROVIDE the fullest information reasonably available upon which the decision makers and the public they serve can rely in determining whether or not to start the project at all, not merely to decide whether to finish it. The EIR is intended to furnish both the road map and the environmental price tag for a project, so that the decision maker and the public both know, before the journey begins, just where the journey will lead, and how much they-and the environment-will have to give up in order to take that journey. As our Supreme Court said in *Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283 [118 Cal.Rptr. 249, 529 P.2d 1017], '[t]he purpose of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind.' [2]

"Here, the Port and the City have reduced CEQA to a process whose result will be largely to generate paper, to produce an EIR that describes a journey whose destination is already predetermined and contractually committed to before the public has any chance to see either the road map or the full price tag. [The City and Port] have segmented the project into three phases and are in the process of preparing an EIR for Phases II and III separately from Phase I, while engaged in building Phase I during the course of litigation. However, prior to the EIR for Phases II and III being complete, before a draft is even finished or available to the public, the City and the Port have committed themselves to all Phases of the China Shipping project, by approving the lease and the terms of the lease that call for construction of the entire project. They have signed this legally binding lease for the entire project before completing the CEQA process for two of its three Phases. Under the statute's plain language, the Guidelines adopted by the Resources Agency and binding on the City and the Port, and a long line of cases covering decades of CEQA enforcement, this is segmentation of the project and a per se violation of the statute." (Amicus Brief of the State of California, ex rel. Attorney General Bill Lockyer in Support of Appellants, pp. 3-4.)

13.37
Cont.

Email to Mike DiBernardo

This is the email correspondence I received from Mike DiBernardo (Deputy executive Director).

(1) Regarding the STAX, Inc. Vetting Presentation. He promised an explanation to the community about how the POLA vetted STAX. This is what I got after over one year and over 10 separate requests. POLA staff recommended \$333,333.00 be granted to the STAX company.

(2) No answers to any questions regarding GPS, Eleopoulous (the developer), or the lack of information provided in my Public Records Act request.

(3) The Gibson Property that recently re-appeared on the BHC agenda with no mention of the owner, the project or the community pushback.

Is this the type of transparency and oversight that Seroka was talking about?

-----Original Message-----

From: DiBernardo, Michael <MDiBernardo@portla.org>

To: Janet Gunter <arriane5@aol.com>

Cc: Pisano, Teresa <TPisano@portla.org>; Otera, Steven <SOtera@portla.org>;

Libatique, David <DLibatique@portla.org>; Gioiello, Tony

<TGioiello@portla.org>; Bezmalinovich, Augie <ABezmalinovich@portla.org>;

DeMoss, Tim <TDeMoss@portla.org>; Wunder, Lisa <LWunder@portla.org>;

Calhoun, Erica <ECalhoun@portla.org>; Cannon, Chris <CCannon@portla.org>;

Enciso, Nicole <NEnciso@portla.org>; Klesges, Amber <AKlesges@portla.org>;

Seroka, Gene <gene_seroka@portla.org>

Sent: Thu, Sep 8, 2022 1:13 pm

Subject: BHC comments today

Dear Janet

Thank you for your comments at our Board meeting this morning.

I would like to address two of your items you brought forward today.

One is about the STAX Emission Capture System. The POLA did not invest into this system. It was funded by AQMD through a CARB grant. If you have any further questions about this company, I suggest you reach out to AQMD. The project manager at AQMD Mei Wang:

Regarding the Emission Capture System at Alta Sea. The equipment docked at Alta Sea is the AMECS system that was purchased by new owners and is undergoing upgrades in order to get re-certified by CARB.

13.38

Regarding John S Gibson property. This is a complicated project that covers multiple jurisdictions. There is much work that needs to be done by the Port, City of LA Planning and California Coastal Commission. When the time comes, it will be brought forward in a public setting for further consideration.

I hope this addresses your concerns

Thank you



Michael DiBernardo
 Direct: 310.732.3440
 Fax: 310.831.4896
 Email: mdibernardo@portla.org

Deputy Executive
 Marketing and Customer F

425 S. Palos Verdes
 San Pedro, CA
<http://www.portoflosangeles.org>

13.38
Cont.

On Thursday, September 15, 2022 at 09:20:11 AM PDT, Janet Gunter
 <arriane5@aol.com> wrote:

Dear Mike,

Your dismissive response to me seemed to warrant a more detailed description of why my public comments were made. Please allow me to elaborate with a full accounting in response. Unfortunately, your attitude only seems to validate what appears to be a port cover-up

*(1) You said "Thank you for your comments at our Board meeting this morning. I would like to address two of your items you brought forward today. One is about the **STAX Emission Capture System**. The POLA did not invest into this system. It was funded by AQMD through a CARB grant. If you have any further questions about this company, I suggest you reach out to AQMD. The project manager at AQMD Mei Wang: MWang@aqmd.gov"*

The agenda for that item over a year ago states the following;

Summary: **Staff requests approval** of a proposed Memorandum of Understanding (MOU) among the City of Los Angeles Harbor Department (Harbor Department), the Port of Long Beach (POLB) and the South Coast Air Quality Management District (SCAQMD) to fund a Clean Air Action Plan (CAAP) Technology Advancement Program (TAP) project to design, develop, and demonstrate an at-berth emissions capture and control system for tanker vessels

calling at the ports of Los Angeles and Long Beach (Ports). SCAQMD has received a preliminary grant award from the California Air Resources Board (CARB) for \$9,500,000 to support this project. STAX Engineering Inc. (STAX) will conduct a safety assessment, design, and build the barge-based system, and perform the demonstration at POLB on a minimum of five different vessel classes. The total project cost is \$12,849,000. The total requested TAP funding amount is \$666,667 to be split equally between the Harbor Department and POLB. The SCAQMD is the project manager and administrator of the project. The Harbor Department is financially responsible for \$333,334 under this proposed MOU.

Recommendation: Board resolve to (1) find that the Director of Environmental Management has determined that the proposed action has been previously evaluated pursuant to the requirements of the California Environmental Quality Act (CEQA) under Article II Section 2(i) of the Los Angeles City CEQA Guidelines; (2) approve the Memorandum of Understanding among the City of Los Angeles Harbor Department, the Port of Long Beach and the South Coast Air Quality Management District in the amount of \$333,334 and for a term of up to three years; (3) authorize the Executive Director to execute and the Board Secretary to attest to said Memorandum of Understanding for and on behalf of the Board; and (4) adopt Resolution No. _____.

13.38
Cont.

Mike, you were the one that told the community that you would have AQMD make a presentation on the STAX vetting process at the next meeting. I asked several times over 25 meetings since about this presentation, and now your response.... after ignoring your own commitment for more than a year is... GO ASK AQMD. I hope that is as unacceptable to the Board as it is to this community. If not, we are all in trouble, and staff is out of control.

POLA did not invest in the STAX system *only* because the community spoke out at the BHC meeting on August 5, 2021. We demanded an explanation of the vetting process of STAX. Staff tried everything it could to help STAX receive the free funds it was recommending. This certainly appears to be a backroom deal to funnel \$333,333.33 to a company that had no customers, no revenue, no prototype, no history of building anything, no offices nor even a manufacturing facility. The Port of Long Beach had decided to not fund after a simple preliminary vetting of the company. But that did not stop Environmental Director Chris Cannon from affirming, "We evaluated the (STAX) project based on our TAP process and agreed to fund the grant that is before you today". However, they did not because the TAP process is a review and discussion of the technology that includes several agencies including POLB. In other words, he lied. Cannon later admitted in the meeting on tape that he did not evaluate STAX. Cannon continued to state, "The Port of Long Beach has told us they plan to go forward with this (STAX project) as well, they certainly participated in the TAP process, that's all we know" Another lie, additional STAX funding

NEVER went to the POLB Board for a vote. There was no TAP process regarding STAX.

Questioned by Commissioner Middleton, "Who was responsible for vetting the project?"

Cannon stated, "The AQMD". "We did not participate in any vetting or selection for this project"

Hoping to save her Environmental Director, because the proper POLA TAP process was ignored for this port backroom deal, City Attorney Sidley stated "I don't know, but I would assume that AQMD went through some process. They are an air agency so this is what they do". Moments later she ridiculously said "People take a leap of faith with any new technology"! Really? Is this the POLA standard requirement for gifting large volumes of public dollars towards new technology.....that the agency takes "a leap of faith?!"

After the Commissioners did not approve the funding and tabled the agenda item for a later meeting, Cannon added: "Two quick comments, AQMD has a process they use for vetting projects. We have relied on it before. They do go through a process that can be investigated. They do have a process they use, they have had it for a long time, and it's pretty well established." If it's so well established let's hear how it was applied to STAX as promised. Cannon continued "Second point, none of the systems have been certified by CARB for use on a barge, so that means any system developed would need to be certified by CARB. Nothing has been approved for tankers at this time." He forgot to mention that one company had an approved test plan for tankers in 2015 by CARB, and had been operating in the port for years. He closed his presentation of misleading statements, half-truths, and lies to the BHC by saying "Long Beach has scheduled this particular item at their next Board meeting on August 23rd". Investigation reflected that the project had never been approved to appear on the Port of Long Beach agenda, and POLA internal emails with POLB obtained from our PRA request prove that Cannon knew it.

13.38
Cont.

Commissioner Lee asked staff to look into the AQMD vetting process. You stated: "We will probably have AQMD participate in the next Board meeting to answer any questions you have on their process." We are still waiting for the STAX presentation. Meanwhile, STAX received \$10M from Joe Buscaino's AQMD Technology Committee, and the AQMD waved the port's contribution, funding STAX 100%.

(2) You said: "Regarding the Emission Capture System at Alta Sea. The equipment docked at Alta Sea is the AMECS system that was purchased by new owners and is undergoing upgrades in order to get re-certified by CARB."

Mike, who are the new owners of AMECS? My confusion over STAX occupying the Alta Sea location was due to knowing that the principals of that company

were one of the few bidders in the AMECS bankruptcy. I had wrongly assumed that STAX was the new owner. But, there still remain questions about just how this new owner (whether it was STAX or not) was able to retain the Alta Sea location so rapidly after procurement of the AMECS company. Can we see a copy of their lease agreement and what they have paid YTD at AltaSea? How were they able to obtain a POLA/AltaSea lease in something like one or two days?! Immediately after acquiring the AMECS system, they began moving it from Long Beach! Please provide the email correspondence with the POLA and AltaSea on the lease negotiations. Are they involved in any way with STAX? Did the POLA vet this company's new owners?

(3) You said: "Regarding John S Gibson property. This is a complicated project that covers multiple jurisdictions. There is much work that needs to be done by the Port, City of LA Planning and California Coastal Commission. When the time comes, it will be brought forward in a public setting for further consideration."

The Gibson development has already been brought forward in a public setting, and the port should be embarrassed at what it attempted to pull off. How was this project ever a Neg Dec and not an EIR? The proposed project on John S Gibson Blvd. will build a 30-foot concrete wall, a 50-foot potential container wall that would block views of the Harbor from the freeway coming and leaving San Pedro. The project would park 400 trucks nightly with start-up and idling emissions just a few hundred feet from an elementary school, a little league field, dozens of businesses, and a police station. It would also create a morning traffic bottleneck to the nearby main freeway entrance by adding the potential of one truck on John S. Gibson every 30 seconds during the morning rush hour.

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How is this a Neg Dec and not an EIR? Could it be associated with the fact that the project developer has given donations and thrown multiple fundraisers for Joe Buscaino and Tim McOsker? This is certainly not a precipice jump in light of the recent antics being reported by the news in local politics.

The Port of Los Angeles staff seems curiously invested in getting this project approved at the lowest possible level of environmental scrutiny possible. Community groups, homeowners associations, environmental justice organizations, ILWU 13, 63 & 94, an ex-port attorney, along with an EIR expert made public comments to stop this project. Two people not commenting on the Gibson Project are Councilman Joe Buscaino and CD15 Candidate, Tim McOsker. Both have taken campaign money from the developer and remain silent toward this highly intrusive development for reasons of suspected self-interest.

The sale of this property was made to JENNA Development. Our perception of this is that the entire sale process was a "sham". The auction had two bidders. We understand that the port received a "disturbing letter" that accused JENNA's owner, James Eleopoulos, of criminal activity in an open letter to the

Board of Harbor Commissioners. That fact was referenced by Commissioner Renwick in a public meeting prior to the auction. Why did POLA officials NOT investigate the bidder/developer? We can only speculate that it may have been due to his close relationship to the Mayor, the councilman, and perhaps some port officials. The deal paints a picture of a fait accompli from the moment the port declared the property surplus knowing that JENNA would win the bid and be the developer.

Convincing evidence of a prearranged deal is contained in the comments by Jesse Marquez and Commissioner Renwick at a Harbor Commission meeting in 2016. Mr. Marquez spoke in favor of the project stating he met with the developer, JENNA, and had been promised a native Indian memorial on the property, (which of course is nowhere in the POLA Neg Dec) and that JENNA promised a zero emissions project (which of course also is nowhere to be found in the POLA Neg Dec). In that same meeting, Commissioner Renwick publicly thanked Jesse Marquez and JENNA for working together on the project to get community support. This clearly demonstrated that the port was an aware and willing participant in a project that could make the developer millions of dollars. At this point, the property had not been to auction yet. There was no "official" owner, but Renwick was thanking Marquez for working with the developer JENNA. Isn't this an illegal *predetermination* of a project? This project should never be developed. The attempt to put it forward as a Neg Dec would be laughable if it didn't reek of some type of corruption. Community members and EIR experts all agreed that a Negative Declaration was inadequate for this project. In fact, the only ones that did not agree were the Port and its consultant.

13.38
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There seems to be a serious ethical and moral disconnect at the Port of Los Angeles. The continuing lack of transparency and unwillingness to be truthful with the community and the board only furthers the chronic distrust of the port by residents of the Harbor Area.

The time is long overdue to eliminate backroom policies and restore honesty at this public agency. The impacts of this industrial complex upon the local environment are far too important to go on being downplayed and dismissed.

When will the Board of Harbor Commissioners fulfill their duty to provide oversight and begin questioning the action of port staff when it has become obvious that the public trust has been violated?

Sincerely,
Janet Gunter

Email correspondence with Chris Cannon regarding the Gibson Project and Howard Industries Partners.

-----Original Message-----

From: Cannon, Chris <CCannon@portla.org>
To: Enciso, Nicole <NEnciso@portla.org>; Janet Gunter <arriane5@aol.com>
Cc: ahricko@usc.edu <ahricko@usc.edu>; ctwilliams2012@yahoo.com <ctwilliams2012@yahoo.com>; jnm4ej@yahoo.com <jnm4ej@yahoo.com>; jacob.haik@lacity.org <jacob.haik@lacity.org>; ana DRAGIN <ana.dragin@lacity.org>; amartinez@earthjustice.org <amartinez@earthjustice.org>; dpc@cbcearthlaw.com <dpc@cbcearthlaw.com>; dethawk310@gmail.com <dethawk310@gmail.com>; DiBernardo, Michael <MDiBernardo@portla.org>; Keenan, Michael <MKeenan@portla.org>
Sent: Mon, Aug 22, 2022 2:38 pm
Subject: Re: Gibson Project

The jurisdictional questions came up during the comment period. Discussions with the Port, the City (including CD 15) and coastal commission are ongoing. The rest, including outstanding invoices, will be resolved while those discussions occur.

Christopher Cannon
Environmental Management Division
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731
310-732-3763 Dir
310-547-4643 Fax

13.39

From: Janet Gunter <arriane5@aol.com>
Sent: Monday, August 22, 2022 2:31 PM
To: Cannon, Chris <CCannon@portla.org>; Enciso, Nicole <NEnciso@portla.org>
Cc: ahricko@usc.edu <ahricko@usc.edu>; ctwilliams2012@yahoo.com <ctwilliams2012@yahoo.com>; jnm4ej@yahoo.com <jnm4ej@yahoo.com>; jacob.haik@lacity.org <jacob.haik@lacity.org>; ana DRAGIN <ana.dragin@lacity.org>; amartinez@earthjustice.org <amartinez@earthjustice.org>; dpc@cbcearthlaw.com <dpc@cbcearthlaw.com>; dethawk310@gmail.com <dethawk310@gmail.com>; DiBernardo, Michael <MDiBernardo@portla.org>; Keenan, Michael <MKeenan@portla.org>
Subject: Re: Gibson Project

CAUTION: External email.

Chris-

Thanks for the quick response. So, why did the question of "jurisdiction" only become an issue now?

Can you also give me the Port's answer to Howard Industrial's threat to not process the port's *prepaid* invoices to Aspen?

Did the "All Hands on Deck" meeting that Mr. Tunney requested on that same day between the Port, City Planning and CD 15 ever occur?

Thank you,
Janet

-----Original Message-----

From: Cannon, Chris <CCannon@portla.org>
To: Enciso, Nicole <NEnciso@portla.org>; Janet Gunter <arriane5@aol.com>
Cc: ahricko@usc.edu <ahricko@usc.edu>; ctwilliams2012@yahoo.com
<ctwilliams2012@yahoo.com>; jnm4ej@yahoo.com <jnm4ej@yahoo.com>;
jacob.haik@lacity.org <jacob.haik@lacity.org>; ana DRAGIN <ana.dragin@lacity.org>;
amartinez@earthjustice.org <amartinez@earthjustice.org>; dpc@cbcearthlaw.com
<dpc@cbcearthlaw.com>; dethawk310@gmail.com <dethawk310@gmail.com>; DiBernardo,
Michael <MDiBernardo@portla.org>; Keenan, Michael <MKeenan@portla.org>
Sent: Mon, Aug 22, 2022 1:52 pm
Subject: Re: Gibson Project

The environmental assessment is on hold pending the outcome of those discussions.

There will be no quiet moving forward. The document that was released received significant comments that will have to be addressed before any environmental assessment can be completed, but we have to resolve the jurisdictional questions first. We will let the public know what happens once those discussions are resolved.

Christopher Cannon

Environmental Management Division
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731
310-732-3763 Dir
310-547-4643 Fax

13.39
Cont.

From: Janet Gunter <arriane5@aol.com>
Sent: Monday, August 22, 2022 1:38 PM
To: Cannon, Chris <CCannon@portla.org>; Enciso, Nicole <NEnciso@portla.org>
Cc: ahricko@usc.edu <ahricko@usc.edu>; ctwilliams2012@yahoo.com
<ctwilliams2012@yahoo.com>; jnm4ej@yahoo.com <jnm4ej@yahoo.com>;
jacob.haik@lacity.org <jacob.haik@lacity.org>; ana DRAGIN <ana.dragin@lacity.org>;
amartinez@earthjustice.org <amartinez@earthjustice.org>; dpc@cbcearthlaw.com
<dpc@cbcearthlaw.com>; dethawk310@gmail.com <dethawk310@gmail.com>
Subject: Re: Gibson Project

CAUTION: External email.

Thanks for the response, Chris. So, please clarify. Are you saying that there has been **zero** change on this issue since **May**?

We are also curious about the emails from both Tim Howard and Mike Tunney (from Howard Industrial Partners) on May 5th to the port, regarding their statement that they were "not processing the payment for any of the Port's billings". The billings are those related to the Aspen consulting that determined that the AIG-GRE development needed *only* to simply seek a

"negative declaration" on their industrial truck containing development site. The port has acknowledged that this report might ultimately cost \$150K, and stipulated that this cost was to be passed onto the developer, or its partner?, Howard Industrial Partners. We have only received the PRA emails **from these two associates** declining paymentwith no answer from the port regarding these unpaid bills. Did the port respond to them? Why was the response not provided?

We fear that the inaction on this development might well be intended to take the situation off of the radar screen in order to quietly move the project forward at a later date. We can only hope that this is not the case and that any such significant development will be held to the proper CEQA environmental requirements. Taking an "open space" area and moving it into a "highly industrial use" development like this one should never be offered the opportunity of a *simple negative declaration!* We hope that the port agrees.

Please give us any updates on this issue as it moves along.

Many thanks,
Janet Gunter

-----Original Message-----

From: Cannon, Chris <CCannon@portla.org>
To: Enciso, Nicole <NEnciso@portla.org>; Janet Gunter <arriane5@aol.com>
Cc: ahricko@usc.edu <ahricko@usc.edu>; ctwilliams2012@yahoo.com <ctwilliams2012@yahoo.com>; jnm4ej@yahoo.com <jnm4ej@yahoo.com>; jacob.haik@lacity.org <jacob.haik@lacity.org>; ana DRAGIN <ana.dragin@lacity.org>; amartinez@earthjustice.org <amartinez@earthjustice.org>; dpc@cbcearthlaw.com <dpc@cbcearthlaw.com>; jnm4ej@yahoo.com <jnm4ej@yahoo.com>
Sent: Thu, Aug 18, 2022 2:09 pm
Subject: Re: Gibson Project

There has been no change in its status. We are still having discussions about land use jurisdiction and related CEQA issues with the City and the Coastal Commission.

Adding Jesse, who has also expressed interest.

Christopher Cannon
Environmental Management Division
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731
310-732-3763 Dir
310-547-4643 Fax

From: Janet Gunter <arriane5@aol.com>
Sent: Thursday, August 18, 2022 1:08 PM
To: Enciso, Nicole <NEnciso@portla.org>; Cannon, Chris <CCannon@portla.org>
Cc: ahricko@usc.edu <ahricko@usc.edu>; ctwilliams2012@yahoo.com <ctwilliams2012@yahoo.com>; jnm4ej@yahoo.com <jnm4ej@yahoo.com>; jacob.haik@lacity.org <jacob.haik@lacity.org>; ana DRAGIN <ana.dragin@lacity.org>; amartinez@earthjustice.org <amartinez@earthjustice.org>; dpc@cbcearthlaw.com

13.39
Cont.

<dpc@cbcearthlaw.com>

Subject: Gibson Project

CAUTION: External email.

Hello Ms Encisco-

Back in May of this year you told me that the port was deciding the proper lead agency for handling the Gibson property. Can you tell me what the status of that property is now?

Thank you,
Janet Gunter

13.39
Cont.

June 21, 2023

RE: GREEN OMNI TERMINAL & JUNE 22ND AGENDA #7 RE: CONTRACT WITH HOWARD INDUSTRIAL PARTNERS: short term development of Gibson Ave. Property aka the Gibson Project

Dear Harbor Commissioners,

I am responding to the Commission’s recent reaction to the Omni Green Terminal presentation by Chris Cannon at the May 25th Hearing and writing to request you withdraw Agenda Item 7, the contract with Howard Industrial Partners, and investigate how this contract got put back onto the Board of Harbor Commissioner’s agenda without any explanation or addressing any of the community’s concerns.

I was encouraged by the fact that a few Board members finally questioned the authenticity of the Green Omni Terminal (GOT) presentation by Chris Cannon. It is apparent that port staff has covered-up the failures of POLA’s signature environmental project for the past seven years. The updates over the years by staff to the public and the Board had never mentioned some of the things that were heard at the May 25th BHC meeting. Port staff updates had not divulged to the Board in any prior presentations the fact that ILWU union members refused to use the demonstration equipment out of safety concerns; that the ShoreKat system failed on its promises of mobility and operational viability for a working dock; or that “thermal events” aka fires on the terminal had been caused by demonstration assets. All of this resulted in a tidy list of “lessons learned” at the costly sum of \$26M.

The Burns McDonald representative that gave the previous GOT update in Feb 2022 identified himself as a consult for Pasha. To be kind, that was a complete distortion of the truth. I believe Commissioner Middleton even directly asked him who he worked for and his answer was Pasha. How deceitful when Burns MacDonal was getting almost \$2M from the POLA grant and the port was paying the majority of his consulting fee. Contractor and Port should be sworn in before speaking to the Board publicly so we can hear the truth: not a fabrication of the facts.

But, there is more here that merits your serious investigation. A couple of months ago I made a public records Act request (PRA) for all communications regarding Greener Port Solutions (GPS) and its owner James Eleopoulous, who is a tenant in the Port of Los Angeles at Alta Sea. Over a year ago GPS began moving company assets out of the Port of Long Beach to the POLA. GPS now occupies the berths outside of AltaSea with four barges, and until recently, a tugboat. They also occupy space inside the building and outside the yard of AltaSea making GPS the largest tenant at AltaSea. I have asked for (through a PRA) any correspondence between the Port and/or AltaSea and GPS or it’s owner James Eleopoulous. Apparently, there is not even one email, text message or record of communication between James Eleopoulous / GPS, and AltaSea or the port! Yet, Eleopoulous is the largest tenant at AltaSea!

13.40

Important to note is that we have been told that the Port of Long Beach asked Eleopoulous to remove all marine assets out of the POLB and pay \$100,000 in past due port charges. Directly after that, those assets were relocated to the Port of LA. We also understand that those unpaid charges have now been sent to the LB City Attorney for action. It has been reported that Eleopoulous and his company have been the subject of a criminal federal grand jury investigation into activities at the Port of Long Beach involving former Deputy Director/Environmental Director Rick Cameron.

This situation should raise some red flags for you, but the above incidents only scratch the surface of, what appears to be, some very serious infractions. Several years ago, the Port of LA (after solicitation) declared property it owned on John Gibson Blvd. as "surplus". This *never developed*- open space land, abutted inaccessible lots to the north that were *virtually valueless because they had no access*. This property was owned by Mr. Eleopoulous and measured about five acres. The *only way* to access his property was through this port owned property. It is the details of this sale and what transpired after it that elevate this action into a much more serious question of legality. After Mr. Eleopoulous' purchase of the 1 acres of port land, he sold it along with his adjoining properties. The sale took place within a short six-month period for a whopping sum. The sale netted Eleopoulous what appears to be over \$18 Million dollars in profit.

This story is not over. Despite the fact that the property had been *privately owned* for over 5 years, last year the port environmental department took on responsibility for the proposed development project for that site seeking a simple "Negative Declaration" for its proposed heavy industrial use! After a number of people protested this Negative Declaration, the issue was supposedly referred to the City of Los Angeles. The current status of this project has not been reported on for the past two years. It has been said that James Eleopoulous is a "partner" with the developers of this proposed project. AIG/GRE. This prompted me to make a PRA for the documents and emails surrounding the development of the Gibson Project.

That brings us to agenda item for the June 22, 2023 Board of Harbor Commissioners Meeting. Item 7 A resolution for PROPOSED REIMBURSEMENT AGREEMENT BETWEEN THE CITY OF LOS ANGELES HARBOR DEPARTMENT AND HOWARD INDUSTRIAL PARTNERS, LLC. We urge you to pull this item from the agenda and investigate this matter.

During an email exchange with Port staff I learned the Howard Industries was representing AIG/GRE in developing a lease with the POLA for the "Gibson Project". Today agenda item looks like another way for the port to usurp the environmental review that this project deserves. Even former Port of LA attorney and CEQA and Land Use expert Pat Nave commented that "if you listen and watch the tape of the approval of the sale of the frontage lots (aka Gibson Ave. Property) it is clear from the remarks of the Port's attorney that they knew that the sale was a "project" within the meaning of CEQA. At this point the transfer to another agency (City of LA) is an attempt to lower the Port's exposure for a CEQA violation, or a China Shipping type claim." Please don't be complicit in the fraud against our community! Don't make us defend ourselves in a CEQA action. Do your job of public oversight, don't take us down the road of another China Shipping lawsuit.

**13.40
Cont.**

This is basically the same “Gibson Project” without the name that was soundly rejected by the community groups, ILWU 13, 94 and 63, Harbor Area Environmental Justice organizations, Neighborhood Councils and concerned residents over two years ago. POLA staff is now trying to resubmit this project with a new set of commissioners that don’t know the history and will likely receive a presentation much like the Green Omni Terminal in terms of deception. Read the two Board report from April 2021 and today. They are almost identical (except for the length of agreement) without any explanation or thought of a proper EIR. How does that make it better or address the community’s original objections?

Was the port’s bill to Howard that we learned about through the PRA process from 25 months ago from \$150,000 ever paid? Was it ever turned over to collection? Why does Howard think they can demand a meeting with Port, the Council Office and the City of LA? Please examine the email string to see the fraud by staff that is being perpetrated on our community and this Harbor Department. Howard Industrial Partner is a shell company for AIG/GRE. Of course, there is no mention of AIG/GRE or James Eleopoulous in the Board report. Chris Cannon and staff continue to try and help AIG/GRE and James Eleopoulous make money from backroom port deals.

Staff must think with three new commissioners that don’t know the history of the project, and staff-friendly, complicit Board Chair, this will get approved and this project will go under the radar without proper environmental scrutiny.

**13.40
Cont.**

Here is the reported information that should be investigated:

- James Eleopoulous is a partner with AIG/GRE, the owners and developers of the Gibson Project. Howard Industrial works on behalf of AIG/GRE and as for the past three years.
- Through PRA emails we learned that Howard demanded an “all hands on deck meeting” with the Port to get approval for the Gibson Project after all the community pushback and refused to pay \$150,000 owed to the port in a agreement by Board action
- James Eleopoulous that was named in a recent federal criminal grand jury subpoena for communications between James Eleopoulous and Port of Long Beach Deputy Executive/Environmental Director Rick Cameron.
- James Eleopoulous is the target of a federal investigation of pay to play in the San Pedro Bay Ports.
- While the Port of Long Beach seemingly wants nothing to do with James Eleopoulous or any of his companies, Chris Cannon and Mike Dibernardo and POLA staff continue to bend over backwards to do favors by providing leases, agreements and temporary assignments for James Eleopoulous and his varies companies Green Port Solutions, AIG/GRE and JENNA Development.
- The Port of Los Angeles made pizza shop owner James Eleopoulous an overnight millionaire with declaration of the Gibson Avenue as “surplus’ land. This would have never happened without the cooperating efforts of port senior staff and the council office.

- James Eleopoulous is/was a major fundraiser and donor to Tim McOsker and Joe Buscaino.

There are many more details involved here. I would be happy to share what I know with law enforcement agencies, or any harbor commissioners interested in getting to the bottom of the situation. The simple goal here is the restoration of honesty and integrity at the Port of LA. Nothing more....nothing less.

Illegal backroom activities have long been associated with the history of the Port of Los Angeles. An LA Times article just a few months ago outlined past problems. We ask that this reconfigured Harbor Commission, and our new Mayor, take a deep dive into the port's dealing with Eleopoulous, GPS, the practices being engaged in POLA leasing policies, and the impacts of these "special deals" that avoid environmental review and effects the community's health and quality of life.

Finally, as a continuum to the "backroom deals" at the Port; we were very recently told that there is an "emergency appointment" to be made soon for a position in the marketing department. It does not appear that there is, in fact, any real "emergency". However, calling it an "emergency" allows the port to circumvent normal hiring procedure while repaying political favors and rewarding unethical behavior. I hope this information is inaccurate. However, investigation is warranted if the port has any interest in avoiding another POLA scandal.

We appreciate any action taken by this Board to promote a more honest and transparent agency.

Sincerely,

Janet Gunter

Cc:
Board of Harbor Commissioners
Office of Los Angeles Mayor Karen Bass
Los Angeles FBI Field Office
Los Angeles Times
Daily Breeze
Random Lengths News

**13.40
Cont.**

From: [Timothy Howard](#)
To: [Mike Tunney](#); [Enciso, Nicole](#); [Cannon, Chris](#); [Jordan, Derek](#); [Keenan, Michael](#); [Michael Tyre](#); [ana DRAGIN](#); [Jimmy E](#); [jacob.haik@lacity.org](#)
Subject: RE: John S Gibson - Update Call
Date: Thursday, May 5, 2022 10:45:48 AM

CAUTION: External email.

FYI. We're not processing for payment any of your billings. They include invoice #'s: 2022-0301988-G1 and G2.

TH

From: Timothy Howard <thoward@hipre.net>
Sent: Thursday, May 5, 2022 9:43 AM
To: Mike Tunney <mtunney@hipre.net>; NEnciso@portla.org; Cannon, Chris <CCannon@portla.org>; Jordan, Derek <DJordan@portla.org>; Keenan, Michael <MKeenan@portla.org>; Michael Tyre <mtyre@hipre.net>; ana DRAGIN <ana.dragin@lacity.org>; Jimmy E <ellade@yahoo.com>; jacob.haik@lacity.org
Subject: Re: John S Gibson - Update Call

13.41

Also, how does the removal process work? Is it a Board action? Public notice required?

TH.

From: Mike Tunney <mtunney@hipre.net>
Sent: Thursday, May 5, 2022 9:37:27 AM
To: NEnciso@portla.org <NEnciso@portla.org>; Cannon, Chris <CCannon@portla.org>; Jordan, Derek <DJordan@portla.org>; Keenan, Michael <MKeenan@portla.org>; Timothy Howard <thoward@hipre.net>; Michael Tyre <mtyre@hipre.net>; ana DRAGIN <ana.dragin@lacity.org>; Jimmy E <ellade@yahoo.com>; jacob.haik@lacity.org <jacob.haik@lacity.org>
Subject: Re: John S Gibson - Update Call

Hi Nicole,

Can you please set up a follow up call with our point of contact at the City of LA that is fully informed about our project and understands what needs to get done in a timely manner? Assuming it is the director of planning? Whoever that is we need an all hands meeting immediately to discuss how to get this done.

Also, what is the amount of time it would take for you to update your Port Master Plan to remove our property from your boundary and remove the open space overlay?

Mayor's Time Stamp
 02 16 DEC 13 PH 1: 04

TIME LIMIT FILES
ORDINANCES

FORTHWITH

City Clerk's Time Stamp
 CITY CLERK'S OFFICE
 2016 DEC 13 PH 1: 18
 CITY CLERK
 BY _____ DEPUTY

COUNCIL FILE NUMBER 16-1371 COUNCIL DISTRICT 15

COUNCIL APPROVAL DATE December 13, 2016 LAST DAY FOR MAYOR TO ACT DEC 23 2016

ORDINANCE TYPE: Ord of Intent Zoning Personnel General

Improvement LAMC LAAC CU or Var Appeals - CPC No. _____

SUBJECT MATTER: SALE OF LOS ANGELES HARBOR DEPARTMENT SURPLUS REAL PROPERTY, THROUGH AN ORAL BID AUCTION, FOR LAND LOCATED ON JOHN S. GIBSON BOULEVARD

13.42

	APPROVED	DISAPPROVED
PLANNING COMMISSION	_____	_____
DIRECTOR OF PLANNING	_____	_____
CITY ATTORNEY	<u>X</u>	_____
CITY ADMINISTRATIVE OFFICER	_____	_____
OTHER	_____	_____

DATE OF MAYOR APPROVAL DEC 14 2016 DEEMED APPROVED OR *VETO
 (*VETOED ORDINANCES MUST BE ACCOMPANIED WITH OBJECTIONS IN WRITING PURSUANT TO CHARTER SEC. 250(b)(c)

(CITY CLERK USE ONLY PLEASE DO NOT WRITE BELOW THIS LINE)

DATE RECEIVED FROM MAYOR _____ ORDINANCE NO. _____

DATE PUBLISHED _____ DATE POSTED _____ EFFECTIVE DATE _____

ORD OF INTENT: HEARING DATE _____ ASSESSMENT CONFIRMATION _____

ORDINANCE FOR DISTRIBUTION: YES NO

OS

ORDINANCE NO. _____

An ordinance authorizing the sale by auction of certain surplus real property (Property) located in the Harbor District owned by the City of Los Angeles, described in Exhibit A attached hereto, pursuant to Division 7, Chapter 1, Article 4, Section 7.24 of the Los Angeles Administrative Code

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. The action of the Board of Harbor Commissioners of the City of Los Angeles on the 24th day of October, 2016, approving the sale of the Property (Resolution 16-8010) determined to be surplus because the Property is no longer required for the use of the City and the public interest and necessity require that the Property be sold (pursuant to Resolution 15-7876 of the Board of Harbor Commissioners of November 10, 2015) is hereby ratified, confirmed and approved.

It is hereby ordered that the Property be sold by oral bids pursuant to the provisions of Section 385 of the City Charter, and Division 7, Chapter 1, Article 4 of the Los Angeles Administrative Code, for cash, to the highest responsible bidder in accordance with the provisions of Section 7.24 of the Code on or after January 26, 2017 at 2:30 p.m. at 100 E. Water Street, Wilmington, California 90731.

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Sec. 2. The City Council of the City of Los Angeles hereby finds and determines that the Property is no longer required for the use of the City and the public interest and necessity require, and it is hereby ordered, that the Property be sold pursuant to the provisions of Section 385 of the City Charter, and Division 7, Chapter 1, Article 4 of the Los Angeles Administrative Code, Section 7.24 by auction by oral bids for cash to the highest responsible bidder to be conducted in accordance with the provisions of Section 7.24 of said Code. The minimum price, which will be accepted for the Property is: \$1,218,000. The General Manager of the Harbor Department and the Board of Harbor Commissioners reserve the right to adjust the minimum bid for the Property at any time up to the date of auction.

Sec. 3. The City Clerk shall cause the Notice of Sale to be published for three (3) days in a newspaper of general circulation, printed and published in the City. The Director of Real Estate—Cargo and Industrial—of the Harbor Department shall post said Notice of Sale in a prominent and visible location on the Property no less than thirty (30) days prior to the sale at or before the time specified in the Notice of Sale by the Director of Real Estate—Cargo and Industrial.

Sec. 4. Any person wishing to be designated as a qualified bidder must deposit a cashier's check or certified check made payable to the City of Los Angeles in an amount not less than \$10,000 as a guarantee that the person making such bid will purchase and pay for the Property upon the terms and conditions specified in the Notice of Sale, and at the opening of escrow, it shall be utilized as a part of the purchase price. Should the high bidder not complete the purchase, the deposit shall be retained by the

City of Los Angeles as liquidated damages suffered by the City for the failure to complete said purchase; provided, however, that the City Council by a two-thirds vote of all its members and for good cause shown may order the refund of all or any portion of the deposit of a person failing to complete the purchase, but the Executive Director of the Harbor Department or the Board of Harbor Commissioners must first approve such refund. The deposits made by all unsuccessful bidders shall be returned to such bidders at the completion of the auction.

Sec. 5. The Board of Harbor Commissioners is hereby authorized and empowered to confirm the sale to the highest responsible bidder in an amount not less than the minimum bid specified. The Board of Harbor Commissioners may reject any and all bids and the Board of Harbor Commissioners or Executive Director of the Harbor Department may withdraw the Property from sale until such time as the sale is confirmed.

Sec. 6. Resolution 16-8010 of the Board of Harbor Commissioners found that the action is exempt from the requirements of the California Environmental Quality Act (CEQA) under Article II, Section 2(f) of the Los Angeles City CEQA Guidelines as determined by the Director of Environmental Management of the Los Angeles Harbor Department.

Sec. 7. The Director of Real Estate-Cargo and Industrial-of the Harbor Department is authorized and empowered to open title and escrow, issue title transfer instructions/escrow, and or deliver the grant deed and otherwise complete the transaction. The Mayor is authorized to execute a deed following the confirmation of the sale. The City Clerk is authorized to attest thereto and to affix the City Seal. The Harbor Department Director of Real Estate--Cargo and Industrial-- is authorized to open title and escrow, issue title transfer instructions/escrow, and/or deliver the grant deed, and otherwise complete the transaction.

Sec. 8. The sale of said Property shall except and reserve to the City of Los Angeles all oil, gas, water, and mineral rights now vested in the City of Los Angeles without, however, the right to use the surface of said land or any portion thereof to a depth of 500 feet below the surface, for the extraction of such oil, gas, water and minerals. The sale will further except and reserve to the City of Los Angeles any interest in the fee of any adjacent street which would otherwise pass with the conveyance and shall be subject to covenants, conditions, restrictions, reservations, easements, encroachments, rights, and rights of way of record or which are apparent from a visual inspection of the Property, and subject to such other covenants, conditions, restrictions, easements, reservations, encroachments, rights, and rights-of-way which are more particularly set forth in the Notice of Sale. The Property shall be subject to a covenant that the property be restricted to State Tidelands Trust uses and the unbuildable areas of the Property be preserved as "open space" for native plant species or habitat areas.

Sec. 9. The Property offered for sale in this ordinance is offered in an "AS IS" condition, and all bidders, by bidding on the Property, are, by such act, expressly

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agreeing to purchase the Property in an "AS IS" condition and without any warranty as to fitness for use, fitness for a particular use, or condition of the Property, and that the seller (City) has no obligation to correct any condition of the Property, whether known before or after the date of the auction.

Sec. 10. The successful bidder shall pay for one-half of all escrow fees and shall pay for recording fees, documentary transfer taxes, policy of title insurance, messenger service fees, broker's commission, if any, other real estate transaction taxes, fees or application, and personal property taxes where applicable. Should the successful bidder desire a survey of the property, termite inspection and any other types of inspections, this may be accomplished by an independent surveyor and inspectors at the bidder's expense. The title company and escrow company selected for the sale of all these properties shall be at the sole discretion of the City of Los Angeles, Harbor Department.

Sec. 11. Should no acceptable bids be received or should the sale not be completed for the Property described in this ordinance for any reason, the General Manager of the Harbor Department of the City of Los Angeles or his designee is hereby authorized to:

- (a) re-offer said Property for sale pursuant to this Ordinance to the second highest bidder, and if the second highest bidder fails to complete the sale and/or comply with the conditions of the sale, to the third then fourth highest bidders, upon the same terms and conditions specified in the Notice of Sale without further order or permission of the Council; or
- (b) declare the present Notice of Sale immediately invalid and, pursuant to Division 7, Chapter 1, Article 4, Section 7.32 of the Los Angeles Administrative Code, cause one or more other Notice of Sale to be published and to conduct one or more other sale auction under the terms and conditions of the new Notice of Sale until the Property authorized for sale under this ordinance is sold or otherwise disposed.

The provisions of this section shall be effective until the date that is five (5) years from the effective date of this ordinance.

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Sec. 12. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of DEC 13 2016.

HOLLY L. WOLCOTT, City Clerk

By  Deputy

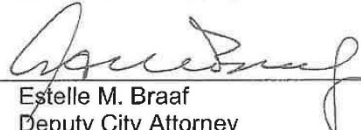
Approved DEC 14 2016

 Mayor

13.42
Cont.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By 
Estelle M. Braaf
Deputy City Attorney

Date Nov. 10, 2016

File No. 16-1371

Response to Letter I3: Janet Shaaf-Gunter, dated January 31, 2025

Comment I3.1: This comment states that the Proposed Project is part of a backroom deal from public officials that would result in additional traffic, health consequences, industrial blight, and air pollution.

Response I3.1: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). (State CEQA Guidelines Sections 15064(e) and 15131(a)). Section 15204(c) of the State CEQA Guidelines advises that comments should be accompanied by factual support, stating “[r]eviewers should explain the basis for their comments and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Where comments provide no facts or other substantial evidence to support an assertion, or where comments do not explain why the evidence supporting a conclusion in the Draft EIR is not substantial evidence, the Final EIR is not required to alter a significance determination of the Draft EIR. The commenters’ concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment I3.2: This comment states that the Proposed Project is just a reintroduction of the same project from three years ago to bypass public scrutiny. The comment states that the commenter wishes to bring forward the entire history of the Proposed Project.

Response I3.2: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The asserted impacts related to the Port’s decision to reintroduce the Proposed Project are not considered effects on the environment (State CEQA Guidelines Sections 15064(e) and 15131(a)).

In addition, the Proposed Project’s CEQA process restarted from the beginning and included opportunities for public input during the circulation of the Initial Study and Notice of Preparation (October 26, 2023 through December 11, 2023), the public scoping meeting (November 14, 2023), and the public circulation of the Draft EIR (November 15, 2024 through January 10, 2025). The Lead Agency required the preparation of an EIR due to the controversial nature of the Proposed Project and the potential for significant environmental impacts as recommended in the State CEQA Guidelines Section 15064. The commenters’ concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment I3.3: This comment states that the commenter would like to resubmit a comment letter on the previous Negative Declaration from the San Pedro Homeowners United. The comment further states that there are several comment letters missing from the Draft EIR.

Response I3.3: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As stated previously in Response I3.2, the Negative Declaration CEQA process for this Proposed Project was abandoned and restarted from the beginning, thus comment letters on the previous Negative Declaration are not automatically included in this document. As previously mentioned, opportunities were provided throughout the CEQA process for public comment. All comment letters received during the circulation of the Initial Study/Notice of Preparation (October 26, 2023, through December 11, 2023) were included in Appendix A to the Draft EIR. Included in Appendix A are letters from the Wilmington Neighborhood Council, Raymond

Regaldo of the Northwest San Pedro Neighborhood Council, Coalition for a Safe Environment, Central San Pedro Neighborhood Council, and several individual community members. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment 13.4: This comment states that the Draft EIR failed to adequately analyze impacts related to traffic congestion. The comment further states that photos of the traffic conditions on nearby roadways are included in the letter as comment 13.8. The comment states that the photos provide evidence of a chronic traffic condition that will only be worsened by the Proposed Project.

Response 13.4: (also see Response O3.5 & O3.6). The congestion cited with photos taken on December 17, 2024 is not a daily occurrence. This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As part of the 2019 amendments to the State CEQA Guidelines, SB 743 directed that the revised State CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Pub. Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it shall not be considered an impact on the environment. Moreover, the LADOT threshold for LOS analyses was not met. However, a site ingress/egress and LOS analysis was conducted at three locations. This was determined given the estimated number of hourly and peak hour trips to be generated at the site in which many are existing trips in motion, moving to/from the adjacent TraPac and WBCT terminals in the POLA. Further, the analysis assumes that trucks accessing Terminal Island would utilize I-110 and SR 47. As stated in Response O3.5 and the Draft EIR, the Proposed Project does not generate new trips within the Port complex. It is expected that most or all inbound, diverted existing trucks trips from the north via I-110 would be use the Harry Bridges Boulevard interchange and not Channel Street. This interchange (and associated signalized intersection of Harry Bridges Boulevard/John S. Gibson Boulevard) currently operates at a LOS B, which is an acceptable LOS per City Guidelines. As reported in Caltrans' VTB Replacement Project Draft Environmental Impact Report/Environmental Assessment, the intersection of John S. Gibson/Channel is currently operating at a LOS E only during the afternoon commute peak hour, but LOS D during the morning peak hour. The LAHD is currently constructing major improvements to the Harbor Boulevard/VTB-SR 47 interchange, which will yield good LOS D or better upon completion in 2027. Given the estimated number of hourly project site trips, the LOS of all adjacent intersections cited in the comment will be minimally degraded.

Comment 13.5: The comment states that the letter also includes communication regarding the Proposed Project obtained through a public records request which reference issues with the Proposed Project. The comment states that the communication shows the corrupt policies of the Port throughout the process of the Proposed Project and its previous proposal.

Response 13.5: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). As the comment does not provide any specific comments related to Proposed Project impacts or issues with the Draft EIR, no further response is warranted.

Comment 13.6: This comment states that there is no need for the Proposed Project as there is currently plenty of land available for truck and chassis parking within the Port. The comment provides examples of areas in the Port of Los Angeles and Port of Long Beach that are currently underutilized. The comment further states

the community has been successful in court against similar Port expansion projects, which supports their position.

Response I3.6: This comment does not provide any substantial evidence that the Proposed Project would result in a significant environmental impact. As discussed in Draft EIR Section 7.0, *Alternatives*, an Alternative Site Alternative was explored but ultimately dismissed due to the lack of suitable sites in areas that are zoned for the proposed uses, would meet the Proposed Project objectives, and would lessen any significant impacts from the Proposed Project. Further, there are no suitable sites within the control of the Project Applicant. One of the Proposed Project objectives is to provide off-terminal support for Port activities that are located near the I-110 freeway. In addition, construction at the proposed alternative sites would require similar mitigation measures related to cultural and paleontological resources.

While the Proposed Project would require a PMP amendment to change the open space land use designation for APNs 7440-016-002, 7440-016-003, and 7412-024-007, the Proposed Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site. Thus, the proposed PMP amendment is necessary in order to render the PMP land use consistent with City of Los Angeles land use and zoning designations. As evidenced by the site's current land use and zoning designations, urbanization of the site has been anticipated and accounted for since the adoption of the City of Los Angeles General Plan.

Comment I3.7: This comment states that the letter includes a 2005 LA Times article about the Port's operations. This comment concludes by stating that a more thorough investigation must take place on this Proposed Project.

Response I3.7: This comment does not provide any substantial evidence that the Project would result in a new significant environmental impact. As substantiated by the responses above and below, none of the conditions arise that would require recirculation of the Draft EIR pursuant to State CEQA Guidelines Section 15088.5. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment I3.8: This comment provides photos of truck traffic on the roadways around the Port including near the TraPac Terminal and the Carson Container Storage Yard.

Response I3.8: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As part of the 2019 amendments to the State CEQA Guidelines, SB 743 directed that the revised State CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Pub. Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it shall not be considered an impact on the environment.

As stated above in Response O3.5, the LADOT threshold for transportation assessment under CEQA was not met. However, pursuant to LADOT's Transportation Assessment Guidelines' project access, safety, and circulation evaluation non-CEQA transportation analysis requirement, a site ingress/egress and LOS analysis was conducted at three locations (Appendix J to the Draft EIR). The LOS Analysis was based on the estimated number of hourly and peak hour trips to be generated at the site, in which many are existing trips in motion, moving to/from the adjacent TraPac and WBCT terminals in the POLA. As stated in Response O3.5 and the Draft EIR, the Proposed Project does not generate new trips within the Port complex. It is expected that most or all inbound, diverted existing trucks trips from the north via I-110 would use the Harry Bridges Boulevard interchange and not Channel Street. This interchange (and associated signalized intersection of Harry Bridges

Boulevard/John S. Gibson Boulevard) currently operates at LOS B, which is an acceptable LOS. As reported in Caltrans' VTB Deck Replacement Project Draft Environmental Impact Report/Environmental Assessment [DEIR/EA], the intersection of John S. Gibson/Channel is currently operating at LOS E only during the afternoon commute peak hour, but LOS D during the morning peak hour. The LAHD is currently constructing major improvements to the Harbor Boulevard/VTB-SR 47 interchange, which should result in LOS D or better upon completion in 2027, which is considered an acceptable LOS. Given the estimated number of hourly Project site trips, as provided in Appendix D to the Traffic Impact Analysis, the LOS of all adjacent intersections cited in the comment will be minimally degraded.

Comment I3.9: This comment includes the previous comment letter from the San Pedro Peninsula Homeowners United, Inc. sent pertaining to the previous Negative Declaration prepared for the Project site. The comment states that the Port sold the property on the Project site to a predetermined owner with a predetermined project.

Response I3.9: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. The sale of the parcels by the POLA is not related to the Proposed Project and the sale was not tied to the proposed truck and chassis parking lot as the Proposed Project was not yet conceptualized. Regarding existing views of the Port, as discussed in Draft EIR Section 5.1, *Aesthetics*, views of Port activities would still be available from the I-110, as seen in Draft EIR Figures 5.1-1a and 5.1-1d (pages 5.1-7 through 5.1-13) as the proposed grade of the truck parking lot would be lower than the elevation of I-110. In addition, as shown on Draft EIR Figure 5.1-1b, views from John S. Gibson Boulevard looking towards the site would be improved from a vacant hillside with scattered litter into a landscaped and manicured hillside with lush vegetation and trees.

Comment I3.10: This comment states that the Negative Declaration previously prepared for the Proposed Project did not adequately discuss the potential impacts of the Proposed Project. The letter lists specific points that were missing from the Negative Declaration including specificity of soil cut/fill volumes, grading plans or elevations, discussion of seismic impacts, and contractor/applicant information.

Response I3.10: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. A Draft EIR was prepared for the Proposed Project and was released for public review from November 24, 2024, through February 4, 2025. The Draft EIR discussed all the potential environmental impacts from the Proposed Project consistent with CEQA Guidelines. Pursuant to State CEQA Guidelines Section 15124, the Project Description "should not supply extensive detail beyond that needed for the evaluation and review of the environmental impact." The Proposed Project is thoroughly described within Draft EIR Section 3.0, *Project Description*. In addition, a Conceptual Site Plan, Project Renderings, and Slope and Grading Cross Sections are provided as Draft EIR Figures 3-5, 5.1-1a through 5.1-1d and Initial Study Figures 2-1a through 2-8f (included as Appendix A to the Draft EIR). Analysis under the Draft EIR have all utilized these same graphics and plans. As such, the level of detail needed for the evaluation of the Project by the public and decision makers and for the review of the Project's environmental impacts is adequate within the Project Description, and extensively detailed figures or plans are not needed. As demonstrated by *Citizens for a Sustainable Treasure Island v. City & County of San Francisco (2014) 227 CA4th 1036, 1053*, the EIR's description of the Proposed Project should identify the Project's main features and other information needed for an analysis of the Project's environmental impacts. As long as the requirements set forth in State CEQA Guidelines Section 15124 are met, the Project Description may allow for the flexibility needed to respond to changing conditions that could impact the Project's final design. As such, detailed grading plans for all buildings are not required to be included in the Draft EIR's Project Description and a general description of the Project and conceptual plans are allowed. As discussed in Section 3.0, *Project Description*, of the Draft EIR, grading of the Proposed Project site would result in approximately 3,433 cubic yards of soil import, which is included in the Project analysis. In addition, the Air Quality Analysis (Appendix B to the Draft EIR) assumes a soil

export of approximately 500 cubic yards of contaminated soils to a landfill approximately 117 miles from the Project site. Should the Project be approved, design-level civil engineering plans would be prepared and reviewed by the appropriate City departments prior to any construction on the Project site.

In regard to relying on laws and regulations without evidence and enforcement, all rules and regulations would be enforced by City of Los Angeles Code Enforcement and the City of Los Angeles Police Department.

In addition, the Project sponsor/applicant, Howard Industrial Partners, is listed on page 42 of the IS/NOP (Appendix A to the Draft EIR), which was released for public review on October, 2023. Future Project contractors are currently not known.

Regarding seismic impacts, as discussed in Initial Study Section 4.7 *Geology and Soils* (included as Appendix A to the Draft EIR), the Project site is located in a seismically active region with several nearby active faults, with the nearest being the Palos Verdes Fault Zone. The Proposed Project would construct structures including retaining walls, and an occupiable prefabricated guard booth and restrooms onsite. The retaining walls and the guard booth and restroom structures and foundations constructed on the site would be designed and constructed according to the recommendations from the required geotechnical studies and pursuant to the CBC and City of Los Angeles grading requirements. The Geotechnical Investigation for the Project site slope stability analyses indicated adequate static and seismic factors of safety (Appendix F to the Draft EIR). While there is a historical landslide located within the central portion of the site, potential impacts related to landslides would be reduced through the proposed grading, addition of retaining walls, and adherence to CBC standards and City of Los Angeles grading regulations.

Comment I3.11: This comment includes additional concerns about the project including aesthetic impacts, seismic impacts, the potential “pay to play” tactics used to acquire this development, and the potential for the Project to be substituted for another use such as a hotel.

Response I3.11: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. In regard to the aesthetic impacts of the Proposed Project, as discussed in Draft EIR Section 5.1, *Aesthetics*, views of Port activities would still be available from the I-110, as seen in Draft EIR Figures 5.1-1a, 5.1-1c, and 5.1-1d as the proposed truck parking lot would be lower in elevation than the I-110 freeway. Further, the Proposed Project does not propose container stacking; therefore, there would be no potential “container wall.” In addition, as shown on Draft EIR Figure 5.1-1b, views from John S. Gibson Boulevard looking towards the site would be improved from a vacant hillside with scattered litter into a landscaped and manicured hillside with lush vegetation and trees.

Regarding seismic impacts, as discussed in Initial Study Section 4.7 *Geology and Soils* (included as Appendix A to the Draft EIR), the Project site is in a seismically active region with several nearby active faults, with the nearest being the Palos Verdes Fault Zone. The Proposed Project would construct structures including retaining walls, and an occupiable prefabricated guard booth and restrooms onsite. However, the retaining walls and the guard booth and restroom structures and foundations constructed on the site would be designed and constructed according to the required geotechnical studies and pursuant to the California Building Code and City of Los Angeles grading requirements. The Geotechnical Investigation for the Project site slope stability analyses indicated adequate static and seismic factors of safety (Appendix F to the Draft EIR). While there is a historical landslide located within the central portion of the site, potential impacts related to landslides would be reduced through the proposed grading, addition of retaining walls, and adherence to CBC standards and City of Los Angeles grading regulations.

CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The

asserted impacts related to the Port's "pay to play" tactics or future hotel project are not considered effects on the environment (State CEQA Guidelines Sections 15064(e) and 15131(a)). A hotel project alternative was discussed in Section 7.0, *Alternatives*, but was dismissed as it was found to be infeasible due to existing site conditions. In addition, the introduction of a new project such as a hotel would be required to be evaluated under CEQA and a new environmental document would be prepared. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment I3.12: This comment concludes the letter, stating that the Port has continued to dismiss the community and continues to ignore concerns and fails to honor transparency.

Response I3.12: The comment does not provide any substantial evidence that the Proposed Project would result in a new significant environmental impact. As substantiated by the responses above and below, none of the conditions arise that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The asserted impacts related to the Port's "pay to play" tactics or future hotel project are not considered effects on the environment (State CEQA Guidelines Sections 15064(e) and 15131(a)). The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment I3.13: This comment states that the Coalition for a Safe Environment (CFASE) provided this letter in regard to the Negative Declaration prepared for the Proposed Project. The comment further states that the property developer, AIGGRE San Pedro Industrial Owner LLC (AIGGRE), has never worked within the Port or the City of Los Angeles and does not have experience in managing a container lot. The comment states that the claim that the Proposed Project would only require two employees is ridiculous. The comment states that the developer has no intention of paying for mitigation measures to reduce impacts.

Response I3.13: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The asserted impacts related to the Port's "pay to play" tactics, future hotel project, or the history of the developer are not considered effects on the environment (State CEQA Guidelines Sections 15064(e) and 15131(a)). In addition, the introduction of a new project such as a hotel would be required to be evaluated under CEQA and a new environmental document would be prepared.

As shown in Exhibit xxx, three inbound processing gates would be operated with the sufficient number of workers

As discussed above and within the Draft EIR, there are no significant and unavoidable impacts related to air quality or GHG emissions, and impacts were found to be less than significant with the implementation of existing regulatory requirements. Thus, there is no need for additional measures such as requiring zero-emission on-road haul trucks.

Comment I3.14: This comment states that the Proposed Project is not consistent with the previously proposed project on the site from 2016.

Response I3.14: While the Proposed Project would require a PMP amendment to change the open space land use designation for APNs 7440-016-002, 7440-016-003, and 7412-024-007, the Proposed Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site.

Thus, the proposed PMP amendment is necessary to render the PMP land use consistent with City of Los Angeles land use and zoning designations. As evidenced by the site's current land use and zoning designations, urbanization of the site has been anticipated and accounted for since the adoption of the City of Los Angeles General Plan.

As stated previously in Response I3.2, the CEQA process from 2016 was abandoned and restarted from the beginning based on a new development project and the prior CEQA analysis was not relied upon. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment I3.15: This comment states that the previous Negative Declaration failed to be transparent about the scope of the Proposed Project including how the parking lot would operate including whether containers would be full or if any loading and unloading would occur onsite as well as the sale of the property and the qualifications of the lease or buyer. The comment states that the LAHD did not allow a 90-day public comment period as requested by community members.

Response I3.15: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. CEQA is an environmental protection statute that is concerned with physical changes to the environment (State CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (State CEQA Guidelines Section 15360). The asserted impacts related to the backrooms deal involving the sale of the parcels, or the experience of the lease or buyer are not considered effects on the environment (State CEQA Guidelines Sections 15064(e) and 15131(a)). Any substantial change in site use would be required to be evaluated under CEQA in a separate environmental document.

Draft EIR Section 3.0, *Project Description*, describes the operations of the Proposed Project as involving a to-be-determined company that would operate the site as a parking lot for the parking of trucks and loaded and unloaded chassis. The parking lot would have approximately 393 spaces accommodating chassis with shipping containers up to 40 feet long. The shipping containers would not be loaded or unloaded at the site. Full or empty containers will be brought to the site, parked in a space, and eventually picked up again. During Proposed Project operations, trucks would travel to and from the Project site to pick up or drop off chassis, and shipping containers would be "parked" on top of the chassis. The Proposed Project is anticipated to be used for short-term parking, as chassis and containers are not anticipated to be parked on site for longer than 24 hours. No fueling, maintenance, loading, or other industrial activity would occur on the Project site.

Regarding the 90-day public comment period, this comment was on the original Negative Declaration for the Project site, and no comments requesting a 90-day public review period were received during any of the public review periods for this Draft EIR. According to State CEQA Guidelines Section 21091, the Draft EIR is required to be circulated for a minimum of 45 days. The public review period for the Draft EIR was November 15, 2024 through January 10, 2025, which is a 56-day review period. The public review period was then extended to February 4, 2025, at the request of the Wilmington Neighborhood Council. Therefore, ample public review time was provided for the Draft EIR.

Comment I3.16: This comment states that the previous Negative Declaration failed to analyze all of the potential impacts from the Proposed Project and requests that an EIR be written for the Proposed Project.

Response I3.16: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. A public review draft EIR was prepared for the Proposed Project and circulated for public review in accordance with

State CEQA Guidelines. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment 13.17: This comment states that the Proposed Project would fail to meet its own objective of providing off-terminal maritime support as the site is too small and would constantly be at capacity. The comment further states that while the Project claims to relieve truck traffic congestion, there is no evidence to support the claim, and it would likely result in increased congestion. The comment states that the Port has failed to designate appropriate land for Port-supporting activities. The comment also requests assessments for truck-driver needs, zero-emission truck needs, and chassis needs.

Response 13.17: (Also see Responses O3.5 and O3.6). This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. In regards to traffic congestion, as part of the 2019 amendments to the CEQA Guidelines, SB 743 directed that the revised CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Pub. Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it shall not be considered an impact on the environment.

As discussed in Draft EIR Section 5.9, *Land Use and Planning*, the Proposed Project would result in a truck and chassis parking lot which would serve Port activities. The Proposed Project would not result in additional cargo trips to the area but would be utilized to facilitate existing movement of goods throughout the Port. With approval of the PMP amendment to Maritime Support, the site would support the surrounding industrial and cargo-handling uses.

Regarding the assessments proposed in the comment, as discussed in Response 13.12 and within the Draft EIR, there are no significant and unavoidable impacts related to air quality or GHG emissions. Impacts were found to be less than significant with the implementation of existing regulatory requirements. Thus, there is no need for additional measures or assessments.

Comment 13.18: This comment states that the presence of contaminated soils is sufficient to justify an EIR to evaluate the potential impacts of the Proposed Project. The comment states that the previous Negative Declaration states that a site investigation found soils impacts with total petroleum hydrocarbons (TPH) and volatile organic compounds (VOC). The comment further states that a Land & Groundwater Contamination Assessment and Remediation Plan should be prepared for the Project.

Response 13.18: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As discussed in Draft EIR Section 5.8, *Hazards and Hazardous Materials*, the Phase I and Phase II ESAs detail releases of TPH and VOCs within site soils at levels exceeding the DTSC human health risk criteria and estimated that the area of contaminated soil is approximately 1,200 square feet, with an average depth of approximately 10 feet bgs (estimated 12,000 cubic feet). Therefore, implementation of SCAQMD Rule 1166, as described in Section 3.0 of this Final EIR, related to excavating or grading soil containing VOC materials would be required along with the CalOSHA hazardous waste materials handling regulations and the sections of the California Health and Safety Code discussed in Draft EIR Section 5.8.3.2, *State Regulations*, in Section 5.8 *Hazards and Hazardous Materials*. In addition, a SMP would be prepared for the proper management and disposal of waste in accordance with all applicable laws and regulations. The SMP would provide a protocol for ensuring the proper handling and disposal of contaminated soils that could be encountered during development, in a manner that is protective of human health and compliant with applicable laws and regulations. The SMP would be submitted to the LADBS prior to the issuance of a grading permit and

implemented during grading/development activities. In addition, a Health and Safety Plan (HSP) would be required to be approved by the LADBS prior to the issuance of a grading permit and implemented pursuant to OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120). The HSP would outline health and safety requirements to minimize worker and public exposure to hazardous materials during construction, including vapor, water, and soil contamination. The HSP shall provide compliance with OSHA Safety and Health Standards and provide procedures in the event of release or human contact with hazardous materials during all construction activities. Therefore, with compliance with SCAQMD Rule 1166, OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120), and Cal/OSHA requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and the implementation of a SMP, impacts related to transport, use, or disposal of contaminated materials during construction would be less than significant, and no further measures such as a Land & Groundwater Contamination Assessment and Remediation Plan are necessary to further reduce impacts.

Comment I3.19: This comment states that the POLA failed to attach a Stormwater Pollution Prevention Plan (SWPPP) and the Protocol Plan for Unknown Hazardous Materials to the Negative Declaration.

Response I3.19: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. A SWPPP was prepared for the Proposed Project and was included as Appendix C to the Initial Study (included as Appendix A to the Draft EIR). The NOP/IS was published for public review for 45 days from October 26, 2023, to December 11, 2023. As discussed in Draft EIR Section 5.8, *Hazards and Hazardous Materials*, the Proposed Project would prepare a SMP for the proper management and disposal of waste in accordance with all applicable laws and regulations. The SMP would provide a protocol for ensuring the proper handling and disposal of contaminated soils that could be encountered during development, in a manner that is protective of human health and compliant with applicable laws and regulations. The SMP would be submitted to the LADBS prior to the issuance of a grading permit and implemented during grading/development activities.

Comment I3.20: This comment states that the SCAB is in nonattainment of the NAAQS and any net increase in emissions from the Proposed Project would cause the SCAB to continue to be in nonattainment. The comment further states that the Port has never prepared a Health Impact Assessment or a Public Health Survey for the Proposed Project, which would increase local mobile and stationary truck air pollution. The comment recommends additional mitigation including zero-emission off-road and on-road trucks, cargo handling equipment, and construction equipment.

Response I3.20: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As discussed in Section 5.2, *Air Quality*, localized impacts were found to be less than significant. The Draft EIR analyzed localized impacts to residents located approximately 1,366 feet southwest of the Project site along N Gaffey Street. Therefore, since the exposure at the nearest sensitive receptor was found to be less than significant, impacts related to any other potential receptor would be less than significant as impacts are expected to decrease as they are further away. This similarly applies to the Project's health risk impacts from construction and operation. Both the construction and operational HRA (Appendix B to the Draft EIR) utilized a sensitive receptor distance of 1,589 feet. Although this location is not the nearest receptor to the Project site, it is the location that would experience the highest concentrations of DPM during Proposed Project operation due to meteorological conditions at the site. All other receptors would experience lower concentrations of DPM and thus less risk during operation of the Proposed Project. Thus, impacts would continue to be less than significant. Draft EIR Table 5.2-6 shows that construction emissions would not exceed SCAQMD regional thresholds and Table 5.2-9 shows that construction emissions would not exceed localized significance thresholds, and air quality impacts would be less than significant during the Project construction.

In addition, the Proposed Project would utilize zero-emission cargo handling equipment during operation. As shown in Draft EIR Tables 5.2-7 and 5.2-10, regional and localized operational emissions would be below SCAQMD thresholds and impacts related to operational air quality would be less than significant. Thus, there is no nexus to provide operational mitigation. Further, in regard to zero-emission heavy-duty truck feasibility, the commenter is referred to Response A3.3.

Comment 13.21: This comment states that the Proposed Project would result in a net increase in GHG emissions during construction and operation of the Proposed Project which would be inconsistent with California state law AB 32 and provides recommended mitigation measures to reduce impacts.

Response 13.21: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. The Proposed Project is located within the jurisdiction of the SCAQMD and was evaluated against SCAQMD's thresholds and supported by substantial evidence. As discussed on page 5.7-11 of the Draft EIR, the Proposed Project would result in approximately 4,914.3 MTCO_{2e}/yr, which would be below the SCAQMD Threshold of 10,000 MT CO_{2e}/yr. Therefore, operation of the Proposed Project would not generate substantial GHG emissions that would have a significant effect on the environment, and no mitigation is required. Additionally, the 2022 CARB Scoping Plan (AB 32) includes overall state goals, therefore the referenced goal is not a Project-specific goal. As discussed in Draft EIR Section 5.5 *Energy*, the Proposed Project would provide contemporary, energy-efficient/energy-conserving design features and operational procedures. The Proposed Project would not interfere with the State's implementation of AB 1279's target of 85% below 1990 levels and carbon neutrality by 2045, because it does not interfere with implementation of the GHG reduction measures listed in CARB's Updated Scoping Plan (2022), as discussed in Section 5.7, *Greenhouse Gas Emissions*, in Table 5.7-2 in the Draft EIR. CARB's 2022 Scoping Plan reflects the 2045 target of an 85% reduction below 1990 levels, set by Executive Order B-55-18 and codified by AB 1279. Therefore, the Proposed Project does not conflict with the GHG significance threshold, or any plan, policy, or goal related to GHG.

Comment 13.22: This comment states that the Port has a history of allowing unpermitted activities within container storage yards. The comment provides measures to ensure no unpermitted activities occur onsite.

Response 13.22: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. This comment is no longer applicable as the Proposed Project no longer includes a container storage yard. Some of the measures provided are already included as part of the Project Description. For example, in regard to Project lighting, as discussed on page 58 of the NOP/IS (Appendix A to the Draft EIR), the Proposed Project would install pole-mounted LED fixtures in the parking lot and driveway to provide illumination during evening and overnight operations. The 19-foot-high LED fixtures are designed to face downward directly onto the parking lot and driveway, minimizing spillover and avoiding glare to surrounding areas.

During Proposed Project operations, trucks would travel to and from the Project site to pick up or drop off chassis, and shipping containers would be "parked" on top of the chassis. The Proposed Project is anticipated to be used for short-term parking, as chassis and containers are not anticipated to be parked on site for longer than 24 hours. No fueling, maintenance, loading or unloading, or other industrial activity would occur on the Project site.

Comment 13.23: This comment states that the Proposed Project fails to require zero-emission trucks, vehicles, cargo handling equipment, and construction equipment accessing the site. The comment also requests mitigation requiring zero emission power and backup power.

Response 13.23: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. Neither the

Project Applicant nor the POLA has the authority to require all heavy-duty trucks entering or on the Project site to be of a certain model year or engine type or require future tenants and vendors to utilize heavy-duty vehicles for trips to and from the site that are zero-emissions. The future operational permitting requirements may include provision of trucking fleet incentives. However, the Project Applicant and the City do not have the authority to require future tenants and vendors to enroll in incentive programs; and fleet upgrades are generally driven by existing SCAG and CARB emissions requirements. Thus, any measures that require zero-emission heavy-duty trucks are infeasible, as further discussed in Response A3.3. However, as discussed in Draft EIR Section 3.0, *Project Description*, the Proposed Project would utilize zero-emission cargo handling equipment.

In regard to zero-emission power and back-up power, as shown in Draft EIR Tables 5.2-7 and 5.2-10, regional and localized operational emissions would be below SCAQMD thresholds and impacts related to operational air quality would be less than significant. Thus, there is no nexus to provide operational mitigation requiring zero-emission power or back-up power.

Comment I3.24: The comment states that many pedestrians and bikers utilize John S. Gibson Boulevard on their route, and the long line of trucks accessing the SR-47 block intersections makes it difficult and sometimes dangerous for pedestrians and bikers to cross the street. The comment further states that the trucks burn diesel fuel on the roadway which would increase toxic emissions. The comment includes a list of suggested mitigation measures in order to reduce impacts from diesel trucks and improve pedestrian safety.

Response I3.24: (Also see Response O3.6 and O3.11) This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As part of the 2019 amendments to the State CEQA Guidelines, SB 743 directed that the revised State CEQA Guidelines “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Pub. Resources Code Section 21099[b][1]); and that “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment” (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it shall not be considered an impact on the environment.

In regard to pedestrian safety, construction of the proposed driveway would not interfere with pedestrian access/safety as there is no sidewalk on the northwestern side of John S. Gibson Boulevard, only on the southeastern side of the roadway, where no construction or operational activity would occur. Additionally, the traffic signal installation and turning geometry would aid in reducing speeds for inbound southbound right-turning trucks that will cross a striped bike lane on John S. Gibson Boulevard. The traffic signal would also provide safety for southbound bicyclists as they must obey the vehicle code and thus traffic signal red/yellow phases (for northbound left-turns and outbound driveway vehicles). It should be noted that no bikes were recorded in the recent traffic counts. Thus, the Proposed Project would not result in safety impacts to pedestrians and there is no need to include the mitigation measures proposed in the comment.

Based on the comment, LAHD prepared a queuing analysis, as included in Response O1.3. As discussed in Response O3.1, a driveway length of approximately 362 feet would be required for peak hour operations. Since the Proposed Project would provide an on-site queue length of approximately 850 feet, the queue would not spill onto John S. Gibson Boulevard. As such, an overflow of trucks onto John S. Gibson Boulevard would not occur and there would be no increased hazard for pedestrians or bikers on John S. Gibson Boulevard.

Regarding the assessments proposed in the comment, as discussed in Response I3.12, and within the Draft EIR, there are no significant and unavoidable impacts related to air quality or GHG emissions. Impacts were

found to be less than significant with the implementation of existing regulatory requirements. Thus, there is no need for additional measures such as requiring zero-emission vehicles.

Comment 13.25: This comment states that trucks lining up to turn into the Project site would create additional traffic congestion on John S. Gibson Boulevard. The comment further states that there is inadequate turning space for multiple trucks to turn within the facility. The comment concludes with suggested mitigation measures including a Traffic Congestion Impact Assessment, prohibiting trucks from using non-truck routes, and a minimum entry staging area for 10 trucks with up to 53-foot containers.

Response 13.25: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As part of the 2019 amendments to the State CEQA Guidelines, SB 743 directed that the revised State CEQA Guidelines “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Pub. Resources Code Section 21099[b][1]); and that “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment” (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it shall not be considered an impact on the environment. Nevertheless, a Traffic Impact Analysis was prepared for the Project and is publicly available on the Port’s website as Appendix J to the Draft EIR. As explained in Response O3.6, the Proposed Project is not expected to measurably degrade traffic operating conditions along John S. Gibson Boulevard, Pacific Avenue, and Front Street. In addition, as shown in Figure 5 in Response O2.8, the Proposed Project would construct a new northbound left turn pocket on John S. Gibson Boulevard, which would allow sufficient turning radius for trucks to access the Proposed Project driveway safely. Further, the parking spaces are oriented and the parking lot is wide enough in order for trucks to reverse into each space. Thus, the mitigation measures mentioned in the comment are not required to reduce impacts.

In regard to truck turning and accessibility, as discussed in Draft EIR Section 5.11, *Transportation*, the Proposed Project would construct a new 40-foot-wide access road and driveway off John S. Gibson Boulevard to allow vehicles to access the Project site. The Proposed Project would connect to the existing curb lines and circulation system and would implement the City’s traffic engineering design standards. The driveway would be signal-controlled at John S. Gibson Boulevard and would allow for all turning movements with right on red restrictions from the Proposed Project driveway onto John S. Gibson Boulevard. In addition, the Proposed Project would include three inbound gate lanes and two queuing lanes between these gates and John S. Gibson Boulevard to ensure trucks do not queue onto Gibson Boulevard, as further discussed in Response O3.1. Trucks turning left into the site would have adequate sight distance and would not result in unsafe turning movements.

Comment 13.26: This comment states that Harry Bridges Boulevard and John S. Gibson Boulevard were not designed to handle the Proposed Project and may require increased maintenance and repair costs due to the Project. The comment suggests that a Public Transportation Infrastructure Damage Assessment should be provided as well as contributing fees for the additional maintenance required.

Response 13.26: Most or all of the trips to the Project site would be existing truck trips and thus would not generate additional traffic loads on the pavement. It should also be noted that the adjacent roadways are the responsibility of the COLA Public Works Department. Nonetheless, the LAHD has spent \$207 million since 2012 on roadway projects in the vicinity of the Project site (including the on-going SR 47/Harbor Boulevard project). Additionally, the COLA Public Works Department will be reconstructing Harry Bridges/Alameda Street, between Quay Avenue and Anaheim Street, starting in 2028, in which the LAHD contributed \$8.6 million in 2013. This Public Works project is being deferred until after the Caltrans VTB deck replacement

project is completed. However, Caltrans will be repaving Harry Bridges Boulevard between John S. Gibson Boulevard and Anaheim Street in 2026, in advance of the Vincent Thomas Bridge project.

Finally, this comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As part of the 2019 amendments to the State CEQA Guidelines, SB 743 directed that the revised State CEQA Guidelines “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Pub. Resources Code Section 21099[b][1]); and that “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment” (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it is not considered an impact on the environment.

Comment I3.27: This comment states that there would be an increase in public safety risks due to the increase of hazardous cargo traveling through the area, as increased oil leaks and fluids cause soil and rainwater runoff contamination. The comment suggests that the Port and tenants must notice the public 60 days prior to the transport of hazardous materials, inspect trucks for fuel leakage, and only allow zero-emission trucks to enter the site.

Response I3.27: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As discussed in Draft EIR Section 5.8, *Hazards and Hazardous Materials*, should any future business that occupies the Project site handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a permit from the Los Angeles Fire Department (LAFD) Certified Unified Program Agency (CUPA). Such businesses are also required to comply with California’s Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the LAFD CUPA and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. With compliance with the above-mentioned regulations regarding the transport of hazardous materials, impacts would be less than significant and there is no nexus to require additional mitigation such as those mentioned in the comment.

In regard to polluted runoff and ground contamination, as discussed in Initial Study Section 4.10 *Hydrology and Water Quality*, (Appendix A to the Draft EIR), a SWPPP was prepared and was included as Appendix C to the Initial Study (included as Appendix A to the Draft EIR). The SWPPP includes temporary non-stormwater best management practices (BMPs) to control sediment from entering non-stormwater discharges into storm drainage systems and waterways during construction activities. Drip pans or absorbent pads would be used for vehicles and activities that involve grease, oil, solvents, or other vehicle fluids. All vehicle maintenance and fueling operations would be conducted at least 50 feet away from inlets and drainage facilities on a level-graded area.

During operation, no fueling, maintenance, or other industrial activity would occur on site. However, the Proposed Project could generate pollutants including trash, debris, oil residue, and other residue that could be deposited on driveways, paved areas, and other surfaces and wash into receiving waters. The Proposed Project would implement a Project-specific Low Impact Development (LID) Plan including BMPs to be used in Project design and operation as required by the City’s LID Ordinance. The Proposed Project is designed to include on-site structural source control BMPs which consist of 10 capture and use cisterns and pervious landscaped areas that would be sized to retain and reuse the storm capture volume. In addition, operational source control LID BMPs would be implemented, including but not limited to, the installation of water-efficient landscape irrigation systems, storm drain system stenciling and signage, catch basin filtration inserts, and implementation of a trash and waste storage area. With the implementation of the SWPPP and Water Quality Management Plan, impacts related to stormwater runoff would be less than significant and there is no nexus for additional mitigation measures mentioned in the comment.

As discussed in Response 13.12, and within the Draft EIR, there are no significant and unavoidable impacts related to air quality or GHG emissions. Impacts were found to be less than significant with the implementation of existing regulatory requirements. Thus, there is no need for additional measures such as requiring the assessments mentioned in the comment.

Comment 13.28: This comment states that both construction and operation of the Proposed Project would result in a net increase in the ambient noise levels in an area where noise is not excessive. The comment suggests that zero-emission trucks and equipment during construction and operation be required to access the site in order to reduce noise impacts.

Response 13.28: This comment does not provide any substantial evidence of a significant noise impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. This comment is in regard to the previously circulated Negative Declaration prepared in 2021 and is not applicable to the Proposed Project. As shown in Draft EIR Table 5.10-7, construction composite noise levels at the nearest sensitive receiver were estimated to be approximately 60 dBA L_{eq} , which is below the 75 dBA L_{eq} threshold. Thus, impacts would be less than significant and there is no nexus for the implementation of the mitigation measures listed in the comment such as only allowing zero-emission vehicles onsite.

As discussed in the revised Noise and Vibration Impact Analysis, included as Appendix B to this Final EIR, at an average distance of 2,800 feet from the center of the site to the nearest sensitive uses to the west, noise levels would approach 41.4 dBA L_{eq} during operation of the Proposed Project. The City has a residential daytime standard of 50 dBA L_{eq} and a nighttime standard of 40 dBA L_{eq} . While this level would exceed the nighttime standard of 40 dBA L_{eq} , existing ambient noise levels in the project area exceed 53 dBA L_{eq} during nighttime hours, therefore the Proposed Project operations would not create a perceptible noise increase at the nearest sensitive receptors. All other receptors would experience lower levels of noise increase and would therefore remain within the City's noise standards. Table 5.10-8 of the Draft EIR shows that the Proposed Project off-site traffic noise level increase would be approximately 1.3 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Section 5.10.4 of the Draft EIR, land uses adjacent to the study area roadway segments would experience less-than-significant noise level impacts due to Project-related traffic noise levels. Thus, there is no nexus for the implementation of the mitigation measures listed in the comment such as only allowing zero-emission vehicles onsite and no further response is warranted.

Comment 13.29: The comment states that the increased truck traffic along John S. Gibson Boulevard and Harry Bridges Boulevard would block police and emergency response vehicles that use those roadways.

Response 13.29: (Also see Response O3.6). This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As part of the 2019 amendments to the State CEQA Guidelines, SB 743 directed that the revised State CEQA Guidelines "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Pub. Resources Code Section 21099[b][1]); and that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Pub. Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it shall not be considered an impact on the environment.

Based on the comment, LAHD prepared a queueing analysis, as included in Response O3.1. As discussed in Response O3.1, a driveway length of approximately 362 feet would be required for peak hour operations. Since the Proposed Project would provide an onsite queue length of approximately 850 feet, the queue would not spill onto John S. Gibson Boulevard.

In regard to emergency access, the driveway is projected to operate at a LOS B and thus queues would be minimal and would not spill onto John S. Gibson Boulevard (See Response O1.3), and would not worsen existing emergency vehicle movement. Moreover, the proposed traffic signal at the driveway would have the following benefits to emergency vehicle movement:

- reduce overall speeds;
- stop John S. Gibson Boulevard vehicles on the red phase thereby improving emergency vehicle movement; and
- provide traffic gaps to improve and egress to LAPD Harbor Community Police Station.

Comment I3.30: This comment states that container storage yards typically become trash magnets that affect the aesthetics of the surrounding community. The comment suggests that no trash or graffiti be allowed within 100 feet of the site, and any found must be removed within 24 hours.

Response I3.30: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As shown in Draft Figure 3-4, *Existing Site Photos*, the Project site is currently littered with trash and debris due to existing on-site encampments. Implementation of the Proposed Project would clean up the site and upgrade it with landscaping and vegetation along the street frontage. The Proposed Project would include installation of a prefabricated guard booth and restroom for use by truck drivers and Proposed Project employees. Additionally, the Proposed Project would include approximately 316,373 square feet of drought tolerant ornamental landscaping that would cover approximately 39 percent of the site. As shown in Draft EIR Figures 5.1-1a through 5.1-1d, public views from I-110 and John S. Gibson Boulevard would be altered with implementation of the Proposed Project. The Proposed Project would include landscaping that would enhance the existing views of the Proposed Project by including trees, shrubs, and wall-covering vines to enhance the scenic quality of the Project site from John S. Gibson Boulevard. The chassis temporarily parked at the Proposed Project would be visible to the public on the I-110. However, the trucks and chassis on site would be similar to the views of the shipping containers within the POLA. Additionally, the layering of landscaping between the Proposed Project and the surrounding roadways would provide visual depth and distance between the roadways and trucks and chassis parked on site, while functioning as a screen to parked trucks and chassis. Additionally, two employees would be onsite for checking in trucks as well as security, which would deter graffiti onsite. In addition, the proposed walls would have landscaping covering a majority of the surface.

Comment I3.31: This comment states that container storage yards are magnets for vectors such as rats, racoons, possums, and mosquitoes. The comment suggests mitigation including not allowing containers to be opened at the facility, mosquito traps, removing water puddles, and not cleaning open containers onsite.

Response I3.31: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. This comment is no longer applicable as the Proposed Project would not include any container stacking, long-term container storage, or cleaning of containers. The Proposed Project would implement a Project-specific LID Plan including BMPs to be used in Project design and operation as required by the City's LID Ordinance. The Proposed Project is designed to include on-site structural source control BMPs which consist of 10 capture and use cisterns and pervious landscaped areas that would be sized to retain and reuse the captured stormwater volume. In addition, operational source control LID BMPs would be implemented, including but not limited to, the installation of water-efficient landscape irrigation systems, storm drain system stenciling and signage, catch basin filtration inserts, and implementation of a trash and waste storage area. This would avoid any pooling of rain water which could attract vectors to the area.

Comment I3.32: This comment introduces a comment letter from Dr. Tom Willaims of the Citizens Coalition for a Safe Community on the previous Negative Declaration. This comment states that the Negative

Declaration was inadequate in its assessment of the Proposed Project's potential impacts. The comment further states that the Project description does not provide information regarding cut/fill volumes, grading details, elevations, as well as the placement of retaining walls, paving, and runoff conveyance.

Response I3.32: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. A Draft EIR was prepared for the Proposed Project and was released for public review from November 24, 2024, through February 4th, 2025. The Draft EIR discussed all the potential environmental impacts from the Proposed Project consistent with State CEQA Guidelines. Section 3.4.3 *Construction*, within Chapter 3.0, *Project Description*, states that grading of the Proposed Project site would result in approximately 3,433 cubic yards of soil import. In addition, the Air Quality Analysis (Appendix B to the Draft EIR) assumes a soil export of approximately 500 cubic yards of contaminated soils to a landfill approximately 117 miles from the Project site. Should the Project be approved, design-level civil engineering plans would be prepared and reviewed by the appropriate City departments prior to any construction on the Project site.

Comment I3.33: This comment states that the Project site has potential for archeological and paleontological resources to be discovered during grading activities. The comment further states the Project site is located within a surface fault zone, and the Negative Declaration failed to evaluate the potential impacts related to slope instability.

Response I3.33: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As described in Section 5.4, *Cultural Resources*, an archaeological survey was conducted in March 2023, and a subsurface investigation was conducted on July 6, 2023. Based on the archaeological and historic records search, field surveys, and significance testing, the Project site was assessed for archaeological sensitivity and the potential for the Proposed Project to impact historical or archaeological resources and human remains. Although the Phase I and II Cultural Resources Assessment determined that no significant subsurface intact resources exist, there is a potential for previously unknown archaeological resources to be below the soil surface. The potential exists that grading of the site could encounter archaeologic deposits not encountered during testing. Therefore, monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist is included as Mitigation Measure CUL-1 to ensure that if buried archaeological deposits are unearthed, they will be handled in a timely and proper manner. As described in Section 5.6, *Geology and Soils*, a paleontological survey was conducted in March 2023. Although unique paleontological resources are not anticipated to be found within any fossils found on site, Mitigation Measure PAL-1 is included to require preparation of a Paleontological Resources Impact Mitigation Plan (PRIMP) and that ground disturbing activities be monitored by a qualified paleontologist to identify, salvage, and recover any potential paleontological resources, such as significant fossil remains.

Regarding seismic impacts, as discussed in Initial Study Section 4.7 *Geology and Soils* (included as Appendix A to the Draft EIR), the Project site is located in a seismically active region with several nearby active faults, with the nearest being the Palos Verdes Fault Zone. The Proposed Project would construct structures including retaining walls, and an occupiable prefabricated guard booth and restrooms onsite. However, the retaining walls and the guard booth and restroom structures and foundations constructed on the site would be designed and constructed according to the required geotechnical studies and pursuant to the California Building Code and City of Los Angeles grading requirements. The Geotechnical Investigation for the Project site slope stability analyses indicated adequate static and seismic factors of safety (Appendix F to the Draft EIR). While there is a historical landslide located within the central portion of the site, potential impacts related to landslides would be reduced through the proposed grading, addition of retaining walls, and adherence to CBC standards and City of Los Angeles grading regulations.

Comment I3.34: The comment states that the Negative Declaration did not properly address the hydrological impacts of the Proposed Project and did not discuss how the Proposed Project would collect or

infiltrate water onsite. The comment further requests that all reference documents, grading plans, drawings, and required mitigation measures be included as appendices for public review and comments. The comment concludes by stating that the Proposed Project is the initial step of a larger project in order to avoid complete CEQA review and mitigation implementation. The comment concludes the letter by stating that the Negative Declaration be withdrawn, and a Mitigated Negative Declaration or EIR should be prepared.

Response I3.34: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As discussed in Initial Study Section 4.10 *Hydrology and Water Quality*, (included as Appendix A to the Draft EIR), a SWPPP was prepared and was included as Appendix C to the Initial Study (included as Appendix A to the Draft EIR). The SWPPP includes temporary non-stormwater BMPs to control sediment from entering non-stormwater discharges into storm drainage systems and waterways during construction activities. During operation, the Proposed Project would implement a Project-specific LID Plan including BMPs to be used in Project design and operation as required by the City's LID Ordinance. The Proposed Project is designed to include on-site structural source control BMPs which consist of 10 capture and use cisterns and pervious landscaped areas that would be sized to retain and reuse the captured stormwater volume. In addition, operational source control LID BMPs would be implemented, including but not limited to, the installation of water-efficient landscape irrigation systems, storm drain system stenciling and signage, catch basin filtration inserts, and implementation of a trash and waste storage area. With the implementation of the SWPPP and Water Quality Management Plan, impacts related to stormwater runoff would be less than significant.

Regarding references utilized in the Draft EIR, all referenced documents are either provided as appendices or are available online through the links included within the document.

Pursuant to State CEQA Guidelines Section 15124, the Project Description "should not supply extensive detail beyond that needed for the evaluation and review of the environmental impact." The Proposed Project is thoroughly described within Draft EIR Section 3.0, *Project Description*. In addition, a Conceptual Site Plan, Project Renderings, and Slope and Grading Cross Sections are provided as Draft EIR Figures 3-5, 5.1-1a through 5.1-1d and Initial Study Figures 2-1a through 2-8f (included as Appendix A to the Draft EIR). Analysis under the Draft EIR have all utilized these same graphics and plans. As such, the level of detail needed for the evaluation of the Project by the public and decision makers and for the review of the Project's environmental impacts is adequate within the Project Description, and extensively detailed figures or plans are not needed. As demonstrated by *Citizens for a Sustainable Treasure Island v. City & County of San Francisco (2014) 227 CA4th 1036, 1053*, the EIR's description of the Proposed Project should identify the Project's main features and other information needed for an analysis of the Project's environmental impacts. As long as the requirements set forth in CEQA Guidelines Section 15124 are met, the Project Description may allow for the flexibility needed to respond to changing conditions that could impact the Project's final design. As such, detailed grading plans for all buildings are not required to be included in the Draft EIR's Project Description and a general description of the Project and conceptual plans are allowed. As discussed in Draft EIR Section 3.0, *Project Description*, grading of the Proposed Project site would result in approximately 3,433 cubic yards of soil import, which is included in the Projects' analysis. Should the Project be approved, design-level civil engineering plans would be prepared and reviewed by the appropriate City departments prior to any construction on the Project site.

The Project description accurately describes the entire Project, and the comment regarding the Proposed Project being a phase in a "greater development of the Project site" is based on speculation and not supported by fact. Section 15204(c) of the State CEQA Guidelines advises that comments should be accompanied by factual support, stating "[r]eviewers should explain the basis for their comments and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Where comments provide no facts or other substantial

evidence to support an assertion, or where comments do not explain why the evidence supporting a conclusion in the Draft EIR is not substantial evidence, the Final EIR is not required to alter a significance determination of the Draft EIR.

In regard to providing an EIR or MND with a mitigation monitoring and reporting plan, an EIR was prepared for the Proposed Project and this Final EIR includes a mitigation monitoring plan and reporting plan within Section 4.0.

In addition, implementation of a future hotel would not be allowed under the proposed PMP amendment. A hotel project alternative was discussed in Section 7.0, *Alternatives*, but was dismissed as it was found to be infeasible due to existing site conditions. In addition, the introduction of a new project such as a hotel would be required to be evaluated through CEQA and a new environmental document would be prepared.

Comment I3.35: This comment states that the Negative Declaration is inadequate as no Project plan drawings are provided. The comment further states that the objectives of the Proposed Project should be properly defined and supported with evidence. The comment also states that the proposed conditions called out in the Negative Declaration such as preconstruction surveys, nesting bird surveys, worker environmental awareness program, the discovery of cultural resources and human remains, implementation of a soil management plan, and noise barriers should be revised to be requirements using the terms “shall” and “must” as opposed to conditional language. The comment provides several examples from within the Negative Declaration where conditions are provided without any support or evidence as to how they would be implemented.

Response I3.35: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. A Draft EIR was prepared for the Proposed Project and was released for public review from November 24, 2024, through February 4th, 2025. The Draft EIR discusses all the potential environmental impacts from the Proposed Project consistent with State CEQA Guidelines. Pursuant to State CEQA Guidelines Section 15124, the project description “should not supply extensive detail beyond that needed for the evaluation and review of the environmental impact.” The Proposed Project is thoroughly described within Draft EIR Section 3.0, *Project Description*. In addition, a Conceptual Site Plan, Building Elevations, a Conceptual Landscape Plan, and Project Renderings are provided as Draft EIR Figures 3-5 and 5.1-1a through 5.1-1d, in Section 3.0, *Project Description* and Section 5.1, *Aesthetics* respectively. Analyses within the Draft EIR have all utilized these same graphics and plans. As such, the level of detail needed for the evaluation of the Proposed Project by the public and decision makers and for the review of the Proposed Project’s environmental impacts is adequate within the Project description, and extensively detailed figures are not needed. The Project description describes the operations of the Proposed Project as involving a to-be-determined company that would operate the site as a parking lot for the parking of trucks and loaded and unloaded chassis. The parking lot would have approximately 393 spaces accommodating chassis with shipping containers up to 40 feet long. During Proposed Project operations, trucks would travel to and from the Project site to pick up or drop off chassis, and shipping containers would be “parked” on top of the chassis. The Proposed Project is anticipated to be used for short-term parking, as chassis and containers are not anticipated to be parked on site for longer than 24 hours. No fueling, maintenance, or other industrial activity would occur on the Project site. However, charging for electric on-site equipment would occur during Proposed Project operations. The Project description also describes that retaining wall structures would be installed on site, which would include six mechanically stabilized earth (MSE) retaining walls up to approximately 30 feet in height. These walls would be installed along a portion of the northern property line adjacent to I-110, within the landscaped areas west and east of and generally bordering the proposed driveway, and along the southern property line adjacent to John S. Gibson Boulevard east of the proposed driveway. The retaining walls would be mostly in the ground, with the tops of the walls being level to the grade of the I-110 freeway, as shown in Draft EIR Figure 5.1-1a.

The Project description also accurately describes the existing land use and zoning of the site, stating that the Proposed Project would require a POLA Master Plan Amendment to change the land use designation from Open Space to Maritime Support for APNs 7440-016-002, 7440-016-003, and 7412-024-007. APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, and APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL. Regarding Proposed Project objectives, these are provided on page 1-2 of the Draft EIR.

Regarding references utilized in the Draft EIR, all referenced documents are either provided as appendices or are available online through the links included within the document. The technical reports that were mentioned in the comment have been included as appendices to both the Initial Study (included as Appendix A to the Draft EIR) and to the Draft EIR itself. The Initial Study includes appendices for the Preliminary Geotechnical Investigation, Phase I ESA, and the SWPPP. The Draft EIR includes appendices for the Air Quality Impact Analysis, Biological Assessment, Cultural Resources Assessment, Paleontological Resources Assessment, Geotechnical Investigation, and both Phase I and Phase II ESAs.

Regarding the proposed conditions within the Negative Declaration, the Draft EIR includes mitigation measures that would reduce impacts on biological resources, cultural resources, and paleontological resources. The mitigation measures include language such as “shall” or “must” and are included within Chapter 4, *Mitigation Monitoring Reporting Program (MMRP)*, of this Final EIR, which will ensure that the proposed mitigation measures are implemented, and compliance monitored. The MMRP includes a section detailing the timing of the proposed measures, the department responsible for confirming compliance, and an area for the responsible department(s) to sign and date when the mitigation measure is carried out.

Comment 13.36: This comment states that the Negative Declaration does not include sufficient evidence to support its conclusions of less-than-significant impacts related to paleontological, cultural, historic, and tribal resources. The comment requests that the proper evidence including geotechnical and archeological reports be provided. The comment also requests that a draft lease agreement be provided and that the lease require the continued use of a container parking lot for at least 10 years or fines imposed.

Response 13.36: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. As described in Section 5.4, *Cultural Resources*, an archaeological survey was conducted in March 2023, and a subsurface investigation was conducted on July 6, 2023. Based on the archaeological and historic records search, field surveys, and significance testing, the Project site was assessed for archaeological sensitivity and the potential for the Proposed Project to impact historical or archaeological resources and human remains. Although the Phase I and II Cultural Resources Assessment determined that no significant subsurface intact resources exist, there is a potential for previously unknown archaeological resources to be below the soil surface. The potential exists that grading of the site could encounter archaeological deposits not encountered during testing. Therefore, monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist is included as Mitigation Measure CUL-1 to ensure that if buried archaeological deposits are unearthed, they will be handled in a timely and proper manner. As described in Section 5.6, *Geology and Soils*, a paleontological survey was conducted in March 2023. Although unique paleontological resources are not anticipated to be found within any fossils found on site, Mitigation Measure PAL-1 is included to require preparation of a Paleontological Resources Impact Mitigation Plan (PRIMP) and that ground disturbing activities be monitored by a qualified paleontologist to identify, salvage, and recover any potential paleontological resources, such as significant fossil remains. As discussed in Section 4.18, *Tribal Cultural Resources*, of the Initial Study (Appendix A to the Draft EIR) the LAHD did not receive any requests for consultation under Assembly Bill 52 from any of the seven tribes traditionally and culturally affiliated with the Project vicinity. LAHD received a request for information from Gabrieleño Band of Mission Indians

- Kizh Nation; however, the Tribe did not request additional consultation. A Sacred Lands File search of the Project site yielded negative results.

Comment 13.37: This comment includes a public records request for the documents related to the Proposed Project and the permit for the retaining walls. The comment then provides a case law example of a CEQA document that was overturned for a project in Port. The EIR was overturned as it was found to only analyzed one phase of a Project that included three total phases.

Response 13.37: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. All phases of the Project have been considered and evaluated in the Draft EIR. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment 13.38: This comment includes email communication between the commenter and the Deputy Executive Director for the POLA regarding implementation of the STAX Emission Capture System and the Project property related to the Negative Declaration.

Response 13.38: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment 13.39: This comment includes email communication between the commenter and Chris Cannon of the POLA regarding the John S. Gibson Negative Declaration and Howard Industrial Partners.

Response 13.39: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment 13.40: This comment includes a letter written by the commenter to the Board of Harbor Commissioners regarding the John S. Gibson Project. The letter discusses that the sale of the property was done in a way to avoid full environmental review as a similar project was already rejected by the community.

Response 13.40: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. The sale of the parcels by the POLA is not related to the Proposed Project impact analysis and the sale was not tied to the proposed truck and chassis parking lot as the Proposed Project was not yet conceptualized. As the sale of the parcels was to a private entity, the sale was not considered a project under CEQA and a Class 12 Surplus Land Exemption was used for the sale of the Project site. No CEQA review was necessary as there were no potential direct or indirect impacts to the environment resulting from the sale itself.

Comment 13.41: This comment includes email communication between Howard Industrial Partners and POLA staff.

Response 13.41: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Comment 13.42: This comment provides the City of Los Angeles ordinance which approves the sale of the property on John S. Gibson Boulevard.

Response 13.42: This comment does not provide any substantial evidence of a significant environmental impact not disclosed in the Draft EIR or evidence that the Draft EIR is fundamentally inadequate. The commenters' concerns about the Project will be provided to the Board of Harbor Commissioners for consideration.

Letter I4-I55: Various Residents (53 pages)

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

This letter is in opposition to the Gibson Project. The project proposed to build a 30-foot concrete wall, a 50-foot potential container wall that would block views of the Harbor from the freeway, park 400 truck nightly with idling emissions just a few hundred feet from an elementary school, a little league field, dozens of business and a police station and create a morning traffic nightmare by adding a truck to the road every 30 second during morning rush hour at one of the San Pedro main freeway entrances.

I4.1

Currently, every San Pedro Bay port terminal has excess space for trucks and containers. The last thing the community or the port needs is another truck and/or storage facility. There will never be another supply chain crisis like in the past because beneficial cargo owners (aka BCO or port importers) now all have contingency plans and are able to quickly diverted from the San Pedro Bay. Just tour the port and you will see space everywhere. Proof of this is a yard on Navy Way that is basically empty; why not make this the area for the Gibson Project. There is 100 acres at Pier S that is empty, why not take 18 acres and make that the Gibson Project. There are at least a half dozen other sites within the Port Tidelands more suitable for port expansion than the City of LA open space on Gibson Ave. This property would be more suitable has a park or cultural center (like the Native American Cultural Center that the developer originally promised and is not in the proposed project). I am urging you for the sake of our quality-of-life: KEEP PORT ASSETS ON PORT PROPERTY and OUT OF THE COMMUNITY!

I4.2

Signature Arnon Meyer

Name(Printed) Arnon Meyer

Address: 1318 Lakme Ave

Wilm Ca 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

This letter is in opposition to the Gibson Project. The project proposed to build a 30-foot concrete wall, a 50-foot potential container wall that would block views of the Harbor from the freeway, park 400 truck nightly with idling emissions just a few hundred feet from an elementary school, a little league field, dozens of business and a police station and create a morning traffic nightmare by adding a truck to the road every 30 second during morning rush hour at one of the San Pedro main freeway entrances.

Currently, every San Pedro Bay port terminal has excess space for trucks and containers. The last thing the community or the port needs is another truck and/or storage facility. There will never be another supply chain crisis like in the past because beneficial cargo owners (aka BCO or port importers) now all have contingency plans and are able to quickly diverted from the San Pedro Bay. Just tour the port and you will see space everywhere. Proof of this is a yard on Navy Way that is basically empty; why not make this the area for the Gibson Project. There is 100 acres at Pier S that is empty, why not take 18 acres and make that the Gibson Project. There are at least a half dozen other sites within the Port Tidelands more suitable for port expansion than the City of LA open space on Gibson Ave. This property would be more suitable has a park or cultural center (like the Native American Cultural Center that the developer originally promised and is not in the proposed project). I am urging you for the sake of our quality-of-life: KEEP PORT ASSETS ON PORT PROPERTY and OUT OF THE COMMUNITY!

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Signature David Meyers

Name(Printed) David Meyers

Address: 1378 Lakmo Ave
Wilm. Ca 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

This letter is in opposition to the Gibson Project. The project proposed to build a 30-foot concrete wall, a 50-foot potential container wall that would block views of the Harbor from the freeway, park 400 truck nightly with idling emissions just a few hundred feet from an elementary school, a little league field, dozens of business and a police station and create a morning traffic nightmare by adding a truck to the road every 30 second during morning rush hour at one of the San Pedro main freeway entrances.

Currently, every San Pedro Bay port terminal has excess space for trucks and containers. The last thing the community or the port needs is another truck and/or storage facility. There will never be another supply chain crisis like in the past because beneficial cargo owners (aka BCO or port importers) now all have contingency plans and are able to quickly diverted from the San Pedro Bay. Just tour the port and you will see space everywhere. Proof of this is a yard on Navy Way that is basically empty; why not make this the area for the Gibson Project. There is 100 acres at Pier S that is empty, why not take 18 acres and make that the Gibson Project. There are at least a half dozen other sites within the Port Tidelands more suitable for port expansion than the City of LA open space on Gibson Ave. This property would be more suitable has a park or cultural center (like the Native American Cultural Center that the developer originally promised and is not in the proposed project). I am urging you for the sake of our quality-of-life: KEEP PORT ASSETS ON PORT PROPERTY and OUT OF THE COMMUNITY!

16

Signature Nancy Lung

Name(Printed) NANCY LUNG
Employee of Volunteers of America

Address: 334 S. Figueroa Wilm. CA 90712

February 2, 2025

Port of Los Angeles

Re: John S. Gibson Container/Chassis/ Truck Facility

This letter is in opposition to the Gibson Project. The project proposed to build a 30-foot concrete wall, a 50-foot potential container wall that would block views of the Harbor from the freeway, park 400 truck nightly with idling emissions just a few hundred feet from an elementary school, a little league field, dozens of business and a police station and create a morning traffic nightmare by adding a truck to the road every 30 second during morning rush hour at one of the San Pedro main freeway entrances.

Currently, every San Pedro Bay port terminal has excess space for trucks and containers. The last thing the community or the port needs is another truck and/or storage facility. There will never be another supply chain crisis like in the past because beneficial cargo owners (aka BCO or port importers) now all have contingency plans and are able to quickly diverted from the San Pedro Bay. Just tour the port and you will see space everywhere. Proof of this is a yard on Navy Way that is basically empty; why not make this the area for the Gibson Project. There is 100 acres at Pier S that is empty, why not take 18 acres and make that the Gibson Project. There are at least a half dozen other sites within the Port Tidelands more suitable for port expansion than the City of LA open space on Gibson Ave. This property would be more suitable has a park or cultural center (like the Native American Cultural Center that the developer originally promised and is not in the proposed project). I am urging you for the sake of our quality-of-life: KEEP PORT ASSETS ON PORT PROPERTY and OUT OF THE COMMUNITY!

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Signature Araseli B. Chavira

Name(Printed) Araseli B. Chavira

Address: 1350 Bay View Ave.

Wilmington, CA 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

This letter is in opposition to the Gibson Project. The project proposed to build a 30-foot concrete wall, a 50-foot potential container wall that would block views of the Harbor from the freeway, park 400 truck nightly with idling emissions just a few hundred feet from an elementary school, a little league field, dozens of business and a police station and create a morning traffic nightmare by adding a truck to the road every 30 second during morning rush hour at one of the San Pedro main freeway entrances.

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17

Signature Gayle Fleury

Name(Printed) Gayle Fleury

Address: B25 Harbor Bl
S.P. CA 90731

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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18

Signature 

Name(Printed) Barbara Zepeda

Address: 1319 W E St
Wilmington

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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19

Signature ALFREDO VENEGAS

Name(Printed) Alfredo Venegas

Address: 1102 Blinn Ave

Wilmington, CA 90744

February 2, 2025

Port of Los Angeles

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110

Signature Edward Mares

Name(Printed) EDWARD MARES

Address: 1042 Watson Wilm.

February 2, 2025

Port of Los Angeles

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111

Signature

Name(Printed)

Shawn Patrick

Address:

1378 Lakme Ave
Wilma CA 90744

February 2, 2025

Port of Los Angeles

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112

Signature 

Name(Printed) Santiago Sedillo

Address: 1542 Marine

Wilm CA 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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113

Signature Lupe Cordova

Name(Printed) Lupe Cordova

Address: 1378 Lakme Ave

Wilms Ca

February 2, 2025

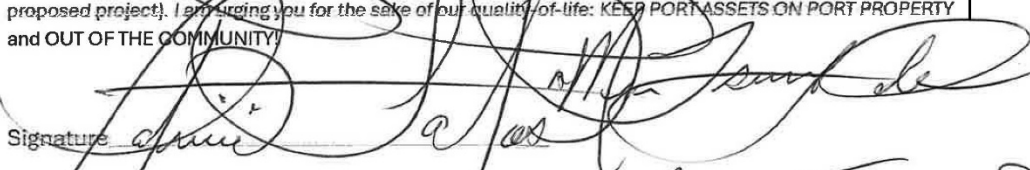
Port of Los Angeles

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114

Signature 

Name (Printed) Patrick Sales aka Miss Trishie Sales

Address: 1037 N Bay View Avenue
 Wilmington CA 90744-3321

25A

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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115

Signature: Levi Martinez

Name(Printed): Levi Martinez

Address: 1542 Marine Ave

Wilm. CA 90744

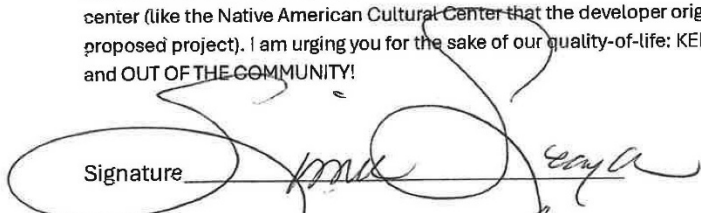
Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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116

Signature 

Name(Printed) Simie Sagman

Address: 1217 Lakewood Ave
Wil. Ca. 90744

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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117

Signature: Gregory Lynn Hollis

Name(Printed): Gregory Lynn Hollis

Address: 1217 Lakme Ave
Wilmington CA 90744

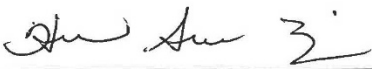
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118

Signature 

Name(Printed): Helena Zuvich

Address: 24506 Broad Ave

Wilmington, CA 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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119

Signature

[Handwritten Signature]

Name(Printed)

Nate Pardo

Address:

1222 Neptune Ave

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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120

Signature *Viridiana Navas*

Name(Printed) Viridiana Navas

Address: 1505 N. Avalon Blvd

Wilmington CA 90744

Port of Los Angeles

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121

Signature Jacob Pence

Name(Printed) Jacob Pence

Address: 1319 West "E" St
Wilmington

February 2, 2025

Port of Los Angeles

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122

Signature Margaret Butler

Name(Printed): margaret Butler

Address: 406 "D" St

Wilmington

February 2, 2025

Port of Los Angeles

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123

Signature annette nuno

Name(Printed) Annette Nuno

Address: 438 1/2 Mar Vista
Wilmington ca

February 2, 2025

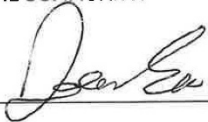
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124

Signature 

Name(Printed) Desirée Escudero

Address: 1319 West 'E' st.

February 2, 2025

Port of Los Angeles

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125

Signature Cyndi Ponce

Name(Printed) Cyndi Ponce

Address: 1346 Fries Ave # 7

Wilmington 90744

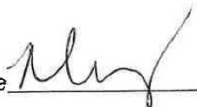
Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

This letter is in opposition to the Gibson Project. The project proposed to build a 30-foot concrete wall, a 50-foot potential container wall that would block views of the Harbor from the freeway, park 400 truck nightly with idling emissions just a few hundred feet from an elementary school, a little league field, dozens of business and a police station and create a morning traffic nightmare by adding a truck to the road every 30 second during morning rush hour at one of the San Pedro main freeway entrances.

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126

Signature 

Name(Printed): Michelle Veliz

Address: 531 W. Dennis St

Wilmington CA 90744

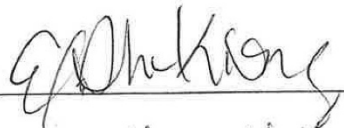
Port of Los Angeles

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127

Signature: 

Name(Printed): Esther Ah-King

Address: 915 N. Neptune Ave
Wilmington Ca 90744

February 2, 2025

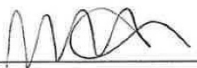
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128

Signature 

Name(Printed) maritza Araya

Address: 1716 Lakme Ave
Wilmington, CA 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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Signature

Name(Printed)

LEONARD SEDILLO

Address:

416 NEPTUNE AVE

WILMINGTON CA 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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130

Signature Socorro Cuatrecasas

Name(Printed) 

Address: 1439 N. Banning Blvd
Willington Ca. 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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131

Signature Angel Hernandez

Name(Printed) Angel Hernandez

Address: 1352 N Fries Av

Wilmington CA 90731

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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132

Signature Karl Hanna

Name(Printed) Karl Hanna

Address: 1346 n. Fries ave #4

Wilmington 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

This letter is in opposition to the Gibson Project. The project proposed to build a 30-foot concrete wall, a 50-foot potential container wall that would block views of the Harbor from the freeway, park 400 truck nightly with idling emissions just a few hundred feet from an elementary school, a little league field, dozens of business and a police station and create a morning traffic nightmare by adding a truck to the road every 30 second during morning rush hour at one of the San Pedro main freeway entrances.

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133

Signature 

Name(Printed) ALICIA BACTAZAR

Address: 1346 N. FRIES AVE APT. #2

WILMINGTON CA - 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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134

Signature Gabriela Villanueva

Name(Printed) Gabriela Villanueva

Address: 1734 N. Neptune Ave.

Wilmington, 90744

February 2, 2025

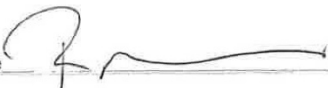
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135

Signature 

Name(Printed) Roberto Morsey

Address: 612 N AVILA BLVD

Wilmington CA 90747

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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136

Signature Josephina Uribe

Name(Printed) Josephina Uribe

Address: 1421 Baypoint Ave
Wilmington

Port of Los Angeles

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137

Signature Richard Uribe

Name(Printed) Richard Uribe

Address: 1421 Baypoint Ave

Wilmington

Port of Los Angeles

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138

Signature Justine Uribe

Name(Printed) Justine Uribe

Address: 1421 Baypoint Ave

Wilmington

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139

Signature Martha Fenco

Name(Printed) Martha Fenco

Address: 629 Fugate Ave
Wilmington

Port of Los Angeles

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140

Signature M Fenco

Name(Printed) Miguel Fenco

Address: 629 Frigate Ave
Wilmington

Port of Los Angeles

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I41

Signature Michael Maribel

Name(Printed) Michael Maribel

Address: 406 "D" St

Wilmington

February 2, 2025

Port of Los Angeles

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142

Signature *Glady's Alvarez*

Name(Printed) *Glady's Alvarez*

Address: *1251 N Neptune Ave
Wilmington CA 90744*

February 2, 2025

Port of Los Angeles

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143

Signature 

Name(Printed): John Fay

Address: 1378 LaKme Ave

Wiln. Ca. 90744

↓

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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Signature Irma A. Lara-Venegas

Name(Printed) Irma A. Lara-Venegas

Address: 1102 Blinn Ave.

Wilmington, CA 90744

February 2, 2025

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145

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Signature 

Name (Printed) HUGO CAUCE

Address: 131 W MS

W. Integrity Co

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

This letter is in opposition to the Gibson Project. The project proposed to build a 30-foot concrete wall, a 50-foot potential container wall that would block views of the Harbor from the freeway, park 400 truck nightly with idling emissions just a few hundred feet from an elementary school, a little league field, dozens of business and a police station and create a morning traffic nightmare by adding a truck to the road every 30 second during morning rush hour at one of the San Pedro main freeway entrances.

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146

Signature Angela Martinez

Name(Printed) Angela Martinez

Address: 1322 N Neptune Ave

Wilmington CA

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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147

Signature

Eloisa Ramirez

Name(Printed)

Eloisa Ramirez

Address:

1322 N Neptune Ave Wilmington

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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148

Signature Selen Brito

Name(Printed) Selen Brito

Address: 1121 Laguna Ave

Wilmington CA, 90744

February 2, 2025

Port of Los Angeles

Re: John S Gibson Container/Chassis/ Truck Facility

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149

Signature Angelica Castellanos

Name (Printed) Angelica Castellanos

Address: 1147 Lagoon Ave

February 2, 2025

Port of Los Angeles

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150

Signature Claudia Hernandez

Name(Printed) Claudia Hernandez

Address: 1127 Lygon Avenue

February 2, 2025

Port of Los Angeles

Re: John S. Gibson Container/Chassis/ Truck Facility

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151

Signature Araseli B. Chavira

Name(Printed) Araseli B. Chavira

Address: 1350 Bay View Ave.

Wilmington, CA 90744

February 2, 2025

Port of Los Angeles

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152

Signature 

Name (Printed) Elizabeth Argueta

Address: 131 W. M. St

Wilmington CA 90744

February 2, 2025

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153

Signature: Antonia Perez

Name (Printed): Antonia Perez

Address: 1171 1/2 N. Fries Ave
Wilmington CA 90744

February 2, 2025

Port of Los Angeles

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154

Signature



Name(Printed)

Rebecca Cornejo

Address: 1722 Lagoon Avenue

Wilmington, CA 90744

February 2, 2025

Port of Los Angeles

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155

Signature Magdalena Quiroz

Name(Printed) Magdalena Quiroz

Address: 1423 Island av.

Wilmington cal 90744

Letters I4-I55: Master Response to Comments, dated February 2, 2025

Comment I4.1: This comment describes that the Proposed Project would construct a 30-foot concrete wall and 50-foot-tall "container wall" which would block views of the Port from the freeway as well as introduce idling emissions near an elementary school, little league field, and police station as well as result in a large increase in traffic.

Response I4.1: The comment expresses general opposition to the Proposed Project which will be provided to the Board of Harbor Commissioners as part of this Final EIR for consideration prior to a decision on the Project. For purposes of clarification, the 30-foot wall referenced in the comment would be required as a retaining wall to support the site. The top of the wall would be level with the grade of the I-110 freeway and therefore would not block views from the freeway. Moreover, although the trucks and chassis that would be temporarily parked onsite would be visible to the public from the I-110 freeway, the proposed use(s) are similar to those in the existing surrounding environment and would therefore not result in a significant adverse aesthetic impact under CEQA (See Draft EIR Figures 5.1-1a –5.1-1d). There would not be a 50-foot-tall "container wall" as the Proposed Project does not propose container stacking.

The Project would not result in 400 trucks being parked onsite at night while idling. As discussed in Draft EIR Section 5.7, *Greenhouse Gases*, construction contractors and truck operators would be required to comply with applicable CARB idling regulations for on-road vehicles during Project construction and operation. With that said, an operational diesel mobile source HRA was prepared and included as Appendix B to the Draft EIR. The HRA evaluates the operational health risk impacts as a result of exposure to DPM from heavy-duty diesel trucks traveling to and from the Project site, maneuvering onsite, and entering and leaving the site during operation of the Proposed Project. The Draft EIR details on Table 5.2-12 that the results of the operational health risk assessment identified that the maximum cancer risk would be 7.84 in one million for the nearby residential land uses, which is below the SCAQMD threshold of 10 in one million. The worker receptor risk would be lower at 5.08 in one million. Maximum non-cancer risks at this same location were estimated to be 0.003, which would not exceed the applicable significance threshold of 1.0. In addition, cancer burden is estimated to be 0.025 individuals that were estimated to have a cancer risk of 1 in one million or more. Therefore, the Proposed Project would not exceed SCAQMD's cancer burden significance threshold of 0.5. Therefore, all health risk levels to nearby residents from construction and operation-related emissions of TACs would be well below the SCAQMD's HRA thresholds and impacts would be less than significant. In addition, there are no elementary schools within a few hundred feet of the Project site. As discussed in Response A1.7, the Volunteers of America Pre-School located on South Figueroa Street is the nearest school to the Project site and is more than 1,600 feet away.

Comment I4.2: This comment states that the San Pedro Bay Port already has excess space for trucks and containers, and a supply chain crisis that happened previously is unlikely to occur again. The comment also names several locations within the Port that are underused and that would be a better location for the Proposed Project. The comment concludes that the Project site is more suitable as a park or cultural center.

Response I4.2: As discussed in Draft EIR Section 7.0, *Alternatives*, an offsite Alternative Site was explored but ultimately dismissed as infeasible due to the lack of suitable sites in areas that are zoned for the proposed uses, would meet the Project objectives, and would lessen any significant adverse impacts from the Proposed Project. One of the Proposed Project objectives is to provide off-terminal support for Port activities that are located near the I-110 freeway. The sites mentioned in the comment along Navy Way and at Pier S are both located within a terminal facility, which is not owned by the Project Applicant. State CEQA Guidelines 15126.6(f)(1) states that alternatives should be within the proponent's control otherwise they may not be considered feasible. Therefore, the Proposed Project cannot be developed on the other sites. In addition, construction at the proposed alternative sites would require similar mitigation measures related to cultural and paleontological resources.

As described in Caltrans's California Statewide Truck Parking Study from February 2022, the safe and efficient movement of freight in California depends on truck parking lots that are strategically located. "Hours-of-service (HOS) regulations created by the Federal Motor Carrier Safety Administration (FMCSA) require truck operators to stop and rest at defined intervals. However, parking shortages can lead truck operators to stop at an unsafe location or stop before they are required, cutting into the driver's wages."¹⁶ Further, another need for a truck and chassis parking lot in proximity to the POLA is for truckers to park to await their window of time to pick up or deliver at container yard. A parking lot within proximity to POLA container yards would limit unnecessary queuing and idling of trucks accessing container yards. As described by the study, Los Angeles has a significant demand for truck parking and was noted as an area with frequent undesignated or illegal truck parking activities.

While the Proposed Project would require a PMP amendment to change the open space land use designation for APNs 7440-016-002, 7440-016-003, and 7412-024-007, the Proposed Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site. Thus, the proposed PMP amendment is necessary to render the PMP land use consistent with City of Los Angeles land use and zoning designations. As evidenced by the site's current land use and zoning designations, urbanization of the site has been anticipated and accounted for since the adoption of the City of Los Angeles General Plan.

¹⁶ California Department of Transportation. *California Statewide Truck Parking Study*. February 2022.

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3. Modifications to the Draft EIR

This chapter contains revisions to the Draft EIR based on: (1) clarifications required to prepare a response to a specific comment; and/or (2) typographical errors. The revisions do not alter the significance conclusions previously disclosed in the Draft EIR. Changes made to the Draft EIR are identified here in ~~strikeout~~ text to indicate deletions and in **bold and double underlined** text to indicate additions.

3.1 CHANGES TO THE DRAFT EIR

The following text, organized by Draft EIR chapters and sections, has been revised based on comments received on the Draft EIR and clarifications identified following release of the Draft EIR.

Chapter 1.0, Executive Summary

Section 1.6.4, *Mitigation Measures*, on page 1-10 to 1-12, is revised as follows:

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

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

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

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

- Prior to issuance of a grading permit, the Applicant shall provide written verification to the City of Los Angeles ~~Planning Department~~ **Department of Building and Safety** in the form of a letter from the

qualified archaeologist to the lead agency stating that a qualified archaeologist has been retained to implement the monitoring program.

- ~~If required by Native American consultation, the Project Applicant shall provide Native American monitoring during grading. The Native American monitor shall work in concert with the archaeological monitor to observe ground disturbances and search for cultural materials.~~
- The certified archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.
- During ground disturbing activity of previously undisturbed deposits, the archaeological monitor(s) and Native American monitor shall be onsite, to perform full-time inspections of the excavations. The frequency of inspections shall ~~will~~ depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. ~~The qualified archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated.~~
- Isolates and clearly non-significant deposits shall ~~will~~ be minimally documented in the field and collected, as determined by the qualified archaeologist, so the monitored grading can proceed.
- In the event that previously unidentified intact cultural resources are discovered, the qualified archaeologist shall have the authority to divert or temporarily halt ground disturbance operations in the area of the discovery to allow for the evaluation of potentially significant cultural resources. The qualified archaeologist shall contact the **City of Los Angeles Department of Building and Safety** ~~lead agency~~ at the time of discovery. The qualified archaeologist, in consultation with the lead agency, shall determine the significance of the discovered resources. The **City of Los Angeles Department of Building and Safety** ~~lead agency~~ must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the qualified archaeologist and approved by the lead agency before being carried out using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the most likely descendant, as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains.
- **In the event of an unanticipated discovery, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods. The qualified archaeologist shall determine the amount of material to be recovered to provide an adequate artifact sample size for analysis.**
- Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods. The qualified archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis.
- All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.
- A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the **City of Los Angeles Department of Building and Safety** ~~lead agency~~ prior to the issuance of any building permits. The report shall ~~will~~ include Department of Parks and Recreation Primary and Archaeological Site Forms.
- A monitoring report shall be prepared by the qualified archaeologist upon completion of grading and submitted prior to the issuance of any building permit(s).

MM PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Applicant shall provide a letter to the City of Los Angeles ~~Planning Department~~ **Department of Building and Safety**, or designee, from a professional paleontologist, stating that a qualified paleontologist (who meets the Society of Vertebrate Paleontology's (SVP, 2010) definition for qualified profession paleontologist) has been retained

to provide services for the Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP), consistent with the provisions of CEQA, LAHD Guidelines, and SVP Guidelines, to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite. The PRIMP shall be provided to the City for review and approval. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance and provide worker training regarding paleontological monitoring. The PRIMP shall also require full-time paleontological monitoring by a qualified paleontological monitor starting at the ground surface (below any disturbed/artificial fill deposits) during grading, excavation, or utility trenching activities.

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

Criteria for discarding specific fossil specimens shall be made explicit in the PRIMP. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by Project construction, then recovery techniques may be applied as identified within the PRIMP. Actions include recovering a sample of the fossiliferous material prior to construction, monitoring construction activities and halting construction if significant fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage, and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource. If no institution accepts the fossil(s), they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school. A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, ~~shall will~~ be prepared and submitted to the City of Los Angeles ~~Planning Department~~ **Department of Building and Safety**, or designee.

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

Chapter 3.0, Project Description

Section 3.4.2, Project Features, on page 3-3, is revised as follows:

Access and Circulation

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

Gibson Boulevard. **To provide adequate queuing capacity for operations of the Project site as a truck and chassis parking lot, the driveway would include one entrance gate.**¹

Chapter 5.0, Environmental Impact Analysis

The list of cumulative projects in Table 5-1, on page 5-5, is revised as follows. Given the nature of the additional cumulative projects, no revisions to the analysis within the Draft EIR is necessary.

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

¹ **If the site were to be operated with chassis only or chassis with wheeled containers in the future, then two more (total of three) gate lanes would be needed at the guard booth.**

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

No.	Cumulative Project Title and Location	Project Description	Project Status
	47 and 49 – 50	Freedom Class or equivalent cruise vessel (1,150 feet in length). A proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified in September 2009.	released January 2023.
15.	City Dock No. 1 Marine Research Project (AltaSea) – Between Berths 57 – 72	Development of a marine research center within a 32.13-acre area. This project would change the break bulk areas east of East Channel (Berths 57–72) to institutional uses.	Phase I development in progress since 2017.
16.	West Harbor Modification Project (formerly San Pedro Public Market) – Along Harbor Boulevard	Redevelopment of 30 acres, formerly known as the Ports O' Call Village, with up to 300,000 square feet of visitor-serving commercial uses and up to a 75,000-square-foot foot conference center. This project would involve changing the industrial uses along Harbor Boulevard to commercial. This project also includes a waterfront promenade and 3 acres of open space. This project was evaluated in the San Pedro Waterfront Project EIS/EIR and subsequent Addendum. The revised project environmental analysis includes: 108,000-square-foot outdoor amphitheater, 2.5-acre entertainment venue, 100-foot diameter Ferris wheel with an approx. 150-foot-tall by 50-foot-wide tower attraction, and other visitor-serving commercial uses. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified September 2009.	BHC certified the Final EIS/EIR and approved the project in 2009. Addendum 1 in May 2016 and Addendum 2 in November 2019. Construction of the 2016 Project is ongoing NOP released April 2022. Draft Subsequent EIR <u>certified in June 2025. in process.</u>
17.	Port of Los Angeles and Port of Long Beach Goods Movement Workforce Training Facility Project – 1400 East Anchorage Road	Project involves preparing an approximately 20-acre site for a goods movement workforce training facility that would include providing skilled training programs while providing a safe training environment for workers.	Environmental review in process; NOP released February 2024.
18.	SR-47/Vincent Thomas Bridge and Front St./Harbor Blvd. Interchange Reconfiguration	Reconfiguration of the existing interchange at SR-47/Vincent Thomas Bridge and Harbor Boulevard/Front Street to improve safety and operation for vehicles exiting the highway. Improvements also include modifications of the eastbound entrance ramps and modification of Harbor Boulevard and Front Street approaching and between the ramp termini.	Design underway <u>Construction began March 2024. Substantial completion anticipated November 2026.</u>
19.	Al Larson Boat Shop Improvement Project – Terminal Island	Modernization of existing boat yard (1046 S. Seaside Avenue, San Pedro) and 30-year lease extension.	Final EIR certified in 2009. Project on hold.
20.	Berths 302–306 [APL now known as Fenix Marine] Container Terminal Project	Improvement and expansion of the existing terminal, including the addition of cranes, modifications to the main gate, converting an existing dry container storage unit to a refrigerated unit, and the expansion of the terminal onto 41 acres adjacent to the existing terminal. Revised project includes continued operations with minor modifications to the terminal and a 15-year lease extension through 2043.	Evaluated in Final EIR/EIS in 2012 and an Addendum in 2016. Expansion project on hold, revised project ongoing.
21.	Berths 238-239	Demolition of the existing Berth 238 loading platform and	Construction

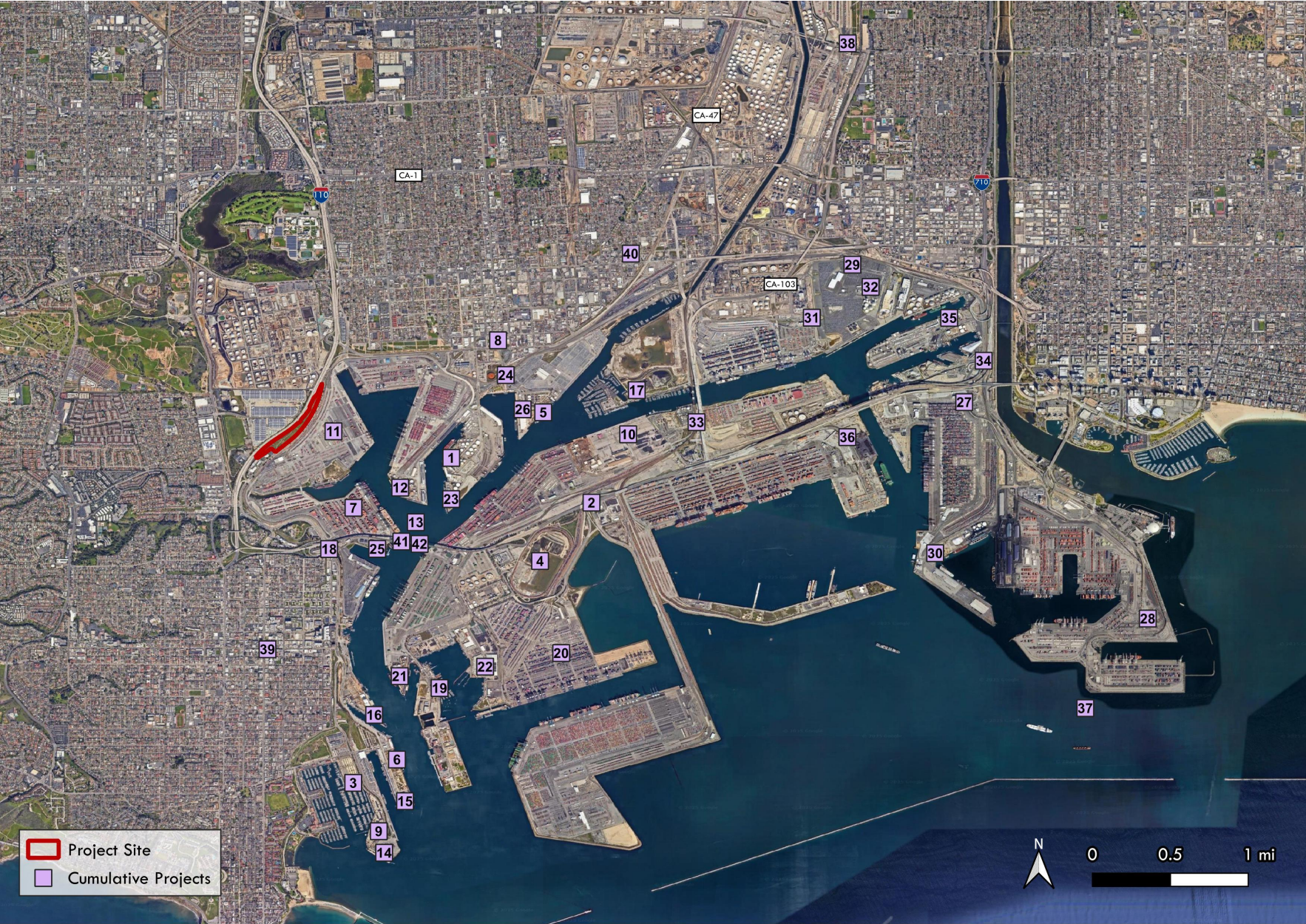
No.	Cumulative Project Title and Location	Project Description	Project Status
	[PBF Energy] Marine Oil Terminal Improvement Project	construction of a new platform and associated mooring structures at Berth 238, and installation of landside improvements.	pending.
22.	Star-Kist Cannery Facility – Terminal Island	Demolition of 14-acre site for future use as cargo support or container chassis storage.	MND adopted February 2023. Construction pending.
23.	Berths 167-169 [Shell] Marine Oil Terminal Wharf Improvements Project	Various wharf and seismic ground improvements required to comply with MOTEMS, as well as other landside elements and a new 30-year lease.	Final EIR certified in 2018. Construction pending.
24.	Avalon and Fries Street Segments Closure Project	Physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, fencing, and signage.	Construction pending.
25.	Avalon Freight Services Relocation Project	Shifting of existing Catalina Island freight operations from Berth 184 in Wilmington to Berth 95 in San Pedro.	Construction pending.
26.	Berths 187-191 (Vopak) Liquid Bulk Terminal Wharf Improvements and Cement Terminal Project	Various wharf and improvements that are required to comply with MOTEMS, improvements to an adjacent wharf to facilitate resumption of cement terminal operations on the site, and a new 30-year entitlement	IS/NOP issued July 2022. EIR in preparation.
Port of Long Beach			
27.	Middle Harbor Terminal Redevelopment	Consolidation of two existing container terminals into one 345-acre terminal. Construction includes landfill, dredging, and wharf construction; construction of an intermodal rail yard; and reconstruction of terminal buildings.	Approved project. Final EIR (FEIR) certified in 2009. Phases 1-3 are complete; terminal in operation as of 2016. Construction of final 3 acres (North Gate Expansion) to be completed by 2027.
28.	Piers G & J Terminal Redevelopment Project – POLB Piers G and J	Development of a marine terminal of up to 315 acres by consolidating two existing marine container terminals on Piers G and J and several surrounding parcels. Construction will be completed in four phases over an 11-year period and includes approx. 53 acres of landfills, dredging, concrete wharves, rock dikes, and road and railway improvements.	Project approved September 2000. Construction ongoing.
29.	Pier B On-Dock Rail Support Facility – POLB Pier B	Expansion of the existing Pier B Rail Yard in two phases, including realignment of the adjacent Pier B Street and utility relocation.	FEIR certified February 2018. Construction commenced August 2024; expected to be

No.	Cumulative Project Title and Location	Project Description	Project Status
			completed by 2032.
30.	Mitsubishi Cement Corporation Facility Modifications – POLB Pier F	Facility modification, including the addition of a catalytic control system, construction of four additional cement storage silos, and upgrading existing cement unloading equipment.	Project approval in April 2015. Construction commenced June 2021.
31.	Southern California Edison Transmission Tower Replacement Project – Spanning from POLB Pier A to Pier S	Replacement of a series of transmission towers between the Harborgen Substation (Pier A), across the Cerritos Channel, to the Long Beach Substation (Pier S).	FEIR certified in 2017. Construction of new towers completed in August 2021. Demolition of old transmission tower in-water footings not yet completed.
32.	Toyota Facility Improvements Project – POLB Pier B	Construction of a new consolidated Vehicle Processing and Distribution Center, Hydrogen Fuel Cell and Generator Facility, and Fueling Station. Demolition of some existing facilities.	MND adopted in 2018. Construction ongoing.
33.	TI Wye Track Realignment at Pier S and Pier T	Construction of new rail tracks and enhancement a triangular rail junction where long trains can be turned and staged.	Construction is ongoing and expected to end late 2024 or early 2025.
34.	Pier D Street Realignment	Realignment of Pier D Street between the Middle Harbor out-gate and Pico Avenue and Broadway between former POLB maintenance yard (western terminus of the roadway) and Pico Avenue.	Construction expected to begin July 2027 and end May 2029.
35.	World Oil Tank Installation Project – POLB Pier C	Installation and operation of two 25,000-barrel petroleum storage tanks at 1405 Pier C Street.	EIR Certified September 2024.
36.	Pier T Marine Terminal Redevelopment	Redevelopment of Pier T container/marine terminal.	Harbor Development Permit (HDP) application under review; schedule pending.
37.	POLB Deep Draft Navigation and Main Channel Deepening Project (POLB/USACE)	Dredge approximately 7.4 million cubic yards of sediment in the Port of Long Beach to deepen channels and basins to improve waterborne transportation efficiencies and navigational safety for vessel operations. A new dredge substation may be constructed to provide electricity to dredge equipment.	POLB NEPA EIS Record of Decision issued July 2022; CEQA EIR certified by POLB September 2022. Construction estimated to start in 2027.

No.	Cumulative Project Title and Location	Project Description	Project Status
Intermodal Container Transfer Facility (ICTF) Joint Powers Authority			
38.	Union Pacific Railroad ICTF Modernization and Expansion Project	Union Pacific proposal to modernize existing intermodal yard 4 miles from the Port.	Draft EIR on hold.
Community of San Pedro Projects			
39.	Pacific Corridors Redevelopment Project – Cross streets Gaffey and Pacific Avenue	Development of commercial/retail, manufacturing, and residential components. Construction underway of four housing developments and Welcome Park.	Project underway. Estimated to be completed in 2032 according to City of Los Angeles Planning Department.
Community of Wilmington Projects			
40.	Wilmington Redevelopment Plan Amendment/Expansion Project – 846 Watson Avenue	Expansion of the existing Wilmington Industrial Park by an additional 2,487 acres, for a total of approximately 2,719 acres. Under the probable maximum level of development, the overall project area could support up approximately 7,326 residential units (primarily multi-family; zone changes under the Plan would permit multi-use and higher density residential development). In addition to the residential development, the Project could accommodate up to approximately 207 acres (9 million square feet) of commercial development and up to 333 acres (14.5 million square feet) of industrial development.	NOP for Program EIR released August 2010. Currently on hold.
California Department of Transportation			
<u>41.</u>	<u>Vincent Thomas Bridge Deck Replacement Project</u>	<u>The purpose of the project is to preserve the structural integrity of the Vincent Thomas Bridge by replacing the bridge deck and seismic sensors and upgrade the fencing and existing median/railing barriers to meet current Manual for Assessing Safety Hardware (MASH) requirements to ensure the Vincent Thomas Bridge remains a safe and reliable corridor between San Pedro and Terminal Island in the Port of Los Angeles.</u>	<u>Final EIR Certified in October 2024. Construction expected to begin late 2025/early 2026.</u>
Alameda Corridor Transit Authority			
<u>42.</u>	<u>SR-47 Expressway- Phase 1 and Phase 2</u>	<u>Phase 1 is the replacement of the seismically-deficient Schuyler Heim Bridge with a new safer fixed-span bridge. The Project is being advanced through a joint partnership between Caltrans and the Alameda Corridor Transportation Authority (ACTA), pursuant to cooperative agreements with Caltrans. Phase 2 of the SR-47 Expressway provides an expressway connection from the north side of the Heim Bridge to Alameda Street at Pacific Coast Highway, which will enable traffic to bypass signalized intersections as well as remove five at-grade rail crossings.</u>	<u>Phase 1 construction is complete. Phase-2 currently postponed indefinitely.</u>

Figure 5-1 on page 5-11, in Section 5.0, *Environmental Impact Analysis*, has been updated to reflect the changes identified above in Table 5-1.

Cumulative Project Locations



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

Figure 5-1

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Section 5.2, Air Quality

A paragraph has been added to Section 5.2.2.3, *Regional Regulations*, on page 5.2-8, as follows:

SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination from Soil

SCAQMD Rule 1166 stipulates the requirements to control the emission of volatile organic compounds (VOCs) from excavating, grading, handling, and treating VOC contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. Pursuant to SCAQMD Rule 1166, excavating or grading soil containing VOC materials shall:

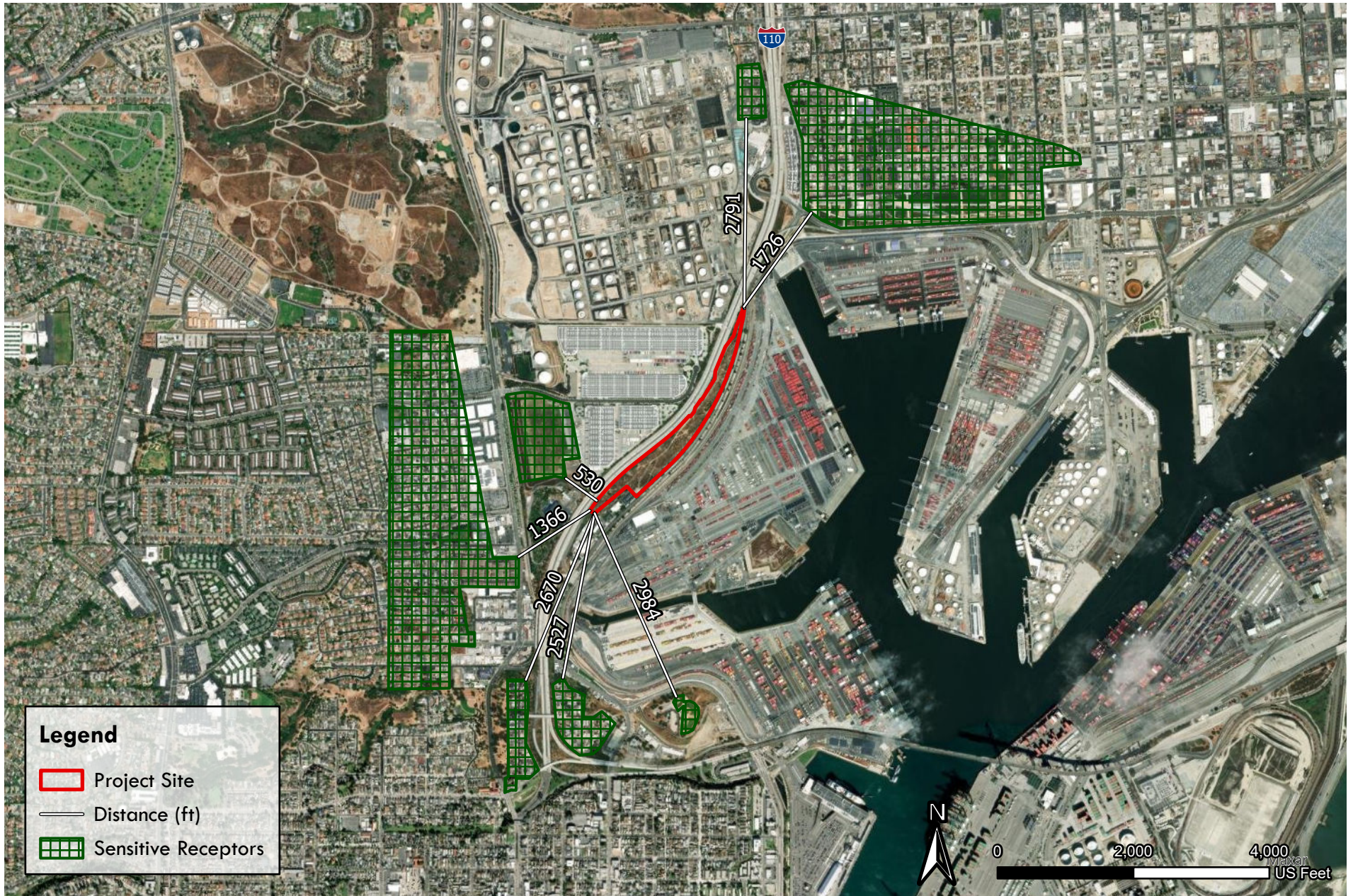
“Apply for, obtain, and operate pursuant to a mitigation plan pursuant to the requirements of SCAQMD Rule 1166. Monitor for VOC contamination at least once every 15 minutes commencing at the beginning of excavation or grading and record all VOC concentration readings. Handling VOC-contaminated soil at or from an excavation or grading site shall segregate VOC-contaminated stockpiles from non-VOC contaminated stockpiles such that mixing of the stockpiles does not take place. VOC-contaminated soil stockpiles shall be sprayed with water and/or approved vapor suppressant and cover them with plastic sheeting for all periods of inactivity lasting more than one hour. A daily visual inspection shall be conducted of all covered VOC contaminated soil stockpiles to ensure the integrity of the plastic covered surfaces. Contaminated soil shall be treated or removed from an excavation or grading site within 30 days from the time of excavation.”

SCAQMD Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants

SCAQMD Rule 1466 applies to any owner or operator conducting earth-moving activities of soil with applicable toxic air contaminant(s) as defined in paragraph (c)(16) of the rule that have been identified as contaminant(s) of concern. The rule focuses on the toxic air contaminants listed in Table I of the rule. The provisions in Rule 1466 include ambient PM₁₀ monitoring, dust control measures, notification, signage, and recordkeeping requirements. Rule 1466 allows for alternative signage that is approved by the SCAQMD Executive Officer.

Figure 5.2-1 in Section 5.2, *Air Quality*, on page 5.2-17, is revised as follows:

Sensitive Receptor Distances



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Section 5.10, Noise

Table 5.10-7 in Section 5.10.6, *Environmental Impacts*, on page 5.10-15, is revised as follows:

Table 5.10-7: Construction Noise Level Compliance

Receptor (Location)	Composite Noise Level at 50 ft (dBA L_{eq}) ¹	Distance from Edge of Construction Activities (ft)	Composite Noise Level (dBA L_{eq}) ²	Threshold ²	Threshold Exceeded?
<u>Park (North)</u>	88	<u>530</u>	<u>68</u>	<u>75</u>	<u>No</u>
Residential (West)		1,366	60	75	No

Source: LSA, 2024b (Appendix I, Table I)

¹ Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Figure 5.10-1.

² Construction noise level thresholds correspond to the noise sensitive receiver land use per LAMC Section 112.05.

As shown on Table 5.10-7, construction noise from the Proposed Project at the nearby sensitive receiver locations would reach ~~60~~ 68 dBA L_{eq} . As such, construction-related noise impacts would be well below the 75 dBA construction noise level thresholds for daytime construction noise levels as established by the LAMC for residential uses. **Additionally, construction noise levels at the surrounding educational uses, as shown on Figure 5.2-1, are located over 2,000 feet from construction boundary and would be well below 60 dBA L_{eq} and, therefore, below the City's construction noise levels criteria.** Therefore, impacts related to construction noise would be less-than-significant.

A paragraph in Section 5.10.6, *Environmental Impacts*, on page 5.10-15, is revised as follows:

Operational Noise Standard Compliance

The Noise and Vibration Impact Analysis based the following measurements on the Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center (LSA, 2016), as similar noise levels from large heavy-duty truck movements would occur for Proposed Project operations. To present a conservative assessment, it is assumed that truck arrivals and departure activities could occur at ~~20~~ 75 stalls **in the midday peak hour, consistent with the Project trip generation** in a given hour (represents ~~5%~~ 5% of the total number of stalls). During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms. These noise levels would occur for a period of time less than 5 minutes. Noise generated by ~~20~~ 75 trucks would equate to ~~89.3~~ 95 dBA L_{eq} **at a distance of 20 ft.** While it is possible that one truck event could occur at a closer distance to surrounding uses, because the ~~20~~ 75 truck movements are assumed to be spread over the entire Project site in an average condition, the center of the site is considered an appropriate average distance from which to assess potential impacts. At an average distance of ~~3,500~~ 2,800 feet from the center of the site to the nearest sensitive uses to the west, noise levels would approach ~~39.4~~ 47.1 dBA L_{eq} . As previously stated, the City has a residential daytime standard of 50 dBA L_{eq} **and would be well below the existing peak hour ambient noise level of 61.3 dBA L_{eq} .** ~~and nighttime standard of 40 dBA L_{eq} .~~ **At an average distance of 1,420 ft to the nearest sensitive park use to the north, noise levels would approach 58.0 dBA L_{eq} , which is below the peak-hour daytime ambient noise level in the Project area of 61.3 dBA L_{eq} and would not create a perceptible noise increase of 3 dBA at the park. For non-peak hours, it was estimated that an average of 35 trips would occur. During non-peak hour conditions, noise levels would approach 54.7 dBA L_{eq} , which is below the nighttime ambient noise level in the Project area of 56.4 dBA L_{eq} and would not create a perceptible noise increase of 3 dBA at the park. Further, the Proposed Project would not have an impact during nighttime hours as the park is closed during the hours of 10:00 p.m. to 7:00 a.m.**

Similarly, at an average distance of 1,475 ft to the nearest office use to the southwest, noise levels would approach ~~52~~ **57.7** dBA L_{eq} , which would not exceed the City’s commercial and industrial zone daytime ~~and nighttime~~ standards of 60 dBA L_{eq} **for office uses** and ~~55~~ dBA L_{eq} , respectively. **During non-peak hour conditions, noise levels would approach 54.4 dBA L_{eq} , which would not exceed the City’s nighttime standard of 55 dBA L_{eq} . Further, this noise level is below the quietest daytime or nighttime ambient noise level in the area of 56.4 dBA L_{eq} and would not create a perceptible noise increase of 3 dBA at the office use. In addition, it is not expected that the Proposed Project would generate a potential noise impact as office uses are typically not occupied during nighttime hours.** As a result, noise levels generated by truck activities would meet the City’s noise standards for stationary sources. Thus, operational impacts from the Proposed Project would be less-than-significant.

Table 5.10-10 in Section 5.10.6, *Environmental Impacts*, on page 5.10-17, is revised as follows:

Table 5.10-10: Construction Vibration Damage Levels

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft ¹	Distance (ft) ²	Vibration Level (PPV)	Thresholds PPV (in/sec) ³	Threshold Exceeded?
Industrial (North)	0.089	200	0.004	0.20	No
Industrial (South and Southeast)		275	0.002		No
Office (Southwest)		25	0.089		No
<u>Park (North)</u>		<u>530</u>	<u>0.001</u>		<u>No</u>
Residence (West)		1,366	<0.001		No

Source: LSA, 2024b (Appendix I)

¹ The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.

² Distance from receiver building façade to Project construction boundary (Project site boundary).

³ Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.

"PPV" = Peak Particle Velocity

Table 5.10-11 in Section 5.10.6, *Environmental Impacts*, on page 5.10-18, is revised as follows:

Table 5.10-11: Construction Vibration Annoyance Levels

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft ¹	Distance from Center of Construction Activities (ft) ²	Vibration Level (VdB) ³	Thresholds VdB (in/sec)	Threshold Exceeded?
Industrial (North)	87	200	53	90	No
Industrial (South and Southeast)		275	49	90	No
Office (Southwest)		25	80	84	No
<u>Park (North)</u>		<u>530</u>	<u>47</u>	<u>78</u>	<u>No</u>
Residence (West)		1,366	28	78	No

Source: LSA, 2024b (EIR Appendix I)

¹ The reference vibration level is associated with a large bulldozer, which is expected to be the representative of the heavy equipment used during construction

² Distance from receiver building facade to center of construction activities.

³ Includes a conservative 7 dB coupling loss for 1-2 story heavy structures

"VdB" = Vibration Velocity Decibels

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4. Mitigation Monitoring and Reporting Program

4.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which an Environmental Impact Report has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "...reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Pub. Resources Code Sections 21081, 21081.6).

A Mitigation Monitoring and Reporting Program (MMRP) was prepared to ensure that adopted mitigation measures are successfully implemented for the John S. Gibson Truck & Chassis Parking Lot Project (Project). This report describes the MMRP for the Project and identifies the parties that will be responsible for monitoring implementation of the individual mitigation measures in the MMRP.

4.2 MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP for the Project will be active through all phases of the Project, including design and construction. Table 4-1 identifies the mitigation program that would be required to be implemented by the Lead Agency for the John S. Gibson Truck & Chassis Parking Lot Project. The table identifies the Mitigation Measures (MMs) required to mitigate or avoid significant adverse impacts associated with the implementation of the Project; the timing of implementation; and the responsible party or parties for monitoring compliance.

The MMRP also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed. As the MMs are completed, the compliance monitor will sign and date the MMRP, indicating that the required actions have been completed.

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**Table 4-1: Mitigation Monitoring and Reporting Program
John S. Gibson Truck & Chassis Parking Lot Project**

Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
BIOLOGICAL RESOURCES			
<p>Mitigation Measure BIO-1: Pre-Construction Survey and Biological Monitoring. To avoid impacts to special-status animal species, the Applicant must conduct pre-construction biological surveys prior to initiating vegetation removal/clearing. Surveys shall be conducted by a qualified biologist within three days of vegetation removal. Should the qualified biologist find any special-status species, they shall be relocated to nearby open space (i.e., Palos Verdes peninsula) or shall be allowed to leave the site on their own, pursuant to the qualified biologist's recommendations. In addition, the qualified biologist shall be present for initial site preparation and grading to ensure that special-status animal species do not repopulate the site.</p>	<p>Prior to construction</p>	<p>City of Los Angeles Department of Building and Safety</p>	
<p>Mitigation Measure BIO-2: Nesting Bird Survey. Vegetation removal shall occur outside of the nesting bird season (generally between February 1 and September 15). If vegetation removal is required during the nesting bird season, the Applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys shall be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed for one or more species protected under Endangered Species Act, the California Endangered Species Act, or the Migratory Bird Treaty Act, the applicant and contractor shall maintain a minimum 300-foot buffer around the active nests. For raptor species, the buffer shall be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist verifies that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.</p>	<p>Prior to vegetation removal</p>	<p>City of Los Angeles Department of Building and Safety</p>	

CULTURAL RESOURCES			
<p>Mitigation Measure CUL-1: Cultural Resources Monitoring Plan. Prior to the issuance of a grading permit, a Cultural Resources Monitoring Plan shall be prepared by a qualified archaeologist and reviewed and approved by the City of Los Angeles Department of Building and Safety. This plan shall include, but not be limited to, the following actions:</p> <ul style="list-style-type: none"> • Prior to issuance of a grading permit, the Applicant shall provide written verification to the City of Los Angeles Department of Building and Safety in the form of a letter from the qualified archaeologist to the lead agency stating that a qualified archaeologist has been retained to implement the monitoring program. • The certified archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program. • During ground disturbing activity of previously undisturbed deposits, the archaeological monitor(s) shall be onsite, to perform full-time inspections of the excavations. The frequency of inspections shall depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. • Isolates and clearly non-significant deposits shall be minimally documented in the field and collected, as determined by the qualified archaeologist, so the monitored grading can proceed. • In the event that previously unidentified intact cultural resources are discovered, the qualified archaeologist shall have the authority to divert or temporarily halt ground disturbance operations in the area of the discovery to allow for the evaluation of potentially significant cultural resources. The qualified archaeologist shall contact the City of Los Angeles Department of Building and Safety at the time of discovery. The qualified archaeologist, in consultation with the lead agency, shall determine the significance of the discovered resources. The City of Los Angeles Department of Building and Safety must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the qualified archaeologist and approved by the lead agency before being carried out using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the most likely descendant, as identified by the NAHC, 	<p>Prior to issuance of grading permits, during construction, and prior to issuance of building permit(s) for report submittal</p>	<p>City of Los Angeles Department of Building and Safety</p>	

<p>shall be contacted in order to determine proper treatment and disposition of the remains.</p> <ul style="list-style-type: none"> • In the event of an unanticipated discovery, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods. The qualified archaeologist shall determine the amount of material to be recovered to provide an adequate artifact sample size for analysis. • All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation. • A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of any building permits. The report shall include Department of Parks and Recreation Primary and Archaeological Site Forms. • A monitoring report shall be prepared by the qualified archaeologist upon completion of grading and submitted prior to the issuance of any building permit(s). 			
GEOLOGY AND SOILS			
<p>Mitigation Measure PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Applicant shall provide a letter to the City of Los Angeles Department of Building and Safety, or designee, from a professional paleontologist, stating that a qualified paleontologist (who meets the Society of Vertebrate Paleontology’s (SVP, 2010) definition for qualified professional paleontologist) has been retained to provide services for the Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP), consistent with the provisions of CEQA and Society of Vertebrate Paleontology’s Guidelines, to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite. The PRIMP shall be provided to the City for review and approval. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance and provide worker training regarding paleontological monitoring. The PRIMP shall also require full-time paleontological monitoring by a qualified paleontological</p>	<p>Prior to issuance of grading permits; during construction grading, excavation, and utility trenching activities; prior to issuance of building permit(s) for report submittal</p>	<p>City of Los Angeles Department of Building and Safety</p>	

<p>monitor starting at the ground surface (below any disturbed/artificial fill deposits) during grading, excavation, or utility trenching activities.</p> <p>In the event paleontological resources are encountered, ground disturbing activity within 50 feet of the area shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered pursuant to the guidelines of the Society of Vertebrate Paleontology (SVP, 2010).</p> <p>Criteria for discarding specific fossil specimens shall be made explicit in the PRIMP. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by Project construction, then recovery techniques may be applied as identified within the PRIMP. Actions include recovering a sample of the fossiliferous material prior to construction, monitoring construction activities and halting construction if a significant fossil needs to be recovered, and/or cleaning, identifying, and cataloging fossil specimens for curation and research purposes. Recovery, salvage, and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource. If no institution accepts the fossil(s), they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school. A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, shall be prepared and submitted to the City of Los Angeles Department of Building and Safety, or designee.</p> <p>Prior to commencement of grading activities, the City of Los Angeles Department of Building and Safety, or designee, shall verify that all Project grading and construction plans specify the requirements herein related to the PRIMP and the unanticipated discovery of paleontological resources.</p>			
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APPENDIX A – Air Quality Memorandum



MEMORANDUM

DATE: September 4, 2025

To: Meaghan Truman, EPD Solutions, Inc.

FROM: Bianca Martinez, Air Quality Specialist
Jessica Coria, Associate

SUBJECT: Response to Comments for the John S. Gibson Truck & Chassis Parking Lot Project

LSA has reviewed the comment letter submitted by Wilmington Neighborhood Council on the Draft Environmental Impact Report (EIR) for the proposed John S. Gibson Truck & Chassis Parking Lot Project prepared for the City of Los Angeles (City) by EPD Solutions, Inc. (EPD) and dated November 2024. LSA prepared the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (AQ Report) for the proposed project dated August 2024. The findings from the report were used as the basis for the findings in the Draft EIR.

LSA reviewed the comments related to air quality, health risk, and greenhouse gas impacts and has provided a response to Comment 5.10.

WILMINGTON NEIGHBORHOOD COUNCIL – COMMENT 5.10

This comment states that the Draft EIR fails to mention the following sensitive receptors: Volunteers of America Pre-School, located at 334 South Figueroa Street, approximately 0.437 mile from the project site, and the Field of Dreams Park/Recreation, located less than 200 feet from the project site. The commentor states that these sensitive receptors should be included in the analysis as well as to provide clarification on why they were not included in the Draft EIR.

According to the South Coast Air Quality Management District (SCAQMD), sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptors include any residence, such as private homes, condominiums, apartments, and living quarters; schools; daycare centers; and health care facilities, such as hospitals or retirement and nursing homes. Sensitive receptors can also include long-term care hospitals, hospices, prisons, and dormitories or similar live-in housing.¹ Based on this definition, the Field of Dreams

¹ South Coast Air Quality Management District (SCAQMD). 2022. Rule 1480 – Ambient Monitoring and Sampling of Metal Toxic Air Contaminants. May 6. Website: [https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1480.pdf?sfvrsn=18#:~:text=\(13\)%20SENSITIVE%20RECEPTOR%20means%20any,or%20retirement%20and%20nursing%20homes](https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1480.pdf?sfvrsn=18#:~:text=(13)%20SENSITIVE%20RECEPTOR%20means%20any,or%20retirement%20and%20nursing%20homes) (accessed February 2025).

Park/Recreation is not considered a sensitive receptor for air quality. Recreational parks are not included in the definition of sensitive receptors because people do not typically remain on site for an extended period, such as an 8-hour work shift or school day, or the full 24 hours of a residential receptor; but rather are present for shorter periods of time. Therefore, people visiting the Field of Dreams Park/Recreation would have a lower exposure than people living and working near the project site.

A health risk assessment (HRA) was conducted for the proposed project to determine the potential health risk associated with the exhaust of diesel-powered trucks and equipment to people living near the project. The HRA was conducted in accordance with the modeling techniques recommended in the California Environmental Protection Agency's (CalEPA) Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxic Hot Spots Program Risk Assessment Guidelines*² and SCAQMD requirements. Based on the HRA results, the sensitive maximally exposed individual (MEI), which is the individual with the highest probability of contracting cancer as a result of exposure, was determined to be the residence located at 312 South Figueroa Street, which is approximately 1,366 feet away from the project site. The cancer risk at the sensitive MEI was determined to be 0.13 in 1 million during construction and 7.84 in 1 million during operation of the project, which would not exceed the SCAQMD cancer risk threshold of 10 in 1 million. The commenter identified the Volunteers of America Pre-School, located at 334 South Figueroa Street, as a potential sensitive receptor. The Volunteers of America Pre-School is located farther away than the identified sensitive MEI. Therefore, health risk at the Volunteers of America Pre-School would be lower than the risks identified for the sensitive MEI and would also be considered to be below thresholds. Therefore, no significant health risk would occur from project construction and operation emissions.

Similarly, health risk levels are anticipated to be below thresholds for the Field of Dreams Park/Recreation. However, because the Field of Dreams Park/Recreation is located 200 feet away from the project site, the chronic health index and acute health index were extrapolated. The chronic health risk would be 0.001 in 1 million and the acute health index would be less than 0.001 in 1 million, which are both below the SCAQMD threshold of 1.0 in 1 million. Figure 1, Project Sources and Receptors (provided in Attachment A), provides a visual representation of the cancer risk at the Field of Dreams Park/Recreation, which is estimated to be 2 in 1 million. The SCAQMD and the Los Angeles Housing Department established an incident rate of 10 persons per one million as the maximum acceptable cancer risk threshold due to DPM exposure. Therefore, the Field of Dreams Park/Recreation would be below the 10 in one million SCAQMD threshold, indicating that a significant health risk would not occur. Figure 1 is based on the operational cancer risk isopleth map included as part of the HRA model snapshots and outputs provided in Appendix B of the AQ report and does not include any new or revised information. The AQ report is also included as an appendix to the Draft EIR. Therefore, all health risk levels to the Field of Dreams Park/Recreation and the Volunteers of America Pre-School from operation-related emissions of toxic air contaminants would

² California Environmental Protection Agency (CalEPA) Office of Environmental Health Hazard Assessment (OEHHA). 2015. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. March. Website: <https://oehha.ca.gov/air/air-toxics-hot-spots> (accessed February 2025).

be below the SCAQMD's HRA thresholds. No significant health risk would occur from project operation emissions.

Attachment: A – Figure 1: Project Sources and Receptors

ATTACHMENT A

FIGURE 1: PROJECT SOURCES AND RECEPTORS

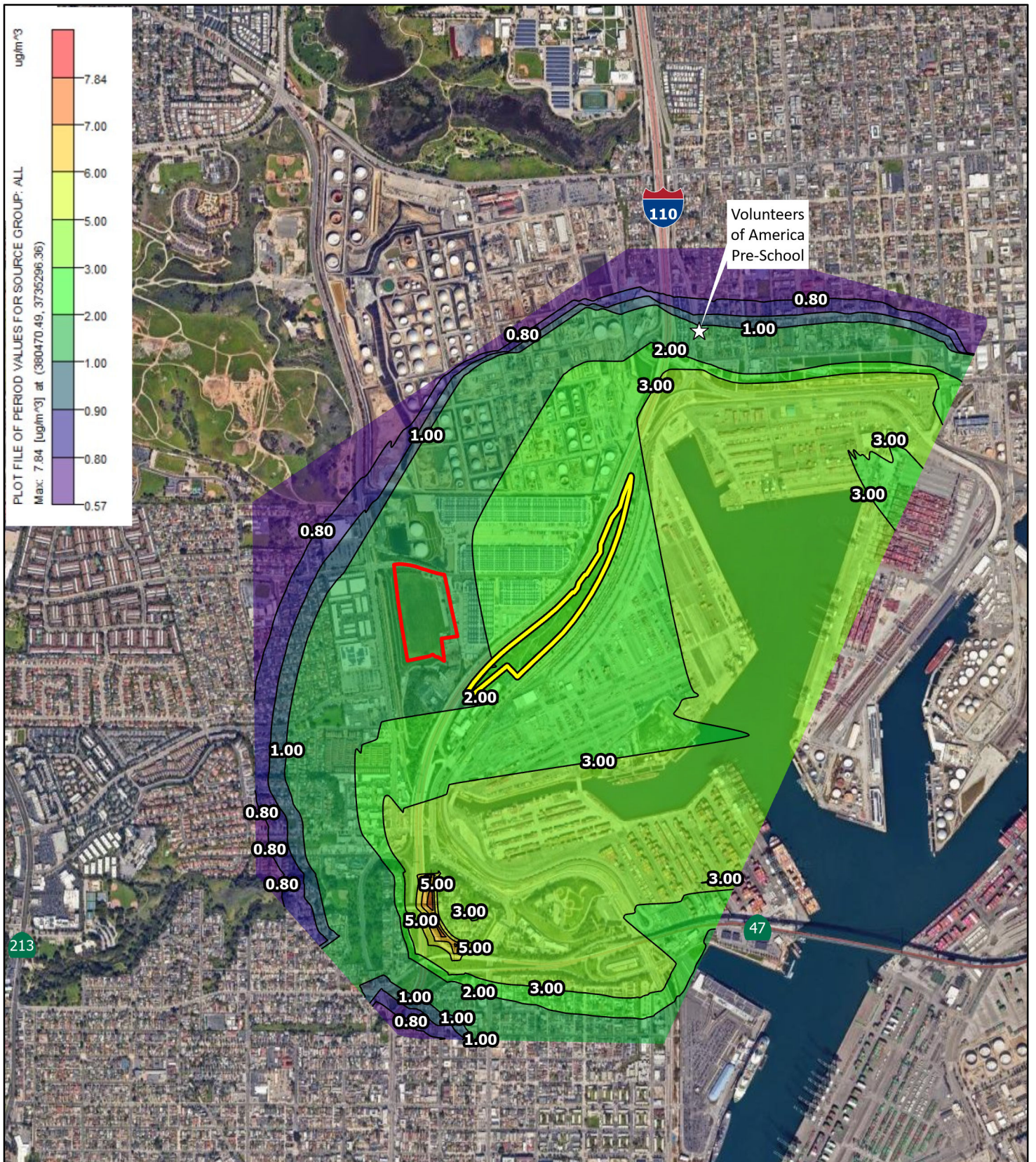


FIGURE 1

LSA

- Project Location
- Field of Dreams Park/Recreation Area



0 937.5 1875
 FEET

SOURCE: Google Maps (2024)

I:\E\ESL2201.63\GIS\Pro\Port of LA Trucking\Port of LA Trucking.aprx (9/3/2025)

John S. Gibson Truck & Chassis Parking Lot Project
 Project Sources and Receptors

APPENDIX B – Noise and Vibration Impact Analysis

NOISE AND VIBRATION IMPACT ANALYSIS

**JOHN S. GIBSON TRUCK & CHASSIS PARKING LOT PROJECT
PORT OF LOS ANGELES, CALIFORNIA**

LSA

January 2026

NOISE AND VIBRATION IMPACT ANALYSIS

JOHN S. GIBSON TRUCK & CHASSIS PARKING LOT PROJECT PORT OF LOS ANGELES, CALIFORNIA

Submitted to:

EPD Solutions, Inc.
2355 Main Street, Suite 100
Irvine, California 92614

Prepared by:

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Project No. ESL2201.63



January 2026

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LIST OF ABBREVIATIONS AND ACRONYMS

CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
City	City of Los Angeles
CNEL	Community Noise Equivalent Level
dB	decibel(s)
dBA	A-weighted decibel(s)
FHWA	Federal Highway Administration
ft	foot/feet
FTA	Federal Transit Administration
FTA Manual	Federal Transit Administration's <i>Transit Noise and Vibration Impact Assessment Manual</i>
I-110	Interstate 110
in/sec	inches per second
L _{dn}	day-night average noise level
L _{eq}	equivalent continuous sound level
L _{max}	maximum instantaneous sound level
PCE	passenger car equivalent
PPV	peak particle velocity
project	John S. Gibson Truck & Chassis Parking Lot Project
RMS	root-mean-square
sq ft	square foot/feet
VdB	vibration velocity decibels

INTRODUCTION

This noise and vibration impact analysis has been prepared to evaluate the potential noise and vibration impacts and reduction measures associated with the John S. Gibson Truck & Chassis Parking Lot Project (project) in Los Angeles, California. This report is intended to satisfy the City of Los Angeles's (City) requirement for a project-specific noise impact analysis by examining the impacts of the project site and evaluating noise reduction measures that the project may require.

PROJECT LOCATION AND DESCRIPTION

The 18.635-acre project site is located at 1599 John S. Gibson Boulevard in the community of San Pedro in the southwestern portion of Los Angeles within the Port of Los Angeles Master Plan planning community in Los Angeles County. The project site is currently undeveloped and consists of Assessor's Parcel Numbers 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007. The project site is bounded by Interstate 110 (I-110) to the north and west, John S. Gibson Boulevard to the east, and existing container terminals to the south. A portion of the project site is in the western portion of the Port of Los Angeles Master Plan Planning Area 2, which encompasses the West Basin and Wilmington areas. See Figure 1, Regional Project Location, and Figure 2, Site Plan, below.

The proposed project would construct a short-term truck and chassis parking facility and related site improvements. The project would include paving of the site and striping of 393 truck and chassis stalls. The 393 stalls would be 11 feet (ft) by 40 ft and would occupy approximately 405,602 square feet (sq ft). In addition, the proposed project would include installation of a prefabricated guard booth and restroom for use by truck drivers and project employees.

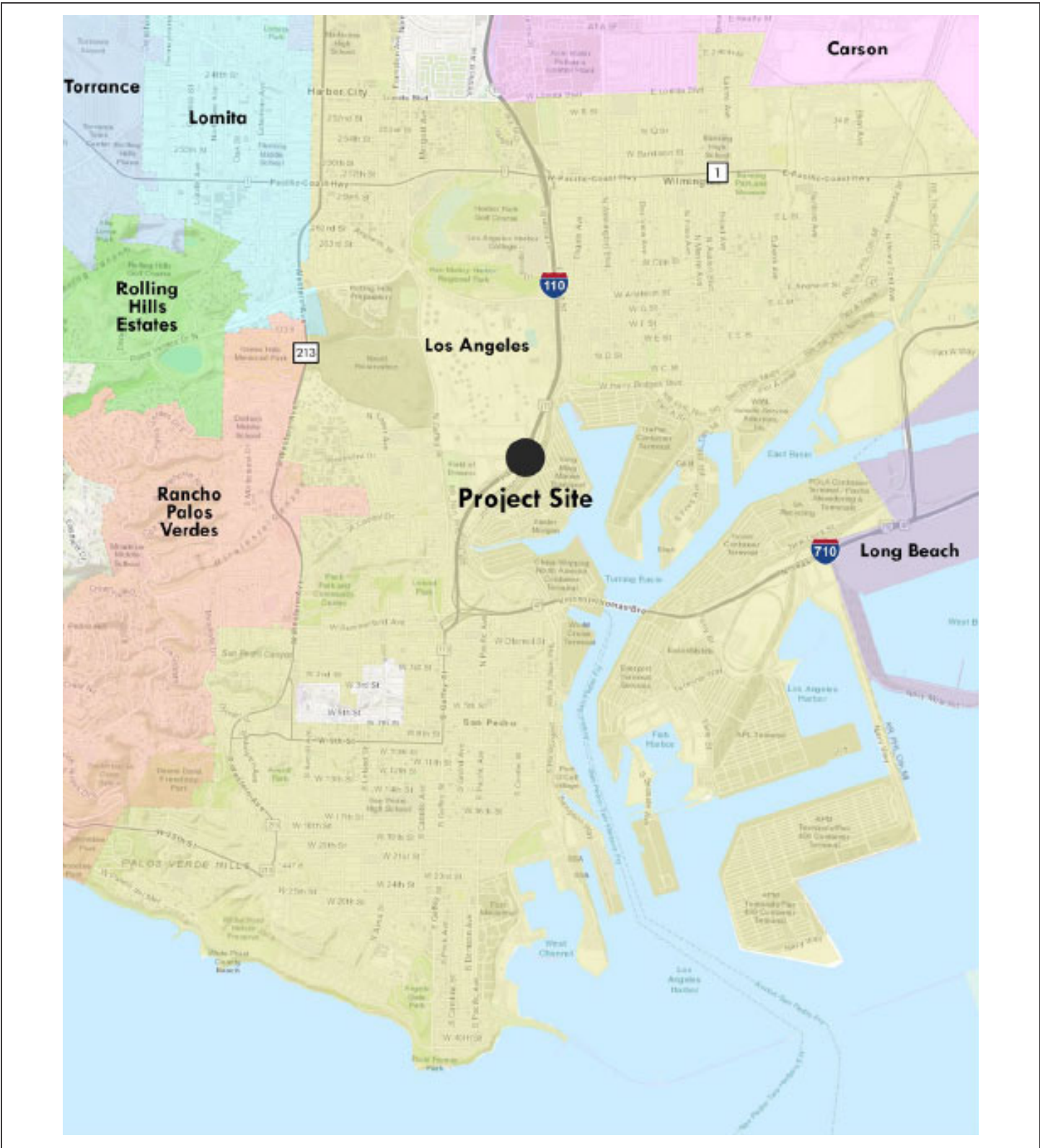
Truck trailer parking operations were conservatively assumed to occur year-round, 24 hours a day, 7 days a week. Typical operational characteristics include truck trailer parking activities and a maximum of two employees providing security and operating onsite machinery.

The project would result in approximately 1,794 one-way truck trips per day, approximately 4 one-way delivery/vendor trips per day, and approximately 10 passenger vehicle trips per day. The parking lot is intended to support ship offloading and loading activities occurring at Port of Los Angeles container yards.

EXISTING LAND USES IN THE PROJECT AREA

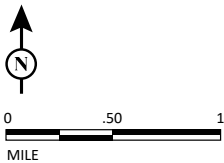
The project site is surrounded primarily by office and industrial uses. The areas adjacent to the project site include the following uses:

- **North:** I-110 followed by industrial warehouses.
- **South and Southeast:** John S. Gibson Boulevard followed by container storage and terminal storage.
- **West and Southwest:** Harbor Community Police Station and Ports of America Office Building.



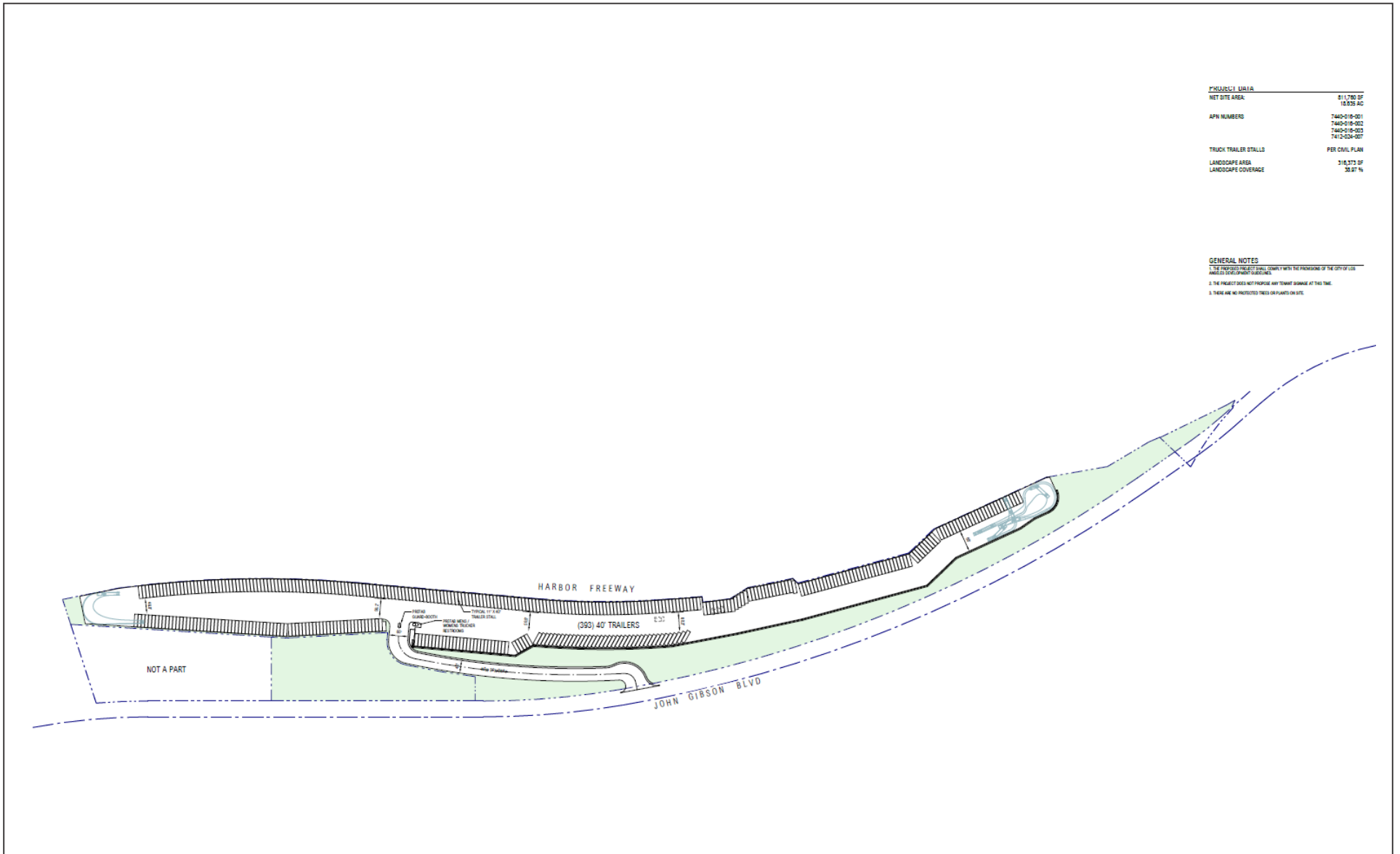
LSA

FIGURE 1



SOURCE: EPD

John S. Gibson Trailer Lot POLA Project
Regional Project Location



PROJECT AREA	811,780 SF
NET SITE AREA	18,838 AC
APN NUMBERS	7440-018-001 7440-018-002 7440-018-003 7412-024-007
TRUCK TRAILER STALLS	PER CIVIL PLAN
LANDSCAPE AREA	316,373 SF
LANDSCAPE COVERAGE	38.97 %

- GENERAL NOTES**
1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE CITY OF LOS ANGELES DEVELOPMENT ORDINANCE.
 2. THE PROJECT DOES NOT PROPOSE ANY TOWER SERVICE AT THIS TIME.
 3. THERE ARE NO PROTECTED TREES OR PLANTS ON SITE.

LSA

FIGURE 2



NO SCALE
SOURCE: RGA – Office of Architectural Design

John S. Gibson Trailer Lot POLA Project
Site Plan

There are no nearby sensitive receptors within a 1,000 ft radius of the project site. The closest sensitive receptors to the project site are single-family homes located west of the project site at 1,366 ft from the western project site boundary line to the residences. The closest worker receptor to the project site is the Ports of America insurance company located immediately southwest at 25 ft from the project boundary.

It should be noted that the nearest educational facility, Volunteers of America Pre-school at 334 S. Figueroa, is located over 2,000 feet or 0.4 miles from the project site. At this distance, construction noise and operation noise would not contribute to the noise environment at the educational facility or increase ambient noise levels. Given the large distance, intervening structures, and topography, construction and operational noise levels would be well below the City's criteria as described in the applicable sections below. Lastly, none of the educational facilities are adjacent to construction or operational truck routes for the project.

NOISE AND VIBRATION FUNDAMENTALS

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a sound wave, which results in the tone's range from high to low. Loudness is the strength of a sound, and it describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity is the average rate of sound energy transmitted through a unit of area perpendicular to the direction in which the sound waves are traveling. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

MEASUREMENT OF SOUND

Sound intensity is measured with the A-weighted decibel (dBA) scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound, similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike the linear scale (e.g., inches or pounds), are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 dB is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 0 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the sound's loudness. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound levels dissipate exponentially with distance from their noise sources. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source sound levels decrease 4.5 dB for each doubling of distance in a relatively flat environment with absorptive vegetation.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous

sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels. CNEL is the time-weighted average noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the relaxation. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City of Los Angeles uses the CNEL noise scale for long-term traffic noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max} , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts, which are increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to sound levels higher than 85 dBA. Exposure to high sound levels affects the entire system, with prolonged sound exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of sound exposure above 90 dBA would result in permanent cell damage. When the sound level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of sound is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by a feeling of pain in the ear (i.e., the threshold of pain). A sound level of 160–165 dBA will result in dizziness or a loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed areas.

Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of sound measurement that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., the number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L ₀₁ , L ₁₀ , L ₅₀ , L ₉₀	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period, respectively.
Equivalent Continuous Noise Level, L _{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L _{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L _{max} , L _{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time. Usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.

Source 1: *Technical Noise Supplement* (Caltrans 2013)

Source 2: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

Caltrans = California Department of Transportation

FTA = Federal Transit Administration

Table B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/ Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near Freeway Auto Traffic	70	Moderately Loud	Reference level
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing
—	0	Very Faint	—

Source: Compiled by LSA (2022).

FUNDAMENTALS OF VIBRATION

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may not be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items sitting on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile-driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 ft from the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 ft (FTA 2018). When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne

vibration from street traffic will not exceed the impact criteria; however, construction of the project could result in ground-borne vibration that may be perceptible and annoying.

Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path will usually be greater than ground-borne noise.

Ground-borne vibration has the potential to disturb people and damage buildings. Although it is very rare for train-induced ground-borne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile-driving to cause vibration of sufficient amplitudes to damage nearby buildings (FTA 2018). Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The RMS is best for characterizing human response to building vibration, and PPV is used to characterize the potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

where “ L_v ” is the vibration velocity in decibels (VdB), “ V ” is the RMS velocity amplitude, and “ V_{ref} ” is the reference velocity amplitude, or 1×10^{-6} inches/second (in/sec) used in the United States.

REGULATORY SETTING

APPLICABLE NOISE STANDARDS

The applicable noise standards governing the project site include the criteria in the City's Noise Element of the General Plan (Noise Element), the City's Municipal Code, and the *L.A. CEQA Thresholds Guide* (2006). The *L.A. CEQA Thresholds Guide* generally pulls information from both the Noise Element and the City's Municipal Code which are further described below.

City of Los Angeles

Noise Element of the General Plan

In California, cities and counties are required to adopt noise elements as part of their general plans. The purpose of a noise element is to establish a land use pattern that minimizes the exposure of residents of the community to excessive noise. The City of Los Angeles General Plan noise element provides planning guidance related to noise. It identifies goals, objectives, and an implementation program to ensure that Los Angeles residents will be protected from noise that may be detrimental to their physical and mental health and general welfare. In the noise element, the City has established an acceptable limit of noise exposure for various land use categories. The purpose of these criteria is to provide a guideline for the City to locate appropriate land uses within acceptable noise environments. Table C shows the City's land use compatibility standards for noise. Noise levels of 50 and 55 dBA CNEL are identified as being "normally acceptable" for single-family and multi-family residential land uses, respectively. Noise levels of 65 dBA CNEL are identified as being "normally acceptable" for office uses.

Municipal Code

Chapter XI of the Los Angeles Municipal Code establishes noise standards to limit noise affecting various land uses in the city. These standards apply to noise generated by "any machinery equipment, pump, fan, air-conditioning apparatus, or similar mechanical device." Table D summarizes the presumed ambient noise levels for various land use types as specified in Municipal Code Section 111.03.

Where the ambient noise level is less than the presumed ambient noise level designated, the presumed ambient noise level shall be deemed to be the minimum ambient noise level. At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used. In accordance with the Noise Regulation, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line represents a noise violation.

Table C: City of Los Angeles Noise and Land Use Compatibility Guidelines

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

Source: City of Los Angeles General Plan Noise Element (February 1999).
CNEL dB = Community Noise Equivalent Level in decibels

Table D: Exterior Presumed Ambient Noise Levels

Zone	Presumed Ambient Noise Level (dBA)	
	Day	Night
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65

Source: City of Los Angeles (2023).
dBA = A-weighted decibels

Chapter XI, Article 2, Section 112.05, Maximum Noise Level of Powered Equipment or Powered Hand Tools, requires that between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 ft thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 ft therefrom:

- (a) 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;
- (b) 75 dB(A) for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;
- (c) 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors;

The noise limits for particular equipment listed above in (a), (b), and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the United States Environmental Protection Agency (EPA) and published in the Federal Register.

However, the noise limitations above would not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment. The aforementioned limitations apply only to uses in residential zones or within 500 ft thereof.

Chapter IV, Article 1, Section 41.40. Noise Due To Construction, Excavation Work – When Prohibited, states:

- (a) No person shall, between the hours of 9:00 p.m. and 7:00 a.m. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(b) The provisions of Subsection (a) shall not apply to any person who performs the construction, repair or excavation work involved pursuant to the express written permission of the Board of Police Commissioners through its Executive Director. The Executive Director, on behalf of the Board, may grant this permission, upon application in writing, where the work proposed to be done is in the public interest, or where hardship or injustice, or unreasonable delay would result from its interruption during the hours mentioned above, or where the building or structure involved is devoted or intended to be devoted to a use immediately related to public defense. The provisions of this section shall not in any event apply to construction, repair, or excavation work done within any district zoned for manufacturing or industrial uses under the provisions of Chapter I of this Code, nor to emergency work necessitated by any flood, fire or other catastrophe.

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 ft of land so occupied, before 8:00 a.m. or after 6:00 p.m. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specified. The provisions of this subsection shall not apply to persons engaged in the emergency repair of:

1. Any building or structure.
2. Earth supporting or endangering any building or structure.
3. Any public utility.
4. Any public way or adjacent earth

APPLICABLE VIBRATION STANDARDS

Federal Transit Administration

Because the City does not have vibration standards within their Noise Element, Municipal Code or the CEQA Thresholds Guide, vibration standards included in the FTA Manual are used in this analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table E provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

Table E: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Max L _v (VdB) ¹	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20x).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100x) and other equipment of low sensitivity.

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

¹ As measured in 1/3-octave bands of frequency over the frequency range 8 to 80 hertz.

FTA = Federal Transit Administration

Max = maximum

L_v = velocity in decibels

VdB = vibration velocity decibels

Table F lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual and adopted by the City’s Noise Element. FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

Table F: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

FTA = Federal Transit Administration

PPV = peak particle velocity

in/sec = inch/inches per second

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

The primary existing noise sources in the project area are traffic on I-110 and John S. Gibson Boulevard.

AMBIENT NOISE MEASUREMENTS

Long-Term Noise Measurements

To assess existing noise levels, LSA conducted two long-term noise measurements in the vicinity of the project site. The long-term (24-hour) noise level measurements were conducted on May 2 through May 3, 2023, using two Larson Davis Spark 706RC Dosimeters. Table G provides a summary of the measured hourly and maximum noise levels from the long-term noise level measurements. As shown in Table G, the calculated hourly noise levels are as low as 53.0 dBA L_{eq} during nighttime hours and 57.8 dBA L_{eq} during daytime hours. Noise measurement sheets are provided in Appendix A. Figure 3 shows the long-term monitoring locations.

Table G: Long-Term 24-Hour Ambient Noise Monitoring Results

Location		Daytime Noise Levels ¹ (dBA L_{eq})	Evening Noise Levels ² (dBA L_{eq})	Nighttime Noise Levels ³ (dBA L_{eq})	Average Daily Noise Levels (dBA CNEL)
LT-1	Northeast property line of 2001 John S. Gibson Blvd #1, San Pedro, CA 90731 on a fence bordering the project site.	57.8–61.3	56.4 – 58.7	53.0–60.2	63.9
LT-2	Northeast of John S. Gibson Boulevard and Harry Bridges Boulevard at a park near a tree.	67.1–71.2	65.9 – 67.9	63.0–67.7	72.4

Source: Compiled by LSA (2023).

Note: Noise measurements were conducted from May 2 to May 3, 2023, starting at 10:00 a.m.

¹ Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.

² Evening Noise Levels = noise levels during the hours of 7:00 p.m. to 10:00 p.m.

³ Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.

CNEL = Community Noise Equivalent Level

L_{eq} = equivalent continuous sound level

dBA = A-weighted decibels

EXISTING AIRCRAFT NOISE

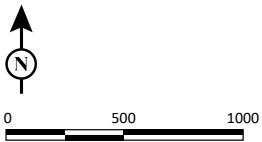
Aircraft flyovers may be audible on the project site due to aircraft activity in the vicinity. The Torrance Municipal Airport is located approximately 3.8 miles northwest of the project site, and the Long Beach Airport is located approximately 7.6 miles northeast of the project site. The Los Angeles County Airport Land Use Plan (ALUC 2004) shows that the project site is outside the 65 dBA CNEL noise contour for the airports. While aircraft operations may contribute to the noise in the project area from these airports, the project site is not expected to experience airport-related noise levels in excess of the City’s exterior standards. Impacts are considered less than significant, and no mitigation is required.



LSA

- LEGEND
- Project Site Boundary
 - LT-1 - Long-term Noise Monitoring Location

FIGURE 3



SOURCE: Google Earth, 2023

John S. Gibson Trailer Lot
Noise Monitoring Locations

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PROJECT IMPACTS

SHORT-TERM CONSTRUCTION NOISE IMPACTS

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. Although there would be a relatively high single-event noise-exposure potential causing intermittent noise nuisance (passing trucks at 50 ft would generate up to 84 dBA L_{max}), the effect on longer-term ambient noise levels would be small when compared to existing daily traffic volumes on John S. Gibson Boulevard. The results of the California Emissions Estimator Model (CalEEMod) for the proposed project indicate that during the demolition phase, an additional 291 vehicles in passenger car equivalent (PCE) volume, consisting of worker and hauling trips, would be added to the roadway adjacent to the project site. Because the existing traffic volume on John S. Gibson Boulevard is approximately 18,425 (Los Angeles Department of Transportation 2017), construction-related vehicle trips would generate an approximate 0.1 dBA CNEL noise increase. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term, construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related to noise generated during construction, which includes site preparation, grading, paving, and architectural coating on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table H lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor, taken from the Federal Highway Administration's (FHWA) *FHWA Roadway Construction Noise Model* (2006).

In addition to the reference maximum noise level, the usage factor provided in Table H is used to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10 \log(U.F.) - 20 \log\left(\frac{D}{50}\right)$$

where: $L_{eq}(equip)$ = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period.

E.L. = noise emission level of the particular piece of equipment at a reference distance of 50 ft.

U.F. = usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time.

D = distance from the receiver to the piece of equipment.

Table H: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%) ¹	Maximum Noise Level (L _{max}) at 50 ft ²
Backhoes	40	80
Compressor	40	80
Dozers	40	85
Excavators	40	85
Flat Bed Trucks	40	84
Front-end Loaders	40	80
Graders	40	85
Paver	50	77
Pneumatic Tools	50	85
Pumps	50	77
Rollers	20	85
Scrapers	40	85
Tractors	40	84

Source: FHWA Roadway Construction Noise Model User’s Guide, Table 1 (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

- ¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
- ² Maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston’s Noise Code for the “Big Dig” project.

FHWA = Federal Highway Administration

ft = foot/feet

L_{max} = maximum instantaneous sound level

Each piece of construction equipment operates as an individual point source. Using the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq (composite) = 10 * \log_{10} \left(\sum_{1}^n 10^{\frac{Ln}{10}} \right)$$

Using the equations from the methodology above, the reference information in Table H, and the construction equipment list provided, the composite noise level of each construction phase was calculated. The project construction composite noise levels at a distance of 50 ft would range from 74 dBA L_{eq} to 88 dBA L_{eq}, with the highest noise levels occurring during the site preparation and grading phases.

Once composite noise levels are calculated, reference noise levels can then be adjusted for distance using the following equation:

$$Leq (at distance X) = Leq (at 50 feet) - 20 * \log_{10} \left(\frac{X}{50} \right)$$

In general, this equation shows that doubling the distance would decrease noise levels by 6 dBA while halving the distance would increase noise levels by 6 dBA.

Table I shows the nearest sensitive residential and park uses, to the project site, their distance from the construction activities, and composite noise levels expected during construction. These noise level projections do not consider intervening topography or barriers. Construction equipment calculations are provided in Appendix B.

Table I: Potential Construction Noise Impacts at Nearest Receptor

Receptor (Location)	Composite Noise Level at 50 ft ¹ (dBA L _{eq})	Distance from Center of Construction Activities (ft)	Composite Noise Level (dBA L _{eq})
Park (North)	88	530	68
Residences (West)		1,366	60

Source: Compiled by LSA (2023).

¹ The composite construction noise level represents the site preparation and grading phases which are expected to result in the greatest noise level as compared to other phases.

dBA L_{eq} = average A-weighted hourly noise level

ft = foot/feet

While construction noise will vary, it is expected that composite noise levels during construction at the nearest sensitive uses to the north would reach 68 dBA L_{eq} during daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously and, therefore, are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed. Additionally, construction noise levels at the surrounding educational uses, as shown on Figure 5.2-1 of the Draft Environmental Impact Report, over 2,000 feet from construction boundary would be well below 60 dBA L_{eq} and, therefore, below the City’s construction noise levels criteria.

As stated above, the City’s Noise Ordinance regulates noise impacts associated with construction activities. The proposed project would comply with the construction hours specified in the City’s Noise Ordinance, which states that construction activities are not allowed between the hours of 9 p.m. and 7 a.m. on any given day. The code also prohibits noise from construction equipment within 500 ft of a residential zone before 8 a.m. or after 6 p.m. on any Saturday or national holiday nor at any time on any Sunday.

As it relates to off-site uses, construction-related noise impacts would remain well below the 75 dBA construction noise level criteria for daytime construction noise level criteria as established by the City for residential uses in Chapter XI, Article 2, Section 112.05 of the Municipal Code; therefore, the impact would be considered less than significant.

SHORT-TERM CONSTRUCTION VIBRATION IMPACTS

This construction vibration impact analysis discusses the level of human annoyance using vibration levels in RMS (VdB) and assesses the potential for building damages using vibration levels in PPV (in/sec). This is because vibration levels calculated in RMS are best for characterizing human response to building vibration, while vibration levels calculated in PPV are best for characterizing potential for damage. Different from construction noise, construction vibration is typically felt inside

of a building in the vicinity of construction and may occur within a building, such as an industrial use, that is not noise sensitive.

Table J shows the PPV and VdB values at 25 ft from the construction vibration source. As shown in Table J, bulldozers and other heavy-tracked construction equipment (expected to be used for this project) generate approximately 0.089 PPV in/sec or 87 VdB of ground-borne vibration when measured at 25 ft, based on the FTA Manual. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project construction boundary (assuming the construction equipment would be used at or near the project setback line).

Table J: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L _v at 25 ft	
	PPV (in/sec)	L _v (VdB) ¹
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

¹ RMS vibration velocity in decibels (VdB) is 1 μin/sec.

μin/sec = microinches per second

ft = foot/feet

FTA = Federal Transit Administration

in/sec = inch/inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

The formulae for vibration transmission are provided below, and Tables K and L, below, provide a summary of off-site construction vibration levels.

$$L_{v\text{dB}}(D) = L_{v\text{dB}}(25 \text{ ft}) - 30 \text{ Log}(D/25)$$

$$\text{PPV}_{\text{equip}} = \text{PPV}_{\text{ref}} \times (25/D)^{1.5}$$

Table K: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft ¹	Distance (ft) ²	Vibration Level (VdB) ³
Industrial (North)	87	200	53
Industrial (South and Southeast)		275	49
Office (Southwest)		25	80
Park (North)		530	47
Residences (West)		1,366	28

Source: Compiled by LSA (2023).

¹ The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.

² The reference distance is associated with the average condition, identified by the distance from the edge of construction activities to surrounding uses.

³ Includes a conservative 7 dB coupling loss for 1-2 story heavy structures.

ft = foot/feet

VdB = vibration velocity decibels

Table L: Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft ¹	Distance (ft) ²	Vibration Level (PPV)
Industrial (North)	0.089	200	0.004
Industrial (South and Southeast)		275	0.002
Office (Southwest)		25	0.089
Park (North)		530	0.001
Residences (West)		1,366	<0.001

Source: Compiled by LSA (2023).

- ¹ The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
 - ² The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.
- ft = foot/feet
 PPV = peak particle velocity in inches per second

As shown in Table E, above, the threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses and 84 VdB for office uses. As also shown in Table F, the FTA guidelines indicate that for a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV.

Based on the information provided in Table K, vibration levels are expected to approach 80 VdB at the closest office use to the southwest and 28 VdB at the closest residence to the west and would not exceed the annoyance thresholds.

Based on the information provided in Table L, vibration levels are expected to approach 0.089 PPV in/sec at the nearest surrounding structures and would be below the 0.2 PPV in/sec damage threshold. Other building structures surrounding the project site are farther away and would experience further reduced vibration. The impact would be considered less than significant, and no construction vibration impacts would occur. No vibration reduction measures are required.

Because construction activities are regulated by the City’s Municipal Code, which states that construction activities are not allowed between the hours of 9 p.m. and 7 a.m. on any given day, vibration impacts would not occur during the more sensitive nighttime hours.

LONG-TERM OFF-SITE TRAFFIC NOISE IMPACTS

The guidelines included in the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77 108) were used to evaluate highway traffic-related noise conditions along roadway segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. Table N provides the traffic noise levels for the opening year (2025) with and without project scenarios, and horizon year (2040) with and without project

scenarios. These noise levels represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn.

The without and with project scenario traffic volumes were obtained from the *Traffic Impact Analysis for Port of Los Angeles John Gibson Container Parking Lot Project* (EPD Solutions Inc. 2023). Appendix C provides the specific assumptions used in developing these noise levels and model printouts. Table M shows that the increase in project-related traffic noise would be no greater than 1.3 dBA. Noise level increases of 3.0 dBA are considered barely perceptible to the human ear. Therefore, traffic noise impacts from project-related traffic on off-site sensitive receptors would be less than significant and no mitigation measures are required.

LONG-TERM TRAFFIC-RELATED VIBRATION IMPACTS

The proposed project would potentially generate vibration levels related to on-site operations. Vibration levels generated from project-related traffic on the adjacent roadways are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Based on a reference vibration level of 0.076 in/sec PPV for a loaded truck, as shown in Table K, structures greater than 20 ft from the project site boundary or roadways that contain project trips would experience vibration levels below the most conservative standard of 0.12 in/sec PPV; therefore, vibration levels generated from project-related traffic on the adjacent roadways and to surrounding buildings would be less than significant, and no mitigation measures are required.

LONG-TERM OFF-SITE STATIONARY NOISE IMPACTS

Parking Lot Truck Activities

Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed parking lot activities. The potential noise impacts to off-site sensitive land uses from the proposed operational activities are discussed below.

Noise levels generated by delivery trucks would be similar to noise readings from trucks during the parking process, which generate a noise level of 76.3 dBA L_8 at 20 ft based on measurements taken by LSA (*Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center* [LSA 2016]). During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms while the truck is backing into the parking space. These noise levels would occur for a shorter period of time (less than 5 minutes). To present a conservative assessment, it is assumed that truck arrivals and departure activities could occur at 75 spaces in the midday peak hour, consistent with the project trip generation. For the non-peak hours, it was estimated that an average of 35 trips would occur assuming all hours excluding the peak hours have the same number of activities.

Peak Hour Operations Assessment

Noise levels generated by 75 trucks during peak hour conditions would equate to 95 dBA L_{eq} at 20 ft. While it is possible that one truck event could occur at a closer distance to surrounding uses, because the 75 truck movements are assumed to be spread over the project site in an average or typical condition, the center of the site is considered an appropriate average distance from which to assess potential impacts.

At an average distance of 2,800 ft to the nearest sensitive uses to the west, noise levels would approach 47.1 dBA L_{eq} assuming a 5 dBA reduction for intervening structures, which would not exceed the City's daytime standard of 50 dBA L_{eq} and would be well below the existing peak hour daytime ambient noise level 61.3 dBA L_{eq} .

At an average distance of 1,420 ft to the nearest sensitive park use to the north, noise levels would approach 58.0 dBA L_{eq} . This noise level is below the peak-hour daytime ambient noise level in the project area of 61.3 dBA L_{eq} and would not create a perceptible noise increase of 3 dBA at the park use.

At an average distance of 1,475 ft to the nearest office use to the southwest, noise levels would approach 57.7 dBA L_{eq} , which would not exceed the City's daytime standard of 60 dBA L_{eq} for office uses.

Non-Peak Hour Operations Assessment

Noise levels generated by 35 trucks during non-peak hour conditions would equate to 91.7 dBA L_{eq} at 20 ft. While it is possible that one truck event could occur at a closer distance to surrounding uses, because the 35 truck movements are assumed to be spread over the project site in an average or typical condition, the center of the site is considered an appropriate average distance from which to assess potential impacts.

At an average distance of 2,800 ft to the nearest sensitive uses to the west, noise levels would approach 43.8 dBA L_{eq} assuming a 5 dBA reduction for intervening structures. While this level would exceed the nighttime standard of 40 dBA L_{eq} , existing ambient noise levels in project area exceed 53 dBA L_{eq} during nighttime hours, therefore the project operations would not create a perceptible noise increase at the nearest residential uses.

At an average distance of 1,420 ft to the nearest sensitive park use to the north, noise levels would approach 54.7 dBA L_{eq} . This noise level is below the quietest daytime and evening ambient noise level in the project area of 56.4 dBA L_{eq} and would not create a perceptible noise increase of 3 dBA at the park use. The project would not have an impact during nighttime hours as the park is closed during the hours of 10:00 p.m. to 7:00 a.m.

At an average distance of 1,475 ft to the nearest office use to the southwest, noise levels would approach 54.4 dBA L_{eq} which would not exceed the City's nighttime standard of 55 dBA L_{eq} for office uses. This noise level is below the quietest daytime and evening ambient noise level in the project area of 56.4 dBA L_{eq} and would not create a perceptible noise increase of 3 dBA at the office use. Furthermore, it is not expected that the project would not generate a potential noise impact as office uses are typically not occupied during nighttime hours.

Operations Assessment Summary

As presented above, operations during both peak-hour and non-peak hour conditions would not exceed the City's noise standards or create a perceptible increase in conditions where ambient noise levels exceed the applicable standard for stationary sources, and no mitigation would be required.

Table M: Traffic Noise Levels Without and With Proposed Project

Roadway Segment	Opening Year 2025 – Without Project		Opening Year 2025 – With Project			Horizon Year 2040 – Without Project		Horizon Year 2040 – With Project		
	ADT	CNEL (dBA) 50 ft from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 ft from Centerline of Nearest Lane	Increase from Existing Conditions (dBA)	ADT	CNEL (dBA) 50 ft from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 ft from Centerline of Nearest Lane	Increase from Existing Conditions (dBA)
John S. Gibson Boulevard	11,510	65.0	14,422	66.0	1.0	14,570	66.1	19,966	67.4	1.3

Source: Compiled by LSA (October 2023).
 ADT = average daily traffic
 CNEL= Community Noise Equivalent Level
 dBA = A-weighted decibels
 ft = foot/feet

REFERENCES

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APPENDIX A

NOISE MONITORING DATA

Noise Measurement Survey – 24 HR

Project Number: ESL2201.63

Test Personnel: Kevin Nguyendo

Project Name: Port of LA truck Lot

Equipment: Spark 706RC (SN:908)

Site Number: LT-1 Date: 5/2/23

Time: From 10:00 a.m. To 10:00 a.m.

Site Location: Northeast of the Yang Ming shipping company on 2001 John S Gibson Blvd #1, San Pedro, CA 90731 on a fence bordering the project site.

Primary Noise Sources: Vehicle traffic noise on John S Gibson Boulevard and the I-110 Freeway. Port activity noise such as cranes and distant truck loading sounds.

Comments: _____

Photo:



Long-Term (24-Hour) Noise Level Measurement Results at LT-1

Start Time	Date	Noise Level (dBA)		
		L _{eq}	L _{max}	L _{min}
10:00 AM	5/2/23	57.8	73.0	47.6
11:00 AM	5/2/23	58.7	75.8	47.8
12:00 PM	5/2/23	58.1	71.8	48.1
1:00 PM	5/2/23	58.5	72.5	48.4
2:00 PM	5/2/23	59.1	77.0	50.4
3:00 PM	5/2/23	59.5	76.0	50.1
4:00 PM	5/2/23	60.4	77.1	52.2
5:00 PM	5/2/23	59.7	74.6	51.1
6:00 PM	5/2/23	59.5	73.9	50.7
7:00 PM	5/2/23	58.7	73.2	49.8
8:00 PM	5/2/23	57.3	70.8	48.7
9:00 PM	5/2/23	56.4	70.5	48.8
10:00 PM	5/2/23	56.1	71.9	48.4
11:00 PM	5/2/23	55.8	71.5	48.7
12:00 AM	5/3/23	56.0	72.4	48.6
1:00 AM	5/3/23	54.8	72.5	47.5
2:00 AM	5/3/23	56.3	72.9	47.8
3:00 AM	5/3/23	53.0	68.9	48.3
4:00 AM	5/3/23	55.0	71.6	46.8
5:00 AM	5/3/23	58.7	75.1	50.7
6:00 AM	5/3/23	60.2	78.1	51.5
7:00 AM	5/3/23	61.3	75.8	49.9
8:00 AM	5/3/23	61.3	74.2	49.1
9:00 AM	5/3/23	61.2	76.0	48.8

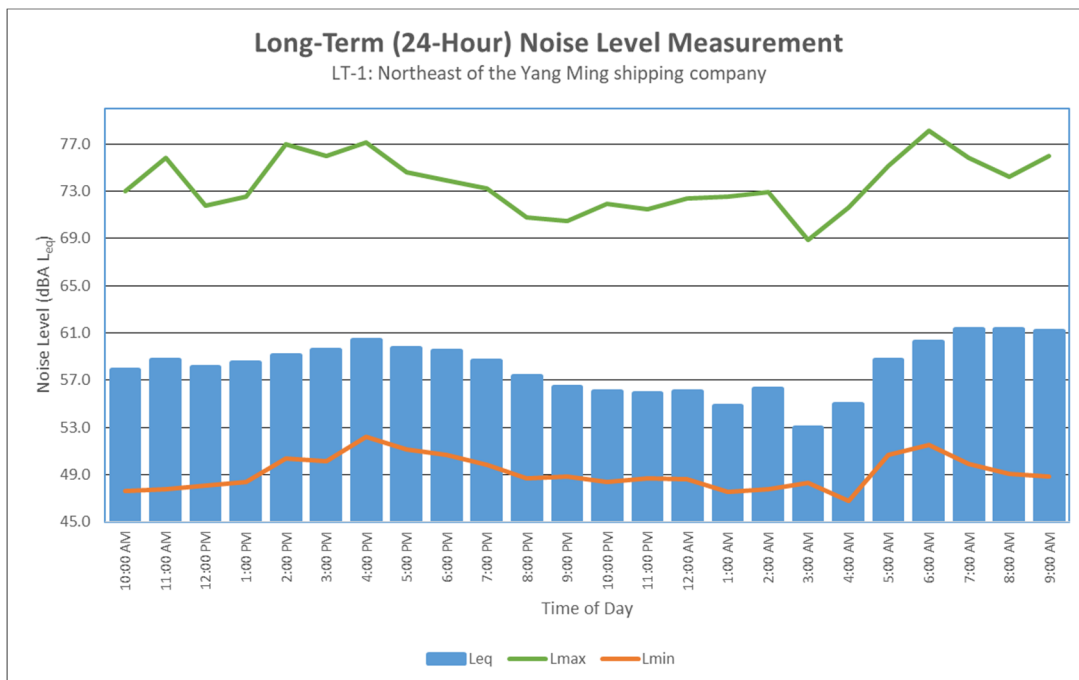
Source: Compiled by LSA Associates, Inc. (2023).

dBA = A-weighted decibel

L_{eq} = equivalent continuous sound level

L_{max} = maximum instantaneous noise level

L_{min} = minimum measured sound level



Noise Measurement Survey – 24 HR

Project Number: ESL2201.63

Test Personnel: Kevin Nguyendo

Project Name: Port of LA Truck Lot

Equipment: Spark 706RC (SN:119)

Site Number: LT-2 Date: 5/2/23

Time: From 10:00 a.m. To 10:00 a.m.

Site Location: Northeast of John S Gibson Boulevard and Harry Bridges Boulevard at a park
Near a tree.

Primary Noise Sources: Vehicle traffic noise on at the intersection of John S Gibson
Boulevard and Harry Bridges Boulevard.

Comments: _____

Photo:



Long-Term (24-Hour) Noise Level Measurement Results at LT-2

Start Time	Date	Noise Level (dBA)		
		L _{eq}	L _{max}	L _{min}
10:00 AM	5/2/23	68.6	82.1	61.9
11:00 AM	5/2/23	68.4	87.2	61.4
12:00 PM	5/2/23	67.9	83.7	59.9
1:00 PM	5/2/23	68.1	78.9	60.2
2:00 PM	5/2/23	68.9	86.0	62.6
3:00 PM	5/2/23	69.5	83.3	62.9
4:00 PM	5/2/23	71.2	81.5	64.1
5:00 PM	5/2/23	68.9	80.3	61.4
6:00 PM	5/2/23	68.6	82.1	61.2
7:00 PM	5/2/23	67.9	84.9	61.3
8:00 PM	5/2/23	66.7	80.4	60.1
9:00 PM	5/2/23	65.9	79.0	59.6
10:00 PM	5/2/23	64.7	80.9	58.9
11:00 PM	5/2/23	64.1	75.5	58.9
12:00 AM	5/3/23	64.5	80.5	58.6
1:00 AM	5/3/23	64.5	76.3	58.2
2:00 AM	5/3/23	63.3	72.9	58.4
3:00 AM	5/3/23	63.0	74.4	58.1
4:00 AM	5/3/23	63.8	73.4	58.2
5:00 AM	5/3/23	66.7	77.6	59.8
6:00 AM	5/3/23	67.7	82.2	60.9
7:00 AM	5/3/23	67.7	80.0	60.7
8:00 AM	5/3/23	67.1	78.0	58.5
9:00 AM	5/3/23	67.4	80.1	59.5

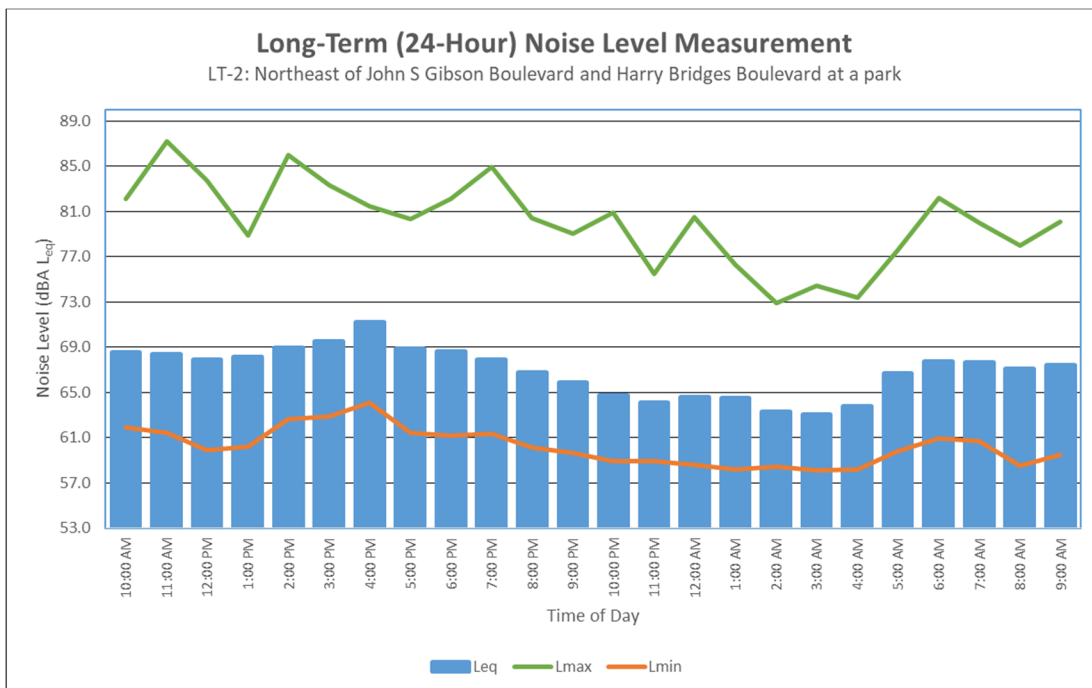
Source: Compiled by LSA Associates, Inc. (2023).

dBA = A-weighted decibel

L_{eq} = equivalent continuous sound level

L_{max} = maximum instantaneous noise level

L_{min} = minimum measured sound level



APPENDIX B

CONSTRUCTION NOISE LEVEL CALCULATIONS

Construction Calculations

Phase: Site Preparation

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor ¹	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA)	
						Lmax	Leq
Tractor	4	84	40	50	0.5	84	86
Dozer	3	82	40	50	0.5	82	83
Combined at 50 feet						86	88
Combined at Receptor 1366 feet						57	59
Combined at Receptor 530 feet						66	67

Phase: Grading

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor ¹	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA)	
						Lmax	Leq
Grader	1	85	40	50	0.5	85	81
Scraper	2	84	40	50	0.5	84	83
Dozer	1	82	40	50	0.5	82	78
Tractor	2	84	40	50	0.5	84	83
Excavator	2	81	40	50	0.5	81	80
Combined at 50 feet						90	88
Combined at Receptor 1366 feet						62	60
Combined at Receptor 530 feet						70	68

Phase:Paving

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor ¹	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA)	
						Lmax	Leq
Paver	2	77	50	50	0.5	77	77
All Other Equipment > 5 HP	2	85	50	50	0.5	85	85
Roller	2	80	20	50	0.5	80	76
Combined at 50 feet						87	86
Combined at Receptor 1366 feet						58	57
Combined at Receptor 530 feet						66	66

Phase:Architectural Coating

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor ¹	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA)	
						Lmax	Leq
Compressor (air)	1	78	40	50	0.5	78	74
Combined at 50 feet						78	74
Combined at Receptor 1366 feet						49	45
Combined at Receptor 530 feet						57	54

Sources: RCNM

¹ - Percentage of time that a piece of equipment is operating at full power

dBA – A-weighted Decibels

Lmax- Maximum Level

Leq- Equivalent Level

APPENDIX C

FHWA TRAFFIC NOISE MODEL PRINTOUTS

TABLE Opening Year 2025 - Without Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2023
ROADWAY SEGMENT: John S. Gibson Boulevard
NOTES: John S. Gibson Trailer Lot Project - Opening Year 2025 - Without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11510 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 35 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	85.6	249.6	782.1

TABLE Opening Year 2025 - With Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2023
ROADWAY SEGMENT: John S. Gibson Boulevard
NOTES: John S. Gibson Trailer Lot Project - Opening Year 2025 - With Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14422 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 35 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	104.0	311.6	979.6

TABLE Horizon Year 2040 - Without Project -

01

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2023

ROADWAY SEGMENT: John S. Gibson Boulevard

NOTES: John S. Gibson Trailer Lot Project - Horizon Year 2040 - Without Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14570 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 35 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	104.9	314.7	989.7

TABLE Horizon Year 2040 - With Project -01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2023
ROADWAY SEGMENT: John S. Gibson Boulevard
NOTES: John S. Gibson Trailer Lot Project - Horizon Year 2040 - With Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19966 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 35 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	140.0	430.0	1355.8

APPENDIX C – Public Meeting Transcript

From a public meeting held on December 11, 2024 via Zoom

ENGLISH TRANSCRIPT:

WEBVTT

1

00:00:29.470 --> 00:00:35.370

Nicole Enciso: Good afternoon, everyone. We'll go ahead and wait a few minutes for folks to join the meeting.

2

00:00:43.850 --> 00:00:49.379

Spn Interp Eduardo Kogan: Buena tar des todos que diabla y pana amos apera unos minutos a comenzar la reunion.

3

00:01:24.540 --> 00:01:29.549

Mike DiBernardo: I don't see the icon for interpretation, is that going to pop up?

4

00:01:30.700 --> 00:01:33.686

Nicole Enciso: Yes, there'll be an option for interpretation once...

5

00:01:34.540 --> 00:01:34.970

Mike DiBernardo: Oh, okay.

6

00:01:34.970 --> 00:01:39.519

Nicole Enciso: ...we have the Spanish translator instruct folks how to join.

7

00:01:39.520 --> 00:01:41.429

Mike DiBernardo: Okay, got it. 10-4. Thanks.

8

00:01:46.560 --> 00:01:49.800

Nicole Enciso: All right. We'll go ahead and get started.

9

00:01:51.260 --> 00:01:52.800

Nicole Enciso: Welcome, everyone.

10

00:01:53.040 --> 00:02:01.149

Nicole Enciso: My name is Nicole Anciso, and I'm the Marine Environmental Supervisor for the CEQA/NEPA team in the Environmental Management Division here at the Port of Los Angeles.

11

00:02:01.970 --> 00:02:03.779

Nicole Enciso: Welcome to the public meeting...

12

00:02:03.830 --> 00:02:09.519

Nicole Enciso: ...for the Draft Environmental Impact report for the John S. Gibson, Truck and Chassis Parking Lot Project.

13

00:02:10.190 --> 00:02:20.379

Nicole Enciso: Spanish translation is available for this evening's meeting, and you'll be able to join through the interpretation channel. I'll give our Spanish translator a moment to explain how to join.

14

00:02:20.870 --> 00:02:55.980

Spn Interp Eduardo Kogan: **Simultania**, and for those who need English. Please select your English language, mucha gracias.

15

00:02:56.400 --> 00:02:57.559

Spn Interp Eduardo Kogan: Thank you, Nicole.

16

00:02:58.330 --> 00:02:59.170

Nicole Enciso: Thank you.

17

00:03:01.130 --> 00:03:10.300

Nicole Enciso: The interpretation icon is now available, so you can transfer to your respective channels. Next slide.

18

00:03:15.090 --> 00:03:21.530

Nicole Enciso: Here we have a brief overview of the items that we'll cover today. So first, I'll present the proposed project.

19

00:03:21.790 --> 00:03:26.769

Nicole Enciso: We'll then explain the role of a lead agency under CEQA and the CEQA process.

20

00:03:27.170 --> 00:03:33.430

Nicole Enciso: We will review the NOP/IS or notice of preparation and initial study determinations.

21

00:03:33.570 --> 00:03:37.949

Nicole Enciso: We'll then go through the draft environmental impact report determinations.

22

00:03:38.030 --> 00:03:45.620

Nicole Enciso: We'll open up the floor for public comments before having closing remarks. Next slide.

23

00:03:48.730 --> 00:03:52.760

Nicole Enciso: Here we have a map showing the location of the proposed project.

24

00:03:52.780 --> 00:04:00.719

Nicole Enciso: It is situated between John S. Gibson Boulevard and the 1-10 freeway adjacent to the West Basin container terminal.

25

00:04:02.050 --> 00:04:03.099

Nicole Enciso: Next slide.

26

00:04:05.630 --> 00:04:20.629

Nicole Enciso: A bit of a project overview construction of the proposed project would include approximately 9.3 acres of development across an 18.63 acre site for the purposes of a truck and chassis parking lot.

27

00:04:21.360 --> 00:04:28.350

Nicole Enciso: The site will be lined with approximately 393 truck and chassis stalls.

28

00:04:28.800 --> 00:04:40.490

Nicole Enciso: Construction on site would also include retaining walls, a guard, shack, and a restroom, as well as a driveway, utilities and approximately 7.2 acres of landscaped area.

29

00:04:41.590 --> 00:04:45.489

Nicole Enciso: The proposed project would also include the installation of a new signal...

30

00:04:45.510 --> 00:04:48.919

Nicole Enciso: ...and median modifications at an intersection...

31

00:04:49.580 --> 00:04:58.569

Nicole Enciso: ...at John S. Gibson Boulevard, and the proposed project driveway to allow for protected left turn movements. Next slide.

32

00:04:59.850 --> 00:05:06.810

Nicole Enciso: Here we have a conceptual site plan that shows the overall layout proposed for the project site.

33

00:05:07.060 --> 00:05:14.570

Nicole Enciso: You can see where the stalls are anticipated to be located as well as the future proposed driveway

34

00:05:16.000 --> 00:05:17.289

Nicole Enciso: Next slide.

35

00:05:20.110 --> 00:05:27.019

Nicole Enciso: Here we have the traffic signal plan that has preliminarily been approved by the Los Angeles Department of Transportation.

36

00:05:27.330 --> 00:05:32.630

Nicole Enciso: As can be seen, there will be a left turn pocket as well as a signal...

37

00:05:35.410 --> 00:05:42.710

Nicole Enciso: ...and, as mentioned, it was preliminarily approved by LADOT, but is subject to a final B permit approval from the city.

38

00:05:44.410 --> 00:05:45.780

Nicole Enciso: Next slide.

39

00:05:49.140 --> 00:05:56.420

Nicole Enciso: project operations would include parking and storage for trucks and chassis with and without containers.

40

00:05:56.550 --> 00:06:01.250

Nicole Enciso: Parking is anticipated to be short-term and not have any stacking on site.

41

00:06:01.940 --> 00:06:05.699

Nicole Enciso: There will also be charging for the electric equipment on site.

42

00:06:05.910 --> 00:06:09.470

Nicole Enciso: which would include 1 zero emission utility tractor rig.

43

00:06:09.510 --> 00:06:12.229

Nicole Enciso: and 2 small zero emission forklifts.

44

00:06:13.170 --> 00:06:17.639

Nicole Enciso: Operation of a guard booth and restrooms will also be occurring on site...

45

00:06:17.690 --> 00:06:26.869

Nicole Enciso: ...with approximately 1,794 one-way truck trips per day, or 897 in and outs on a peak day.

46

00:06:27.730 --> 00:06:33.870

Nicole Enciso: as required by CEQA, 3 alternatives to the proposed project were analyzed in the draft EIR.

47

00:06:34.080 --> 00:06:38.659

Nicole Enciso: But for the purposes of this presentation we're going to focus on the proposed project itself...

48

00:06:38.970 --> 00:06:45.750

Nicole Enciso: ...for additional information on the alternatives analyzed. Please review the alternatives chapter which can be found on the Port's website

49

00:06:46.970 --> 00:06:48.120

Nicole Enciso: Next slide.

50

00:06:50.380 --> 00:06:55.090

Nicole Enciso: Here we have a list of the project objectives that were included in the draft EIR,

51

00:06:55.340 --> 00:07:03.500

Nicole Enciso: but they can all be summarized with an overall objective to improve efficiency of port goods movement through an off-terminal support facility.

52

00:07:04.570 --> 00:07:05.870

Nicole Enciso: Next slide.

53

00:07:10.780 --> 00:07:15.220

Nicole Enciso: So this particular project is not located on port owned property.

54

00:07:15.390 --> 00:07:25.699

Nicole Enciso: However, we are designated as the lead agency because of additional permitting that is required by us. Specifically the site is located within the coastal zone...

55

00:07:25.740 --> 00:07:28.710

Nicole Enciso: ...and therefore requires coastal development permitting.

56

00:07:29.370 --> 00:07:35.440

Nicole Enciso: Because a portion of the site remains within the Port Master Plan area under Port of LA jurisdiction,

57

00:07:35.500 --> 00:07:39.319

Nicole Enciso: we are required to issue a coastal development permit for the project.

58

00:07:39.660 --> 00:07:41.659

Nicole Enciso: The remaining portion of the site...

59

00:07:41.710 --> 00:07:50.019

Nicole Enciso: ...is under coastal zone jurisdiction of the City of Los Angeles, who will also rely on this document when issuing their own CDP for the project.

60

00:07:51.590 --> 00:07:52.970

Nicole Enciso: Next slide.

61

00:07:55.670 --> 00:07:58.989

Nicole Enciso: Here we have an overview of the CEQA process.

62

00:07:59.300 --> 00:08:07.719

Nicole Enciso: So a notice of preparation and initial study, or NOP/IS was released for public review on October 26th, 2023.

63

00:08:08.280 --> 00:08:14.590

Nicole Enciso: During the comment period. A public scoping meeting was held to inform the public of the results of the

initial study...

64

00:08:14.960 --> 00:08:17.790

Nicole Enciso: ..and provide an opportunity for verbal comments.

65

00:08:18.320 --> 00:08:23.109

Nicole Enciso: All comments received during the public comment period...

66

00:08:23.140 --> 00:08:28.450

Nicole Enciso: ...were considered during the preparation of the draft environmental impact report or Draft EIR.

67

00:08:28.840 --> 00:08:32.159

Nicole Enciso: Which was released on November 15, th 2024.

68

00:08:33.230 --> 00:08:35.669

Nicole Enciso: Comments will be accepted for this project...

69

00:08:35.700 --> 00:08:38.840

Nicole Enciso: ...until Monday, January 10, th 2025.

70

00:08:39.900 --> 00:08:47.770

Nicole Enciso: During the comment period we're holding this public meeting to provide the public information about the results of the draft EIR,

71

00:08:47.920 --> 00:08:51.740

Nicole Enciso: as well as provide an opportunity to provide verbal comments.

72

00:08:52.200 --> 00:08:57.450

Nicole Enciso: Verbal comments received during tonight's meeting and written comments received during the comment period...

73

00:08:57.560 --> 00:09:00.870

Nicole Enciso: ...will be incorporated into the preparation of the final EIR.

74

00:09:01.680 --> 00:09:07.819

Nicole Enciso: The final EIR will be brought to the Board of Harbor Commissioners for their consideration to certify the project.

75

00:09:09.720 --> 00:09:10.770

Nicole Enciso: Next
slide.

76

00:09:12.460 --> 00:09:27.249

Nicole Enciso: As mentioned, the purpose of this public meeting is to provide an opportunity for the public to give their input on the environmental issues raised in the draft EIR, as well as provide information of the results of that EIR.

77

00:09:28.040 --> 00:09:39.590

Nicole Enciso: A copy of the EIR is available on the port's website, which is www.portoflosangeles.org forward slash CEQA, which is spelled CEQA.

78

00:09:41.040 --> 00:09:45.969

Nicole Enciso: Written comments are going to be accepted until January 10, th 2025,

79

00:09:46.190 --> 00:09:51.009

Nicole Enciso: and all comments should be limited to the information that is presented in the draft EIR.

80

00:09:51.500 --> 00:09:57.020

Nicole Enciso: All comments received in either verbal or written format will become part of the public record.

81

00:09:58.470 --> 00:09:59.530

Nicole Enciso: Next slide.

82

00:10:01.810 --> 00:10:06.050

Nicole Enciso: Here we have a bit of a reminder of what the findings were in the initial study.

83

00:10:06.670 --> 00:10:16.690

Nicole Enciso: So all the impacts, excuse me, all of the resource areas listed on this slide were determined to result in no impact or less than significant impacts in the initial study.

84

00:10:16.760 --> 00:10:30.870

Nicole Enciso: They include agriculture and forestry resources, hydrology and water quality, mineral resources, population and housing, public services, recreation...

85

00:10:31.590 --> 00:10:37.680

Nicole Enciso: ...tribal cultural resources, utilities and service systems and wildfires.

86

00:10:38.710 --> 00:10:44.890

Nicole Enciso: These impact areas were not considered in the draft EIR, next slide.

87

00:10:47.170 --> 00:10:51.450

Nicole Enciso: Here we have a summary of the findings in the draft EIR.

88

00:10:51.770 --> 00:10:55.350

Nicole Enciso: The big takeaway is that all resource areas analyzed

89

00:10:55.480 --> 00:11:00.680

Nicole Enciso: were determined to not be significant and unavoidable, specifically...

90

00:11:00.740 --> 00:11:04.130

Nicole Enciso: ...and we'll get into this further into the presentation,

91

00:11:04.260 --> 00:11:14.100

Nicole Enciso: The impact areas that were determined to be less than significant include aesthetics, air quality, energy, greenhouse gas emissions,

92

00:11:14.260 --> 00:11:20.830

Nicole Enciso: hazards and hazardous materials, land use and planning, noise, and transportation.

93

00:11:21.290 --> 00:11:29.140

Nicole Enciso: And impact resource areas that were determined to be less than significant with mitigation incorporated include biological resources,

94

00:11:29.310 --> 00:11:32.880

Nicole Enciso: cultural resources, and geology and soils.

95

00:11:34.030 --> 00:11:35.660

Nicole Enciso: Next slide. Thank you.

96

00:11:36.970 --> 00:11:43.449

Nicole Enciso: Here on the slide we have an example of the visual simulations that were prepared under the aesthetics chapter.

97

00:11:43.640 --> 00:11:53.659

Nicole Enciso: There's additional photos in the chapter, should you like to view them, but through this effort it was determined that aesthetics would result in less than significant impacts.

98

00:11:53.670 --> 00:12:01.960

Nicole Enciso: Specifically, they would not substantially degrade the existing visual character or quality of public views in the site and its surroundings.

99

00:12:02.330 --> 00:12:07.229

Nicole Enciso: Nor would it conflict with applicable zoning and other regulations governing scenic quality.

100

00:12:08.530 --> 00:12:09.600

Nicole Enciso: Next slide.

101

00:12:12.170 --> 00:12:21.840

Nicole Enciso: The air quality analysis prepared for the draft EIR included air quality calculations to estimate emissions created during project construction and operation.

102

00:12:22.470 --> 00:12:30.050

Nicole Enciso: These emission calculations were compared against significance thresholds to determine if the proposed project would result in air quality impacts.

103

00:12:30.670 --> 00:12:43.689

Nicole Enciso: The California Air Resources Board has adopted several iterations of regulations for diesel trucks that are aimed at reducing emissions and accelerate implementation of clean trucks into the statewide truck fleet.

104

00:12:44.260 --> 00:12:51.900

Nicole Enciso: In other words, older, more polluting trucks will be replaced with newer, cleaner trucks. As a function of these regulatory requirements...

105

00:12:52.010 --> 00:12:54.300

Nicole Enciso: and drainage truck emissions would reduce.

106

00:12:54.650 --> 00:13:01.330

Nicole Enciso: These regulations were not included in the air quality calculations due to varying degrees of enforceability, at this time.

107

00:13:01.790 --> 00:13:07.559

Nicole Enciso: Therefore, diesel emissions identified in this analysis may overstate future emissions.

108

00:13:08.260 --> 00:13:21.560

Nicole Enciso: As can be seen on the tables on the slide, maximum peak construction emissions and peak operational emissions would not exceed South Coast Air Quality Management District thresholds of significance.

109

00:13:22.260 --> 00:13:23.550

Nicole Enciso: Next slide.

110

00:13:26.640 --> 00:13:30.279

Nicole Enciso: We also looked at the localized significance...

111

00:13:30.330 --> 00:13:33.809

Nicole Enciso: emissions for peak construction and operation.

112

00:13:33.880 --> 00:13:40.830

Nicole Enciso: and compared them to the localized significance thresholds identified by South Coast Air Quality Management District.

113

00:13:40.920 --> 00:13:45.810

Nicole Enciso: And again, we did not exceed those thresholds, next slide.

114

00:13:48.520 --> 00:14:02.049

Nicole Enciso: Finally, health risk assessment was also prepared, and it was determined that the proposed project would not cause exposure of sensitive receptors to significant levels of toxic air contaminants per the AQMD thresholds.

115

00:14:03.200 --> 00:14:04.470

Nicole Enciso: Next slide.

116

00:14:08.350 --> 00:14:21.479

Nicole Enciso: The project site does not contain any drainage, riparian or riverine features, does not include any wetlands or vernal pools. Nor is it located within federally designated critical habitat, or federally protected wetlands.

117

00:14:22.330 --> 00:14:33.590

Nicole Enciso: Biological surveys were done on the site to determine if any state and or federally threatened, endangered, or candidate species or listed plants have the potential to exist on the site.

118

00:14:34.660 --> 00:14:39.039

Nicole Enciso: No special status plants were detected during the field survey,

119

00:14:39.090 --> 00:14:42.010

Nicole Enciso: or are expected to occur on the project site,

120

00:14:42.070 --> 00:14:44.409

Nicole Enciso: due to the absence of suitable habitat.

121

00:14:45.170 --> 00:14:55.670

Nicole Enciso: A total of 15 sensitive animal species are listed as threatened, endangered, or candidate species under State and Federal endangered species laws,

122

00:14:55.800 --> 00:14:59.179

Nicole Enciso: and they have the potential to exist in the vicinity of the project site.

123

00:14:59.550 --> 00:15:11.040

Nicole Enciso: None of these animals were observed during the biological surveys, and no suitable habitat exists on site for all species except the Southern California legless lizard and monarch.

124

00:15:11.500 --> 00:15:14.679

Nicole Enciso: While there is low potential for these species to occur on site,

125

00:15:14.760 --> 00:15:16.819

Nicole Enciso: Mitigation has been applied.

126

00:15:17.480 --> 00:15:27.580

Nicole Enciso: Additionally, mitigation has been applied during grading activities or vegetation removal during the nesting bird season, Next slide.

127

00:15:30.214 --> 00:15:36.519

Nicole Enciso: Here we have a summary of the 2 mitigation measures that were identified under biological resources.

128

00:15:36.560 --> 00:15:52.109

Nicole Enciso: The 1st being pre-construction survey and biological monitoring. So the applicant must conduct pre-construction surveys prior to any vegetation, removal or clearing by a qualified biologist 3 days prior to removal activities...

129

00:15:52.730 --> 00:15:53.370

Nicole Enciso: and...

130

00:15:54.120 --> 00:16:01.439

Nicole Enciso: mitigation measure Bio 2, which is the nesting bird survey, of vegetation removal should occur during the nesting bird season...

131

00:16:01.490 --> 00:16:08.160

Nicole Enciso: the applicant must conduct surveys for nesting birds by a qualified biologist 3 days prior to removal activities.

132

00:16:08.420 --> 00:16:14.970

Nicole Enciso: So through this analysis it was determined that biological resources would be less than significant with mitigation incorporated.

133

00:16:16.450 --> 00:16:25.839

Nicole Enciso: Next slide. For cultural resources it was also determined to be less than significant with mitigation incorporated.

134

00:16:26.550 --> 00:16:34.879

Nicole Enciso: Phase I and II cultural resources assessments determined that the project site is undeveloped, vacant land, with no historic age structure...

135

00:16:35.100 --> 00:16:43.609

Nicole Enciso: does not have any historical deposits, and therefore would not result in potentially adverse change in the significance of any historical resource.

136

00:16:44.230 --> 00:16:57.619

Nicole Enciso: Although the phase I and II cultural resources assessments determine that no significant subsurface intact resources exist, there is a potential for previously unknown archaeological resources to be below the soil surface.

137

00:16:58.120 --> 00:17:05.850

Nicole Enciso: As such there was an incorporation of the mitigation measure, cultural resources 1, or cultural resources monitoring plan,

138

00:17:06.060 --> 00:17:16.320

Nicole Enciso: which requires that, prior to the issuance of a grading permit a cultural resources monitoring plan for the proposed project will be prepared by a qualified archaeologist

139

00:17:16.339 --> 00:17:22.569

Nicole Enciso: and reviewed and approved by the city of Los Angeles planning department. Next slide.

140

00:17:25.470 --> 00:17:38.530

Nicole Enciso: Energy consumption for the project construction and operation were calculated, and it was determined that the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

141

00:17:39.270 --> 00:17:47.759

Nicole Enciso: It would also not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

142

00:17:48.120 --> 00:17:52.130

Nicole Enciso: So impacts for to energy were determined to be less than significant.

143

00:17:53.580 --> 00:18:02.630

Nicole Enciso: Next slide. Geology and soils was determined to be less than significant with mitigation incorporated.

144

00:18:03.210 --> 00:18:10.530

Nicole Enciso: The majority of the project site is overlaid by non-marine terrace deposits which have low paleontological sensitivity.

145

00:18:10.680 --> 00:18:17.989

Nicole Enciso: However, the paleontological assessment states that paleontological resources, such as invertebrate fossils and whale bones,

146

00:18:18.010 --> 00:18:21.939

Nicole Enciso: have been previously found on site and within the project vicinity.

147

00:18:22.440 --> 00:18:32.840

Nicole Enciso: Although unique paleontological resources are not anticipated to be found. Mitigation measure Paleontological 1, or paleontological monitoring, was incorporated.

148

00:18:34.260 --> 00:18:43.700

Nicole Enciso: Prior to the issuance of grading permits, the applicant shall retain a professional paleontologist to develop a paleontological resources impact mitigation plan.

149

00:18:44.400 --> 00:18:51.429

Nicole Enciso: This would mitigate any potential impacts to unknown buried paleontological resources that may exist on site.

150

00:18:53.250 --> 00:19:02.900

Nicole Enciso: Next slide. Greenhouse gas emissions were also calculated and compared to the South Coast Air Quality Management District threshold,

151

00:19:02.910 --> 00:19:06.849

Nicole Enciso: and it was determined that this threshold would not be exceeded.

152

00:19:07.190 --> 00:19:15.649

Nicole Enciso: Additionally, the project would not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing greenhouse gas emissions.

153

00:19:16.080 --> 00:19:19.400

Nicole Enciso: Therefore, impacts were determined to be less than significant.

154

00:19:21.070 --> 00:19:22.150

Nicole Enciso: Next slide.

155

00:19:25.800 --> 00:19:32.119

Nicole Enciso: With adherence to existing regulations, the project would not have a significant impact to hazards and hazardous materials.

156

00:19:32.300 --> 00:19:41.759

Nicole Enciso: This analysis determined that the proposed project would not create a significant hazard to the public or the environment, through routine transport, use or disposal of hazardous materials,

157

00:19:42.120 --> 00:19:51.710

Nicole Enciso: would not create a significant hazard to the public or the environment through reasonable, foreseeable, upset and accident conditions that would involve the release of hazardous materials into the environment,

158

00:19:51.910 --> 00:20:03.540

Nicole Enciso: and is also not located on a site included on a list of hazardous material sites compiled pursuant to Government Code section 6596 2.5, also known as the Cortesi list.

159

00:20:05.660 --> 00:20:06.860

Nicole Enciso: Next slide.

160

00:20:08.940 --> 00:20:16.560

Nicole Enciso: The draft EIR analyzed consistency with regional and local plans, policies and regulations that are applicable to the project site,

161

00:20:16.590 --> 00:20:23.400

Nicole Enciso: including the Southern California Association of Governments regional transportation plan and sustainable community strategy,

162

00:20:23.810 --> 00:20:26.600

Nicole Enciso: The Port of Los Angeles Port Master Plan,

163

00:20:27.080 --> 00:20:30.359

Nicole Enciso: the City of Los Angeles General Plan and Zoning Code,

164

00:20:30.560 --> 00:20:35.160

Nicole Enciso: The Wilmington Harbor City Community Plan and the San Pedro Community Plan.

165

00:20:35.400 --> 00:20:45.310

Nicole Enciso: The analysis determined that the proposed project would not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project,

166

00:20:45.910 --> 00:20:49.010

Nicole Enciso: and impacts were determined to be less than significant.

167

00:20:50.430 --> 00:20:51.640

Nicole Enciso: Next slide.

168

00:20:54.700 --> 00:21:00.280

Nicole Enciso: To identify the temporary construction noise contribution to the existing ambient noise environment,

169

00:21:00.320 --> 00:21:10.850

Nicole Enciso: the construction noise levels anticipated from construction equipment on site were combined with the existing ambient noise level measurements at the nearest sensitive receiver locations,

170

00:21:10.890 --> 00:21:14.619

Nicole Enciso: and compared against the Federal Transit Administration thresholds.

171

00:21:15.180 --> 00:21:19.679

Nicole Enciso: The primary source of noise associated with the operation of the proposed project

172

00:21:19.850 --> 00:21:22.830

Nicole Enciso: would be from vehicular and truck trips.

173

00:21:23.010 --> 00:21:32.920

Nicole Enciso: The expected roadway noise level increases from vehicular and truck traffic were calculated using Federal Highway Administration traffic noise prediction model,

174

00:21:33.320 --> 00:21:37.700

Nicole Enciso: and the average daily traffic volumes from the traffic impact analysis.

175

00:21:38.200 --> 00:21:47.079

Nicole Enciso: These analyses determine that the proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards,

176

00:21:47.220 --> 00:21:51.810

Nicole Enciso: or generate excessive groundborne vibration or groundborne noise levels.

177

00:21:52.100 --> 00:21:57.700

Nicole Enciso: So noise was determined to be less than significant. Next slide.

178

00:22:00.180 --> 00:22:12.870

Nicole Enciso: To determine whether the proposed project would result in a significant impact to the effectiveness of the circulation system, the proposed project was compared to adopted plans for public transit, pedestrian mobility and bicycle facilities.

179

00:22:13.040 --> 00:22:22.029

Nicole Enciso: To determine whether the proposed project would result in a significant impact related to increased hazards due to geometric design feature, or incompatible uses,

180

00:22:22.180 --> 00:22:31.190

Nicole Enciso: the proposed project was evaluated against the screening criteria set forth by the Los Angeles Department of Transportation, transportation assessment guidelines

181

00:22:31.700 --> 00:22:37.930

Nicole Enciso: And based upon the detailed Vehicle Miles Traveled analysis the proposed project would not have a significant impact on VMT.

182

00:22:38.770 --> 00:22:47.100

Nicole Enciso: Additionally it was determined that the installation of the new driveway and a protected left turn pocket would not result in any safety issues on John S. Gibson Boulevard.

183

00:22:47.410 --> 00:22:57.379

Nicole Enciso: The proposed project would restrict right turns on red from the proposed driveway and would install advanced signal warning signage and stripe pavement markings on John S. Gibson Boulevard.

184

00:22:57.860 --> 00:23:02.420

Nicole Enciso: The intersection and signal design has been preliminarily approved by LADOT.

185

00:23:02.670 --> 00:23:11.760

Nicole Enciso: Therefore the proposed project would not result in queues backing onto John S. Gibson Boulevard or unsafe turning movements that would result in an impact on existing circulation.

186

00:23:12.610 --> 00:23:18.639

Nicole Enciso: Transportation through this analysis was determined to result in less than significant impacts.

187

00:23:20.570 --> 00:23:21.730

Nicole Enciso: Next slide.

188

00:23:26.650 --> 00:23:39.740

Nicole Enciso: The cumulative discussion in the EIR focuses on whether the impacts of the proposed project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects.

189

00:23:39.990 --> 00:23:46.810

Nicole Enciso: The cumulative analysis took into consideration 40 projects within the Port of Los Angeles, Port of Long Beach,

190

00:23:47.040 --> 00:23:49.580

Nicole Enciso: and the communities of San Pedro and Wilmington.

191

00:23:49.780 --> 00:23:53.250

Mike Keenan: This map identifies the locations of the projects considered.

192

00:23:55.770 --> 00:23:57.040

Nicole Enciso: Next slide.

193

00:24:00.310 --> 00:24:05.270

Nicole Enciso: Through the draft EIR cumulative impacts were determined for each of the resource areas analyzed,

194

00:24:05.280 --> 00:24:07.400

Nicole Enciso: and the results are shown on this screen.

195

00:24:08.330 --> 00:24:17.360

Nicole Enciso: The 3 impact areas that were determined to be less than significant with mitigation matches the impact determinations made for the proposed project itself.

196

00:24:17.490 --> 00:24:24.029

Nicole Enciso: So those include biological resources, cultural resources and geology and soils.

197

00:24:24.360 --> 00:24:29.139

Nicole Enciso: The remaining resource areas were all determined to be less than significant.

198

00:24:30.770 --> 00:24:32.030

Nicole Enciso: Next slide.

199

00:24:35.440 --> 00:24:38.340

Nicole Enciso: We are now opening the floor for public comments.

200

00:24:38.720 --> 00:24:41.160

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

201

00:24:41.600 --> 00:24:46.299

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

202

00:24:46.520 --> 00:24:54.030

Nicole Enciso: Once your name is called, it will be stated that you've been unmuted to speak, please state your first and last name clearly, and spell your name for the record.

203

00:24:54.500 --> 00:24:57.290

Nicole Enciso: If you have joined by dialing in and wish to speak,

204

00:24:57.530 --> 00:25:00.040

Nicole Enciso: Please raise your hand by pressing Star 9.

205

00:25:01.030 --> 00:25:04.500

Nicole Enciso: Once it's your turn to speak, you will hear the prompt, You have been unmuted.

206

00:25:04.830 --> 00:25:11.070

Nicole Enciso: Please unmute yourself by pressing Star 6. Then state your first and last name, and spell your name for the record.

207

00:25:14.380 --> 00:25:19.589

Nicole Enciso: We'll go ahead and transition to the timer in anticipation of public comment.

208

00:25:38.080 --> 00:25:41.710

Nicole Enciso: I'm currently not seeing any raised hands at this time,

209

00:25:41.890 --> 00:25:44.380

Nicole Enciso: so we'll give folks a few moments...

210

00:25:44.951 --> 00:25:47.059

Nicole Enciso: to see if that changes.

211

00:26:11.590 --> 00:26:17.800

Nicole Enciso: Alright, seeing as we have no raised hands, I think we'll go ahead and transition back to the slides...

212

00:26:18.360 --> 00:26:20.860

Nicole Enciso: to our concluding remarks.

213

00:26:38.030 --> 00:26:39.290

Nicole Enciso: All right,

214

00:26:42.940 --> 00:26:48.759

Nicole Enciso: so comments will be accepted until January 10th, 2025.

215

00:26:49.606 --> 00:26:57.290

Nicole Enciso: If you would like to submit a written comment, please send them to the Director of Environmental Management,

216

00:26:57.830 --> 00:27:00.239

Nicole Enciso: at the city of Los Angeles Harbor Department.

217

00:27:00.380 --> 00:27:03.129

Nicole Enciso: 425 South Palos Verde Street,

218

00:27:03.320 --> 00:27:06.459

Nicole Enciso: San Pedro, California, 90731,

219

00:27:06.630 --> 00:27:10.360

Nicole Enciso: or via email to ceqacomment@portla.org.

220

00:27:10.400 --> 00:27:15.589

Nicole Enciso: or C-E-Q-A-C-O-M-M-E-N-T-S@portla.org.

221

00:27:16.110 --> 00:27:22.380

Nicole Enciso: and please include the Project title in the subject line, which is the John S. Gibson Truck and Chassis Parking Lot Project.

222

00:27:23.390 --> 00:27:26.220

Nicole Enciso: Thank you everyone for your time this evening.

223

00:27:26.570 --> 00:27:28.250

Nicole Enciso: Have a good day.