APPENDIX A – INITIAL STUDY, NOTICE OF PREPARATION, AND COMMENT LETTERS

Notice of Preparation/Initial Study

John S. Gibson Truck & Chassis Parking Lot Project

Prepared For:

Environmental Management Division

City of Los Angeles Harbor Department

425 S. Palos Verdes Street

San Pedro, CA 90731

with assistance from:

EPD Solutions, Inc.

3333 Michelson Drive, Suite 500 Irvine, CA 92612

October 2023

APP No. 230315-056

Contents

1.0 PROJECT OVERVIEW AND BACKGROUND 5
1.1 California Environmental Quality Act Process 5
1.2 Document Format 7
2.0 PROJECT DESCRIPTION 8
2.1 Project Overview 8
2.1.1 Project Location 8
2.1.2 Existing Conditions 12
2.1.3 Project Objectives 24
2.2 Project Description 24
2.2.1 Project Features 24
2.2.2 Construction 40
2.2.3 Operations 40
2.2.4 Land Use and Zoning 41
2.3 Project Approvals and Permits 41
3.0 INITIAL STUDY CHECKLIST 42
3.1 Environmental Factors Potentially Affected 44
3.2 Determination 45
4.0 ENVIRONMENTAL ANALYSIS AND DISCUSSION OF IMPACTS 57
4.1 Aesthetics 57
4.2 Agriculture and Forestry Resources 58
4.3 Air Quality 60
4.4 Biological Resources 62
4.5 Cultural Resources 63
4.6 Energy 64
4.7 Geology and Soils 65
4.8 Greenhouse Gas Emissions 69
4.9 Hazards and Hazardous Materials 70
4.10 Hydrology and Water Quality 73
4.11 Land Use and Planning 78
4.12 Mineral Resources 78
4.13 Noise 79
4.14 Population and Housing 79
4.15 Public Services 80
4.16 Recreation 82
4.17 Transportation 82
4.18 Tribal Cultural Resources 85
4.19 Utilities and Service Systems 86
4.20 Wildfire 89
4.21 Mandatory Findings of Significance 90
5.0 PREPARERS AND CONTRIBUTORS 92
6.0 REFERENCES 93

Tables

Table 2-1: Tentative Construction Schedule 40
Table PS-1: Station 36 Response Metrics - 2022 80
Table UT-1: Landfill Capacity 88
Table UT-2: Proposed Project Solid Waste Generation 89

Figures

Figure 2-1: Regional Location 10
Figure 2-2: Local Vicinity 14
Figure 2-3: Aerial View 16
Figure 2-4: Parcel Delineation Map 18
Figure 2-5: Existing Port Master Plan Land Use Designation 20
Figure 2-6: Existing Site Photos 22
Figure 2-7: Conceptual Site Plan 26
Figure 2-8a: Slope and Grading Plan Cross Section A 28
Figure 2-8b: Slope and Grading Plan Cross Section B 30
Figure 2-8c: Slope and Grading Plan Cross Section C 32
Figure 2-8d: Slope and Grading Plan Cross Section D 34
Figure 2-8e: Slope and Grading Plan Cross Section E 36
Figure 2-8f: Slope and Grading Plan Cross Section G 38

Appendices

Appendix A. Preliminary Geotechnical Investigation
Appendix B. Phase I Environmental Site Assessment
Appendix C. Stormwater Pollution Prevention Plan
Appendix D: Vehicle Miles Traveled (VMT) Screening Memo

Acronyms and Abbreviations

AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	best management practice
BOS	Bureau of Sanitation
CAAP	San Pedro Bay Ports Clean Air Action Plan
CAL FIRE	California Department of Forestry and Fire
CALGEM	Department of Conservation Geologic Energy Management Division
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
dBA	A-weighted decibels
DOC	California Department of Conservation
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GHG	greenhouse gas
in	inch
IS	Initial Study
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LASAN	Los Angeles Sanitation
LED	light-emitting diode
lb	pounds
LOS	level of service
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MSE	Mechanically Stabilized Earth
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NOX	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OPR	Office of Planning and Research
PCC	Portland concrete cement
PM	particulate matter
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	fine particulate matter 2.5 microns or less in diameter
PMP	Port Master Plan
POLA	Port of Los Angeles
SB	Senate Bill

SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Areas
sec	second
SF	square foot/square feet
SMP	Soil Management Plan
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAG	Transportation Assessment Guidelines
TCR	tribal cultural resource
tpd	tons per day
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VHFSZ	Very High Fire Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	Water Quality Management Plan

DRAFT NOTICE OF PREPARATION/INITIAL STUDY

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

1.0 PROJECT OVERVIEW AND BACKGROUND

The Los Angeles Harbor Department (LAHD) has prepared this Notice of Preparation and Initial Study (NOP/IS) for the John S. Gibson Truck & Chassis Parking Lot Project (Proposed Project) located at 1599 John S. Gibson Boulevard adjacent to the Port of Los Angeles (POLA or Port). Howard Industrial Partners is the Applicant for the Proposed Project, and LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The Proposed Project would be implemented in one development phase that includes paving of approximately 405,602 square feet (SF) of an approximately 18.63-acre (811,741 SF) site and adding striping for approximately 393 truck/chassis stalls. The Proposed Project would require Coastal Development permitting and a Port Master Plan Amendment.

1.1 California Environmental Quality Act Process

This NOP/IS has been prepared per California Environmental Quality Act (CEQA) guidelines to inform responsible and trustee agencies, public agencies, and the public that an Environmental Impact Report (EIR) will be prepared for the Proposed Project. This document has been prepared in accordance with the following:

- California Environmental Quality Act of 1970 (Public Resources Code Sections 21000 et seq.); and
- Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 et seq.) as amended and approved on December 28, 2018.

One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision makers. Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section (§) 15367 of the State CEQA Guidelines, LAHD is the lead agency for the Proposed Project. As the lead agency, LAHD must complete an environmental review to determine if implementation of the Proposed Project would result in significant adverse environmental impacts. A “significant effect” or “significant impact” on the environment means “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (State CEQA Guidelines Section 15382).

This NOP/IS has been prepared to determine what environmental impact areas may be adversely impacted by the Proposed Project. The IS, along with public comments received during the scoping period, will determine what environmental impact areas may be adversely impacted by the Proposed Project. These impact areas will be assessed in the EIR. The EIR will determine the nature and extent of any potential environmental impacts and establish mitigation measures as necessary. The EIR will also include an evaluation of alternatives to the Proposed Project that would reduce or avoid significant impacts, including a No Project Alternative. A preliminary evaluation of the potentially affected environmental resources is included in Section 4.0, Environmental Analysis and Discussion of Impacts.

Consistent with State CEQA Guidelines Section 15082(a)(1), the following impact areas have been identified as having potentially significant environmental effects, which will be addressed in the EIR: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, and transportation.

Given the Project's broad scope and level of detail, combined with previous analyses and current information about the site and surroundings, LAHD's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Public Resources Code Section 21003.1)
- Encourage the Applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines Section 15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit LAHD and the Applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines Section 15126.4)

In accordance with CEQA and the State CEQA Guidelines, this NOP and IS will be circulated for a period of 45 days for public comment and scoping. The public comment period begins on October 26, 2023 and will conclude on December 11, 2023. The NOP and IS will be distributed to responsible and trustee public agencies and other interested or involved agencies, organizations, and private individuals for review. The document is also available for review online at https://www.portoflosangeles.org/ceqa.

A copy of the document is available for public review at the LAHD Environmental Management Division, located at 425 South Palos Verdes Street, San Pedro, CA 90731. Please send a request to ceqacomments@portla.org to schedule an appointment to pick up a copy.

During the 45-day public scoping period, the public has an opportunity to provide written comments on the information contained within the NOP/IS. Comments on the NOP/IS should be submitted in writing prior to the end of the 45-day public review period and must be postmarked by December 11, 2023.

Please submit written comments to:

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

Written comments may also be sent via email to ceqacomments@portla.org. All correspondence through mail or email should include the project title, "John S. Gibson Truck & Chassis Parking Lot Project," in the subject line. For additional information, please contact Nicole Enciso at nenciso@portla.org.

A public scoping meeting for the Proposed Project will be held on November 14, 2023 at 4:00 p.m. via Zoom. The link to join will be available on the Port's website at: https://www.portoflosangeles.org/ceqa.

1.2 Document Format

This NOP/IS contains the following sections:

- **Section 1. Introduction.** This section provides an overview of the Proposed Project, the CEQA environmental process, and document format.
- **Section 2. Project Description.** This section provides a detailed description of the Proposed Project objectives and components.
- **Section 3. Initial Study Checklist.** This section presents the CEQA checklist for all impact areas and mandatory findings of significance.
- **Section 4. Environmental Analysis and Discussion of Impacts.** This section presents the environmental analysis for each issue area identified on the environmental checklist form. If the Proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected.
- **Section 5. Preparers and Contributors.** This section provides a list of key personnel involved in the preparation of this document.
- **Section 6. References.** This section provides a list of reference materials used during the preparation of this document.

The environmental analyses included in Section 4 are consistent with the CEQA Initial Study checklist presented in Section 3. Impacts are separated into the following categories:

- **Potentially Significant Impact.** This category is only applicable if there is substantial evidence that an effect from a project may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less-than-significant level.
- **Less-than-Significant Impact After Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce an effect of a project from a “Potentially Significant Impact” to a “Less-than-Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).
- **Less-than-Significant Impact.** This category is identified when a project would result in impacts below the threshold of significance, and no mitigation measures are required.
- **No Impact.** This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency that show the impact does not apply to the specific project. A “No Impact” answer should be explained when it is based on project-specific factors and general standards.

2.0 PROJECT DESCRIPTION

2.1 Project Overview

This NOP/IS has been prepared to evaluate the potential environmental impacts associated with the construction and operation of an approximately 18.63-acre, approximately 393-stall truck and loaded/unloaded chassis and truck parking lot located on a vacant site at 1599 John S. Gibson Boulevard in San Pedro, California. The Proposed Project includes an approximately 405,602 SF concrete parking lot for short-term parking (less than 24 hours) for trucks, chassis, and chassis loaded with shipping containers. The lot would also be intended for the storage of chassis loaded with containers, empty chassis, and/or loaded chassis connected to trucks for short-term storage. In addition, the Proposed Project would include retaining wall structures; a driveway; utilities; and an approximately 316,373-SF landscape area with native and drought-tolerant plants. The landscape area would cover 39 percent of the total site area. During Proposed Project operations, trucks would travel to and from the Project site to pick up or drop off chassis. Chassis could be loaded with shipping containers or remain empty. The Proposed Project would require Coastal Development permitting and a Port Master Plan Amendment.

This section discusses the location, background, and objectives of the Proposed Project. This document has been prepared in accordance with CEQA (California PRC, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.).

2.1.1 Project Location

Regional Setting

The Project site is adjacent to San Pedro Bay, approximately 20 miles south of downtown Los Angeles. The community of San Pedro is bounded by Harbor City and Wilmington to the north, the Pacific Ocean to the south, Long Beach to the east, and Rancho Palos Verdes to the west. Access to the Proposed Project is provided by State Route 47 (SR-47) and Long Beach Freeway (I-710) to the east, Harbor Freeway (I-110) to the west, and San Diego Freeway (I-405) to the north. Figure 2-1, *Regional Location*, shows the location of the Project site.

Surrounding Land Uses

The surrounding land uses are shown on Figure 2-1, *Regional Location*, and described below.

- North: I-110 followed by industrial warehouses
- Southeast: John S. Gibson Boulevard followed by container storage and terminal storage
- West: I-110 followed by a City of Los Angeles vehicle storage facility and the Western Fuel Oil Company.

This page intentionally left blank.

Figure 2-1: Regional Location

This page intentionally left blank.

Project Setting

The Project site is located at 1599 John S. Gibson Boulevard in the community of San Pedro in the southwestern portion of the City of Los Angeles. A portion of the property is within the Port of Los Angeles' Master Plan Planning Area 2, which encompasses the West Basin and Wilmington areas. The site is not located on land owned by the Harbor Department. 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. Facilities near the Project area include Berths 121-131, which consist of container terminals (LAHD, 2019). The Project site is adjacent to and north of a commercial office building (2001 John S. Gibson Boulevard #1) and the Harbor Community Police Station (2175 John S. Gibson Boulevard). A map of the local vicinity and aerial of the Project site are provided in Figure 2-2, *Local Vicinity*, and Figure 2-3, *Aerial View*, respectively.

The Project site is identified by APNs 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007.

Land Use and Zoning

A portion of the Project site has a Port of Los Angeles Master Plan Land Use designation of Open Space and is located in Planning Area 2, with the exception of APN 7440-016-001, which is located outside of the Port of Los Angeles Master Plan. 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 M2-1VL (City of Los Angeles, 2021). Figure 2-4 shows the Los Angeles County designated APNs, along with the parcels that are within the Port Master Plan area. Figure 2-5 shows the Port of Los Angeles Master Plan designations for the site and surrounding area.

2.1.2 Existing Conditions

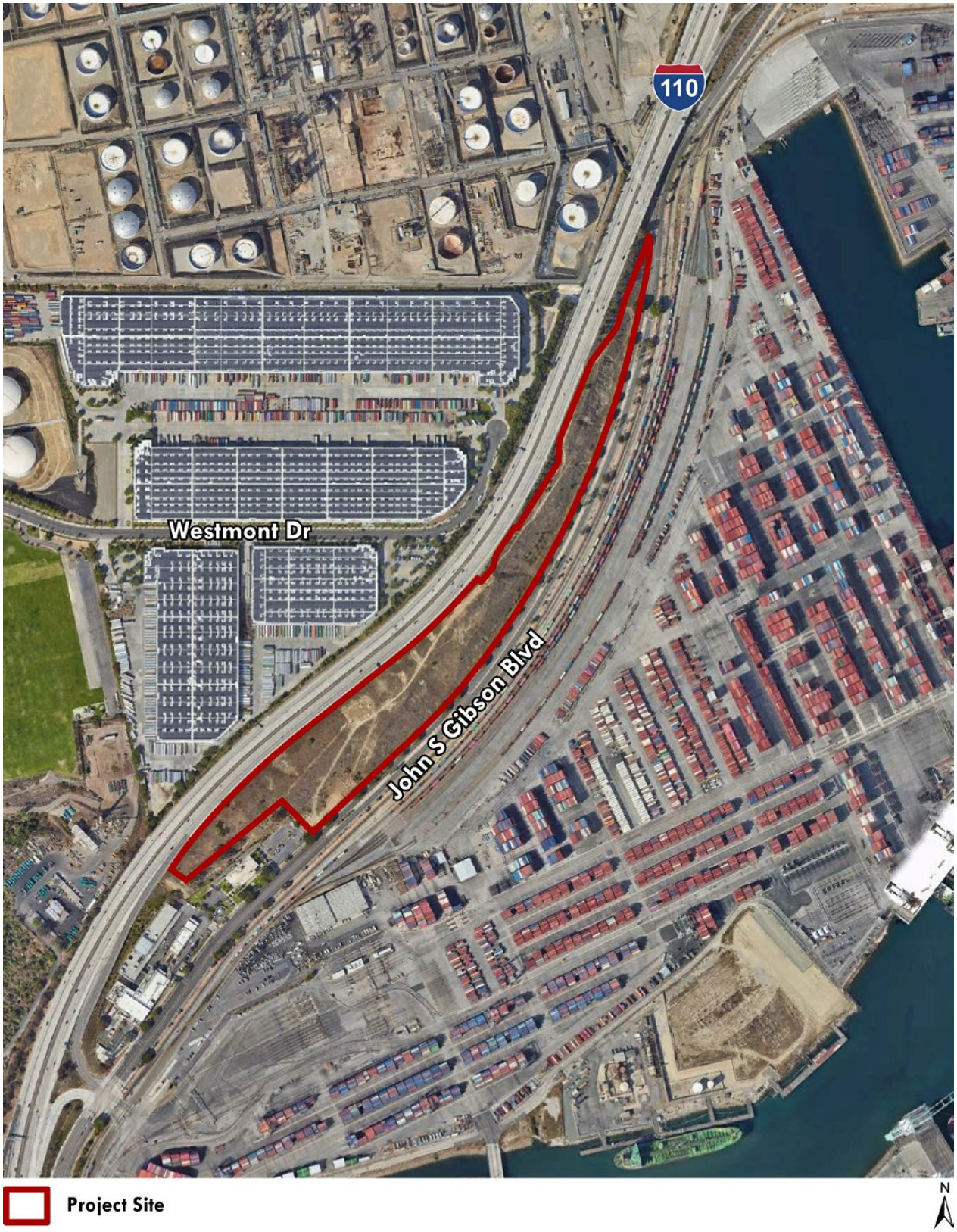
The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. Three concrete culverts cross under I-110 and outlet to the Project site (LGC, 2019). The site is vegetated and consists of sour fig (ice plant) and sparse dry scrub vegetation with a mix of native and non-native species. The majority of the vegetation is composed of non-native species such as brome grasses, Russian thistle, tree tobacco, and acacia. Native species such as telegraph weed, cudweed, and big saltbush are also present but in limited numbers. Based on the biological survey performed for the Project, there are no special status plant species or City protected tree species on the Project site (Hernandez Environmental Services [Hernandez], 2023). Non-native fig trees border the southern portion of the Project site adjacent to John S. Gibson Boulevard, and eucalyptus trees border the adjacent development. Site topography consists of a nearly level terrace area adjacent to I-110 with an approximately 2:1 slope along the southeastern side of the site descending to John S. Gibson Boulevard (LGC, 2019). The Project site's existing conditions are shown in Figure 2-6, *Existing Site Photos*.

This page intentionally left blank.

Figure 2-2: Local Vicinity

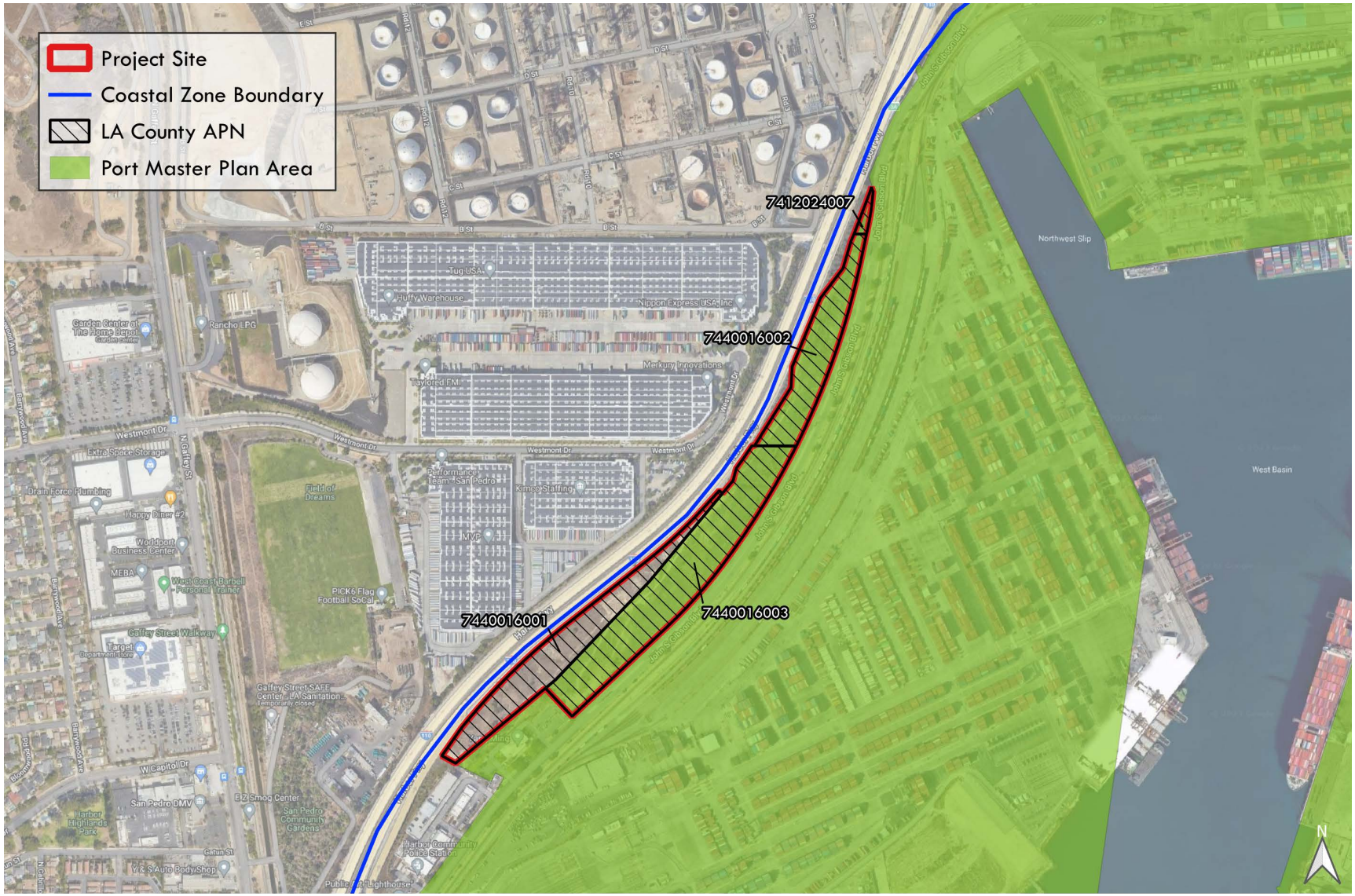
This page intentionally left blank.

Figure 2-3: Aerial View



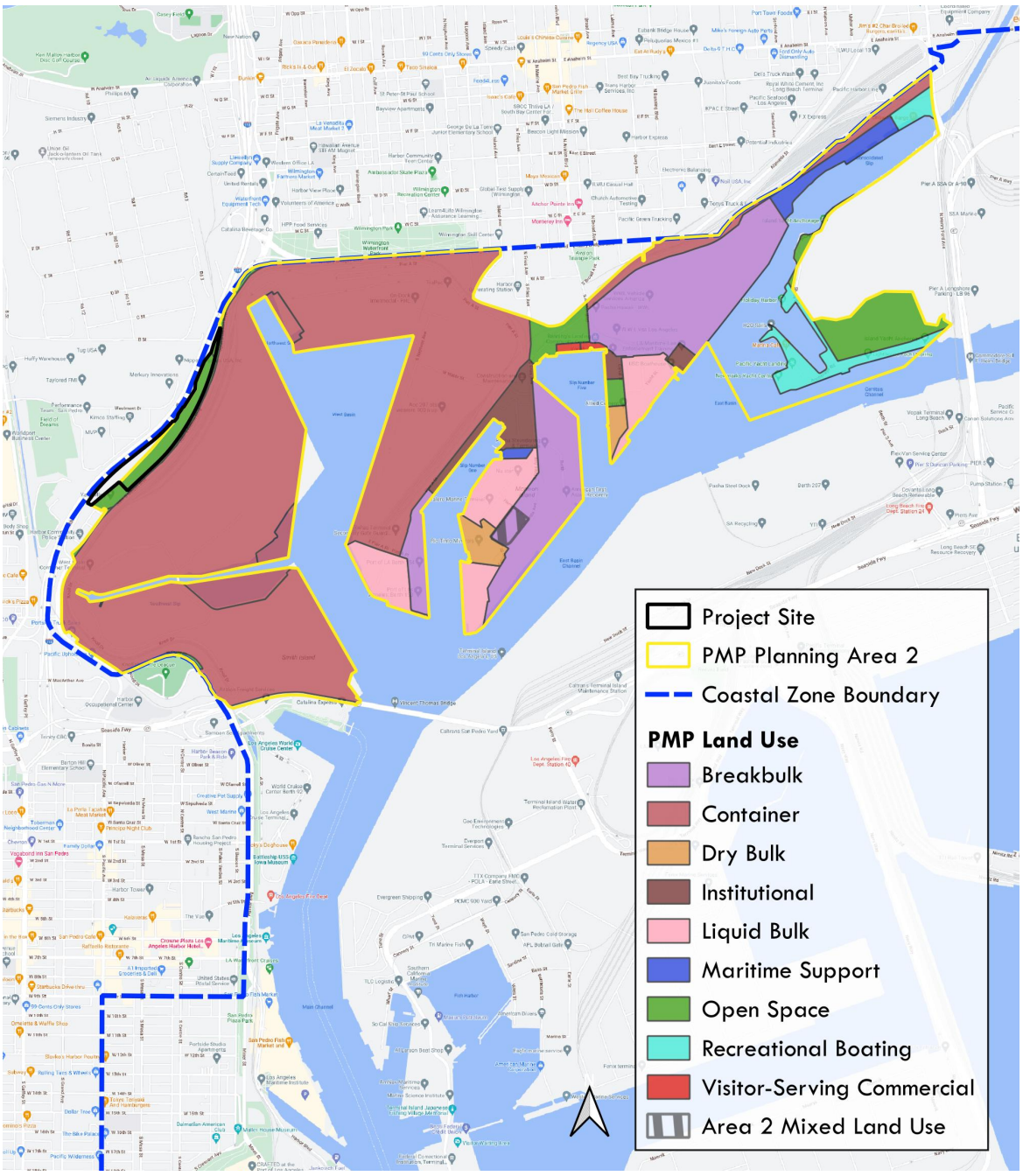
This page intentionally left blank.

Figure 2-4: Parcel Delineation Map



This page intentionally left blank.

Figure 2-5: Existing Port Master Plan Land Use Designation



This page intentionally left blank.

Figure 2-6:Existing Site Photos

View of the north side of site from John S Gibson Blvd.

Looking northwest further down John S Gibson Blvd at the south end of site.

This page intentionally left blank.

2.1.3 Project Objectives

The Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Proposed Project and its associated environmental impacts. The Proposed Project objectives have been refined throughout the planning and design process for the Proposed Project, and are listed below:

- 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
- Develop an underutilized property conveniently located in 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.

2.2 Project Description

The John S. Gibson Truck & Chassis Parking Lot Project would develop the 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The Proposed Project would be implemented in one development phase that includes paving the site and adding striping for approximately 393 truck and chassis stalls. See Figure 2-7, *Conceptual Site Plan*. The Proposed Project would require Coastal Development permitting and a Port Master Plan Amendment

2.2.1 Project Features

Development Summary

The Proposed Project would grade and install an approximately 405,602-SF Portland concrete cement (PCC) parking lot within the 18.63-acre (811,741 SF) site. The parking lot would be striped with approximately 393 stalls, each approximately 11 feet wide by 40 feet long. Additionally, a prefabricated guard booth and a restroom would be installed on slab on grade foundations for use by truck drivers and employees. The Project site would be accessed from a 40-foot to 60-foot-wide driveway off John S. Gibson Boulevard. The Proposed Project would also include the installation of charging infrastructure for on-site equipment.

Landscaping and Walls

The Proposed Project would include approximately 316,373 SF of drought tolerant and California native ornamental landscaping covering approximately 39 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and various ground covers. Native hydroseed mix would be applied to the unpaved portions surrounding the proposed parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation. An irrigation system would be installed, and reclaimed stormwater from the capture and use cisterns (described below under “Infrastructure Improvements”) would be used to irrigate the landscape area. If reclaimed water is not reasonably available, then potable water would be used in its place. The irrigation system would be installed in accordance with the

requirements of City rules and regulations for use of reclaimed water and local building codes. The Proposed Project has been designed to be water-efficient by including 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 (horizontal:vertical) or greater would have jute netting or other slope stabilization devices, and slopes 2:1 would have erosion control blankets (Hunter Landscape, 2020). The site would be graded to reduce the existing slopes for an overall slope of 2:1, as shown in Figures 2-8a through 2-8f (Note that no cross-section F is included in the grading plan).

Retaining wall structures at the Project site 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. During construction of the retaining walls, the contractor would control stormwater drainage near the walls by collecting and discharging stormwater away from the retaining walls and reinforced backfill.

Access and Circulation

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.

Lighting

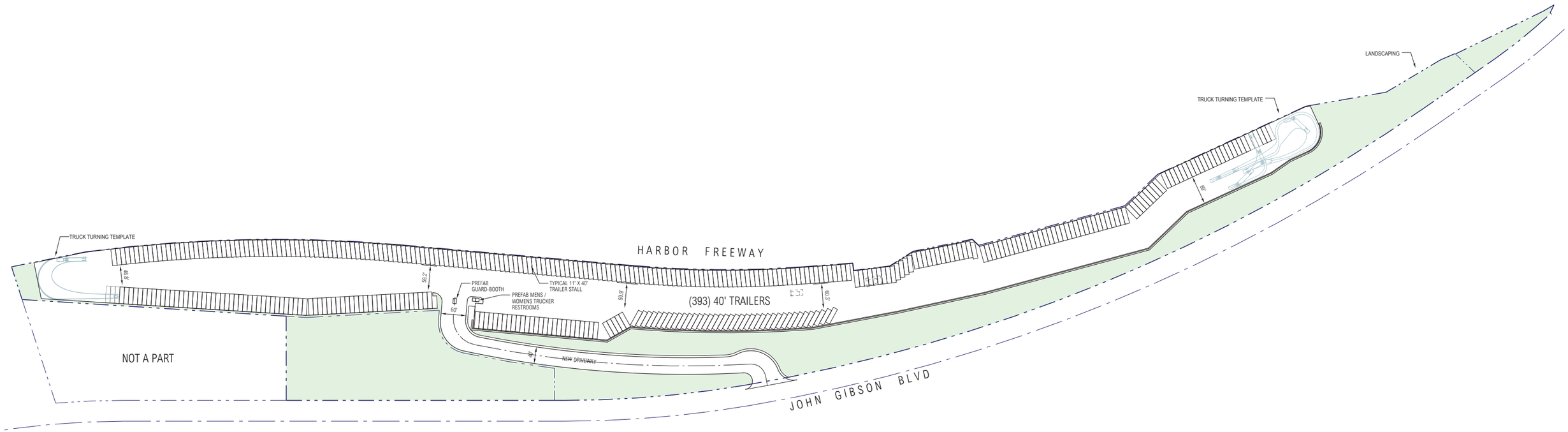
The Proposed Project includes installation of standard 19-foot-high pole mounted light-emitting diode (LED) fixtures in the parking lot and driveway to provide illumination during evening and overnight operations (Pacific Electrical Engineering, 2019). The LED fixtures would be designed to face downward directly onto the parking lot and driveway, minimizing spillover and avoiding glare to surrounding areas.

Infrastructure Improvements

Drainage

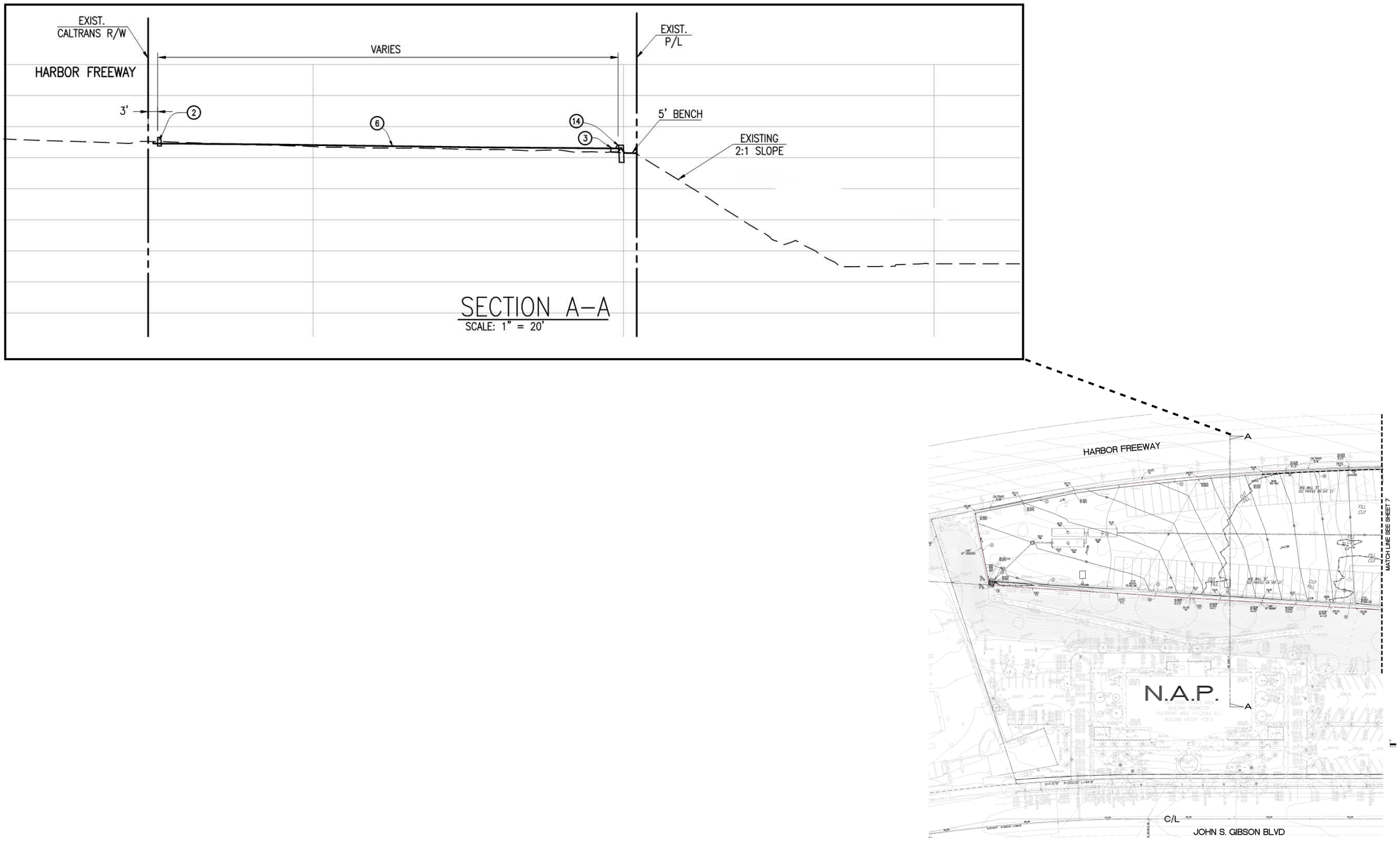
The Proposed Project would install on-site drainage infrastructure in compliance with the City of Los Angeles Low Impact Development (LID) Ordinance that would direct runoff from the Project site to drainage inlets and gutters that would convey runoff to ten underground capture and use cisterns, each approximately 10 feet in diameter. Stormwater captured within the drainage system would be utilized for landscaping irrigation.

Figure 2-7: Conceptual Site Plan



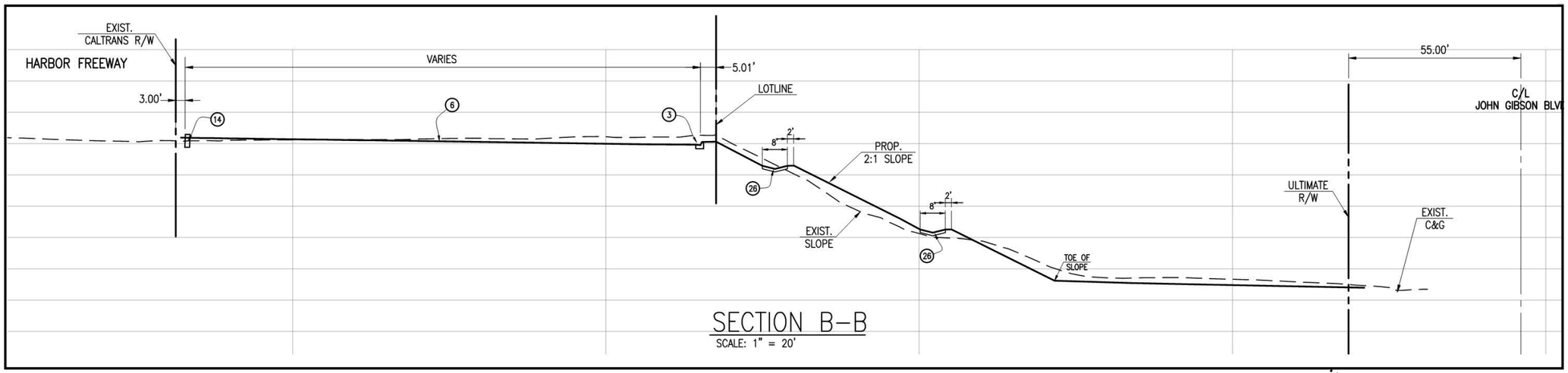
This page intentionally left blank.

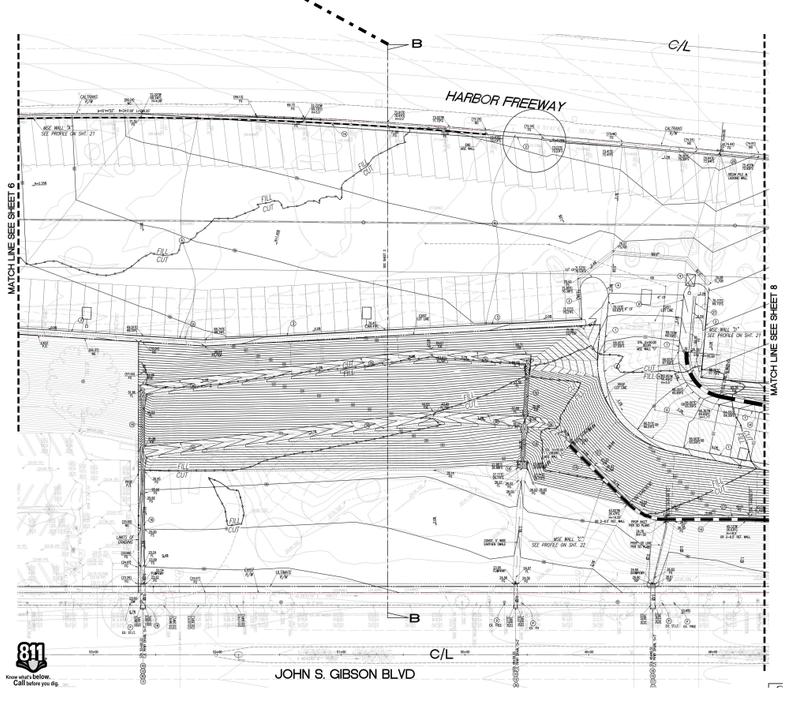
Figure 2-8a: Slope and Grading Plan Cross Section A



This page intentionally left blank.

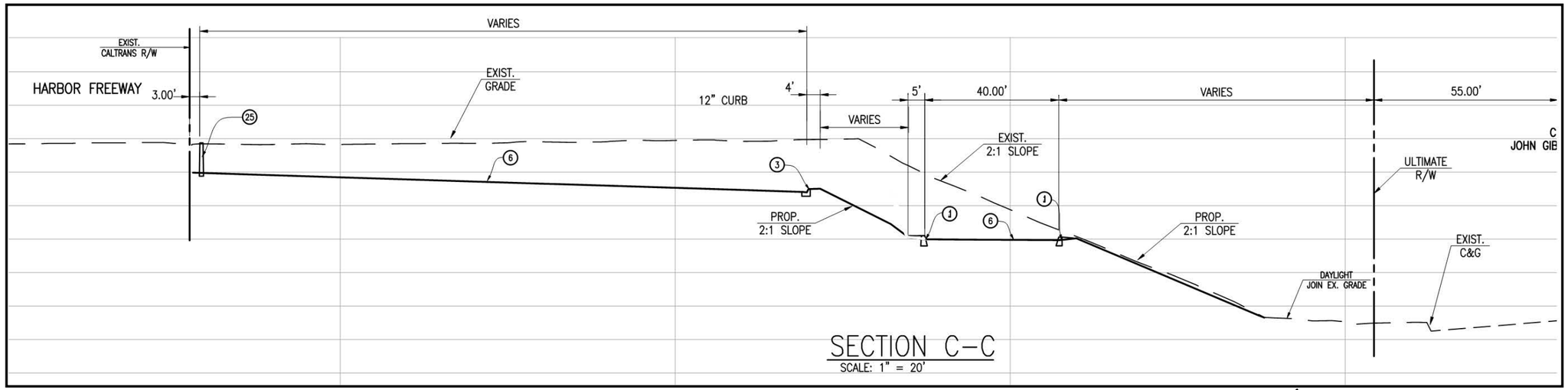
Figure 2-8b: Slope and Grading Plan Cross Section B

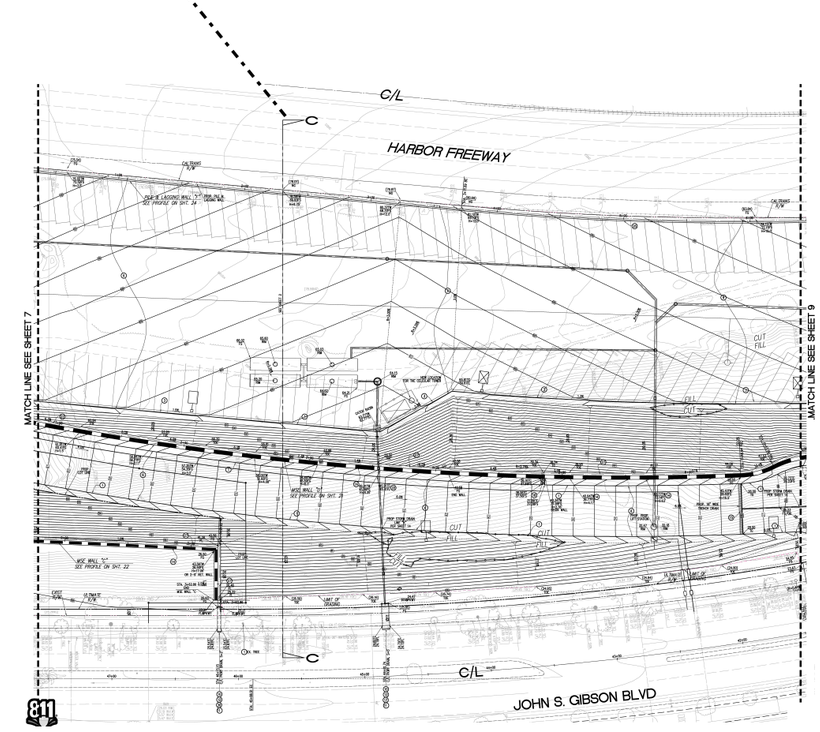




This page intentionally left blank.

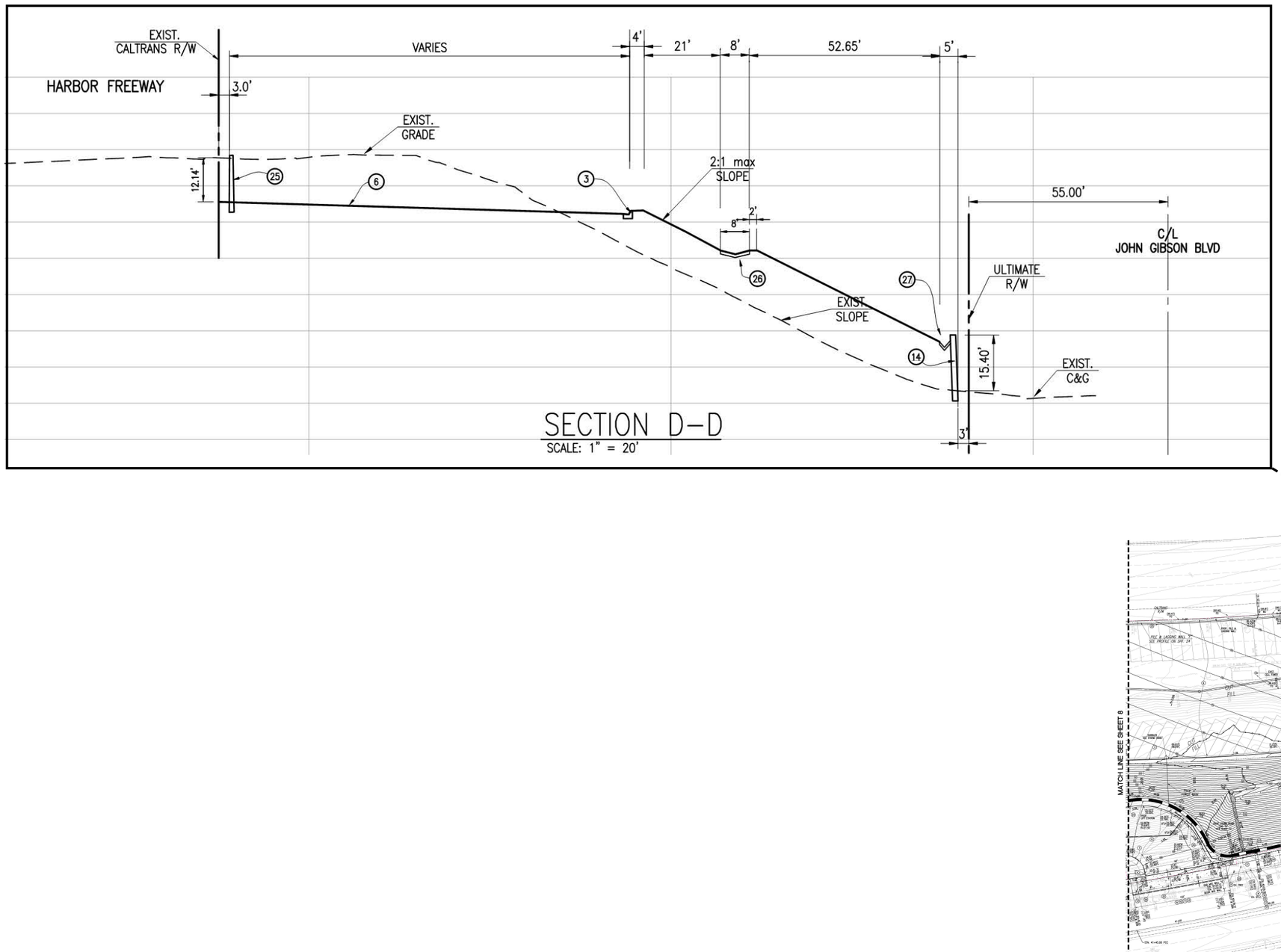
Figure 2-8c: Slope and Grading Plan Cross Section C





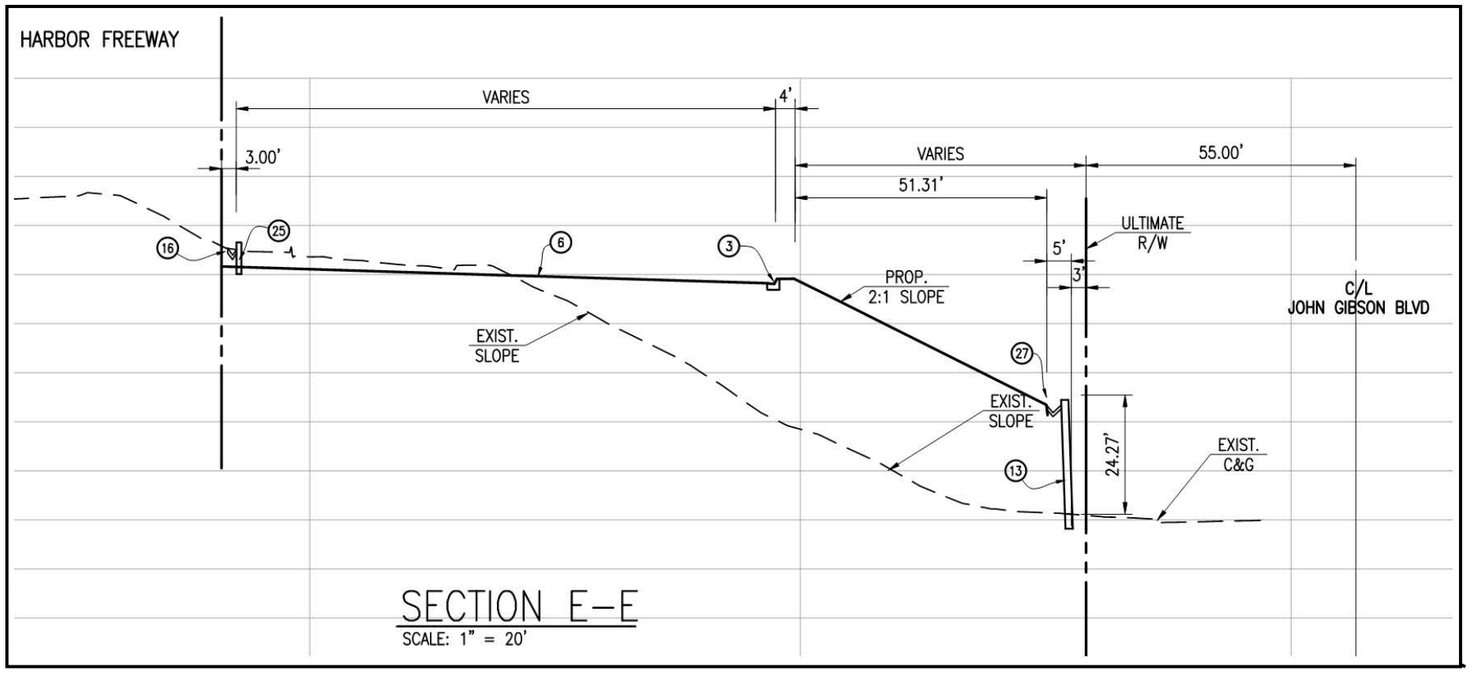
This page intentionally left blank.

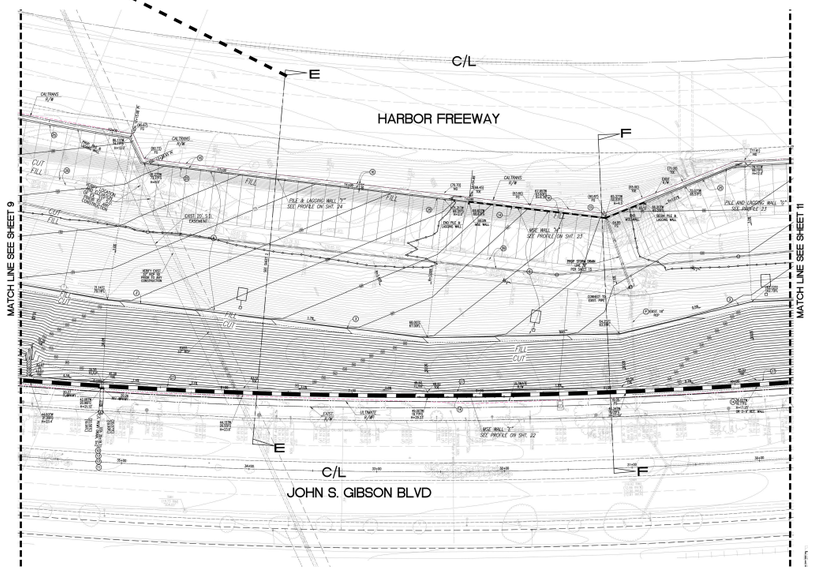
Figure 2-8d: Slope and Grading Plan Cross Section D



This page intentionally left blank.

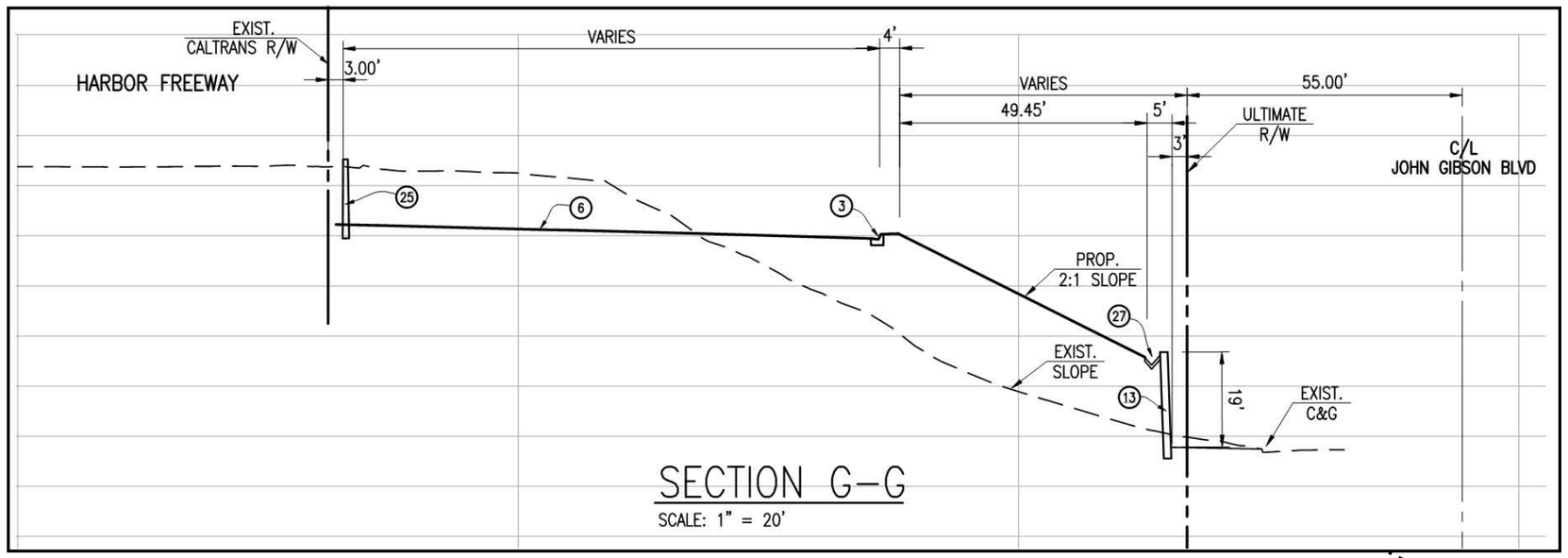
Figure 2-8e: Slope and Grading Plan Cross Section E

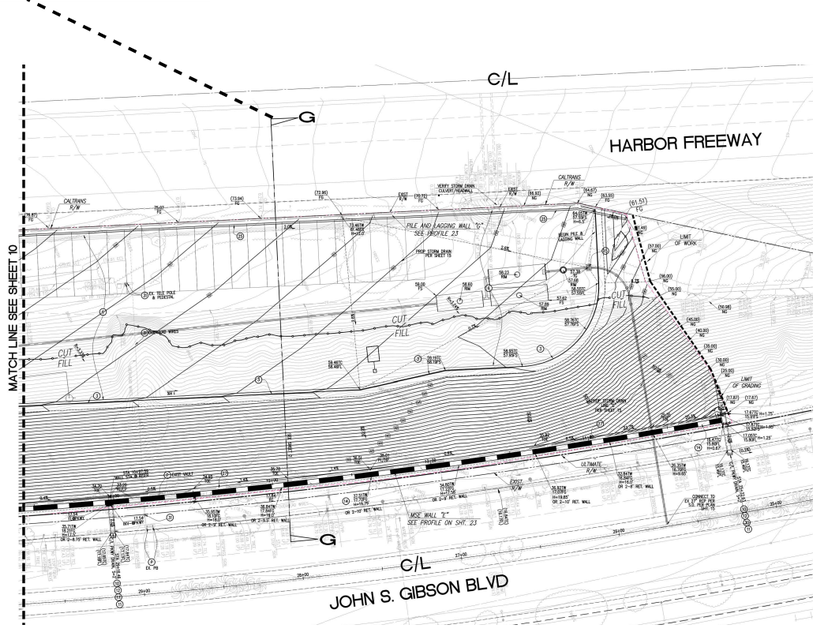




This page intentionally left blank.

Figure 2-8f: Slope and Grading Plan Cross Section G





This page intentionally left blank.

2.2.2 Construction

Construction of the Proposed Project includes demolishing existing abandoned structures, installing a driveway from John S. Gibson Boulevard, grading and paving the site, installing slab on grade foundations, installing drainage infrastructure, installing retaining walls and lights, and planting the landscape area. Staging for equipment and materials and parking for workers would occur in the southwest portion of the Project site adjacent to John S. Gibson Boulevard. Temporary lane closure may be required on John S. Gibson Boulevard during construction; however, full roadway closure is not anticipated.

Proposed Project construction would take approximately eight months, including site preparation, grading, pavement, and then signage and striping. Peak construction activities are anticipated to require up to 20 workers per day. Project construction is anticipated to require importing approximately 3,433 cubic yards of soil. All construction activities would occur Monday through Friday, 7:00 AM to 5:00 PM. Table 2-1 provides the construction tasks and schedule for the Proposed Project.

Table 2-1: Tentative Construction Schedule

Phase Name	Phase Start Date	Phase End Date	Number of Days
Site Preparation	4/7/2025	6/6/2025	45
Grading	6/9/2025	9/12/2025	70
Paving	9/14/2025	10/23/2025	30
Architectural Coating	10/26/2025	12/4/2026	30

2.2.3 Operations

Proposed Project operations would involve a to-be-determined company that would operate the site as a parking lot for 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 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. 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 Proposed Project would provide short-term truck and chassis parking spaces to alleviate truck traffic congestion and reduce the distance required for trucks to access shipping containers. Typical Port trucking operations consist of trucks traveling to container terminals to pick up shipping containers prior to transporting them to warehouses. The Proposed Project would provide a site for storing shipping containers on chassis after picking up containers from terminals or before dropping off containers at terminals. Therefore, implementation of the Proposed Project would allow trucks to avoid driving farther into the Port to pick up or drop off chassis with containers. Also, it is important to note that the Proposed Project would serve as a temporary parking lot for trucks already accessing Port terminals and would not create new truck trips that would otherwise not already be occurring in the Port from normal Port operations.

Parking operations are conservatively assumed to occur year-round, 24 hours a day, seven days a week. Operations would require a maximum of two employees on site at a given time to provide security and operate on-site machinery. A total of six employees would be on site per day. Two employees would be on site for each of the two 8-hour day shifts and two employees would be on site during the 8-hour graveyard shift. In addition, one zero-emission utility tractor rig and two zero emission small forklifts would be on-site to assist with parking loaded and unloaded chassis. All necessary charging equipment would be provided on site, which would connect to existing electric infrastructure in John S. Gibson Boulevard. A restroom would be provided on site for employees and truck drivers. As such, the Proposed Project would include the installation of on-site water lines which would connect to the existing 30-inch potable water line in John S. Gibson Boulevard. The Proposed Project would also include installation of on-site sewer lines which would connect to the existing 36-inch sewer line in John S. Gibson Boulevard.

The Proposed Project would result in approximately 1,794 one-way truck trips per day, approximately 4 one-way vendor trips per day, and approximately 10 one-way passenger vehicle trips per day.

2.2.4 Land Use and Zoning

The Proposed Project would require a Port of Los Angeles Master Plan Amendment to change the land use designation for APNs 7440-016-002, 7440-016-003, and 7412-024-007 to Maritime Support. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities.

APNs 7440-016-001, 7440-016-002, 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 M2-1VL (City of Los Angeles, 2021). The Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site and no General Plan amendment or zone change would be necessary.

2.3 Project Approvals and Permits

The LAHD and the following responsible agencies are expected to use the information contained in this Initial Study and forthcoming EIR for consideration of approvals related to and required to implement this Proposed Project. These include, but may not be limited to, the permits and approvals described below.

As part of the Proposed Project, the following discretionary and ministerial actions are being requested by the Applicant:

- POLA Port Master Plan Amendment
- Certification of the Los Angeles Port Master Plan Amendment by the California Coastal Commission
- Coastal Development Permit(s)
- Construction Stormwater General Permit
- Los Angeles Department of Building and Safety Permit(s) [e.g., LID, Stormwater, etc.]
- Bureau of Engineering B-Permit
- Bureau of Engineering Storm Drain Connection Permit

3.0 INITIAL STUDY CHECKLIST

This Initial Study has been prepared in accordance with State CEQA Guidelines Section 15063 and State CEQA Guidelines Appendix G.

1	**Project Title:**	John S. Gibson Truck & Chassis Parking Lot Project
2	**Lead Agency Name and Address:**	City of Los Angeles Harbor Department (LAHD) 425 S. Palos Verdes St., San Pedro, CA 90731
3	**Contact Person and Phone Number:**	Nicole Enciso Environmental Management Division LAHD, (310) 732-3615
4	**Project Location:**	1599 John S. Gibson Blvd. San Pedro, CA 90731
5	**Project Sponsor's Name and Address**	Howard Industrial Partners 1944 North Tustin Street, Suite 122 Orange, CA 92865
6	**Port Master Plan Designation**	Planning Area 2, Open Space (APNs 7440-016-002, 7440-016-003, and 7142-024-007)
7	**Zoning:**	Light Industrial – M2-1VL (APN # 7412-024-007) Heavy Industrial – [Q]M3-1VL (APN # 7440-016-001, 7440-016-002, 7440-016-003)
8	**Description of Project**	The John S. Gibson Truck & Chassis Parking Lot Project (Proposed Project) would develop the 18.63-acre site with a 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. The Proposed Project would be implemented in one development phase and requires a Port Master Plan Amendment.

9	**Surrounding Land Uses/Setting**	The Project site is located in four currently vacant parcels within San Pedro, three of which are within the Port Master Plan's Planning Area 2. 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 Project site is adjacent to and north of a commercial office building (2100 John S. Gibson Boulevard #1) and the Harbor Community Police Station (2175 John S. Gibson Boulevard). Access to the Project site is provided by SR-47 and I-170 to the east, I-110 to the west, and I-405 to the north.
10	**Other Public Agencies Whose Approval is Required**	Los Angeles Department of Building and Safety, Los Angeles Department of Transportation, Los Angeles Bureau of Engineering, California Coastal Commission, and City of Los Angeles.
11	**Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21808.3.1?**	No. On August 24, 2021, LAHD sent notices of request for consultation to the following California Native American tribes: Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleño/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseno Indians. As of September 2023, LAHD has not received any requests for consultation on the Proposed Project.

3.1 Environmental Factors Potentially Affected

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

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

3.2 Determination

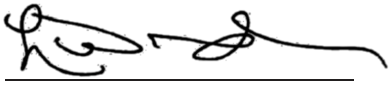
On the basis of this initial evaluation:

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

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

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

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



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

10/19/2023

Date

Evaluation of Environmental Impacts:

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

9. The explanation of each issue should identify:
   (a) the significance criteria or threshold, if any, used to evaluate each question, and
   (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.
10. The evaluations with this Initial Study assume compliance with all applicable federal, state, and local laws, regulations, rules, and codes. In addition, the evaluation assumes that all conditions in applicable agency permits are complied with, including but not limited to local permits, air quality district permits, water quality permits and certifications, United States Army Corps of Engineers permits, and other agency permits, as applicable.

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

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐	☐
6. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐
7. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on geologic units or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
11. LAND USE PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
16. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒
17. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐
18. TRIBAL CULTURAL RESOURCES				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or	☐	☐	☒	☐
(ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
20. WILDFIRE. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, **would the project:**				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
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?	☒	☐	☐	☐

4.0 ENVIRONMENTAL ANALYSIS AND DISCUSSION OF IMPACTS

4.1 Aesthetics

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

Less-than-Significant Impact. The Conservation Element of the City of Los Angeles General Plan defines a scenic vista as a panoramic public view with access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles, 2001). The Project site is currently undeveloped and surrounded by industrial and cargo uses. Construction activities would involve paving and grading a portion of the site and installing MSE walls. Motorists traveling along I-110 and John S. Gibson Boulevard would be exposed to views of temporary construction activity and equipment that would last approximately eight months.

Panoramic views of the Port and Pacific Ocean are available from distant public and private vantages, including panoramic views from public roads in hillside residential areas of San Pedro. However, there are no sensitive public viewpoints in the immediate vicinity of the Project site. The public roads on the hillsides of San Pedro that have views of the Pacific Ocean at the Port are at least 2 miles from the coastline and the Project site. At these distances, during long-term Project operations, the Proposed Project would not substantially interrupt views of the Pacific Ocean, as it would alter a minor part of the overall landscape. Although the Project site would change from undeveloped land to a truck and chassis parking lot, it would be consistent with the surrounding uses. Proposed Project operations would be similar in nature to the existing surrounding visual landscape and would visually blend into the panorama of the working Port uses and activities. In addition, the 30-foot-high MSE walls would only be visible looking westward from John S. Gibson Boulevard, which is not designated as a scenic vista since the western direction faces away from the Pacific Ocean. As such, visual changes would not adversely affect the quality of the viewshed from these vantage points. Therefore, implementation of the Proposed Project would not significantly affect designated scenic views of the Pacific Ocean and Port. Thus, impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. The Project site does not contain any substantial trees, rock outcroppings, or historic buildings, and the Project site is not visible from any eligible or designated State scenic highway. The nearest eligible State scenic highway (State Highway 1) is approximately 9 miles east of the Project site (Caltrans, 2023). The nearest designated State scenic highway (State Highway 91) is approximately 27 miles east of the Project site (Caltrans, 2023). The Project site is not within the viewshed of a designated or eligible State scenic highway. In addition to Caltrans-designated State scenic highways, the City of Los Angeles has city-designated scenic highways. John S. Gibson Boulevard, located adjacent to the Project site, is a city-designated scenic highway as it provides views of harbor activity and the Vincent Thomas Bridge (City of Los Angeles, 2016). The Proposed Project would be developed on the northwest side of John S. Gibson Boulevard, which is located at a higher elevation than the roadway, and scenic views would not be impeded. As such, the Proposed Project would not damage any scenic resources, including but not limited to trees, rock outcroppings,

or historic buildings within a State scenic. Thus, no impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Potentially Significant Impact. The Proposed Project would change the scenic quality of the site from an undeveloped site to a developed industrial site and would construct a truck and chassis parking lot, ornamental landscaping, and associated infrastructure. Although the Project site is surrounded by a highly developed area dominated by Port uses, the Proposed Project would develop a truck and chassis parking lot on a currently vacant site. Proposed Project construction and operation could potentially degrade the existing visual character or quality of public views of the site and its surroundings and could conflict with regulations governing scenic quality. Therefore, this topic will be further evaluated in the EIR.

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

Less-than-Significant Impact. The nighttime lighting environment in the Project vicinity consists mainly of ambient light produced from street lighting, vehicles, container-handling operations, and other facility lighting at the Port. 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 on 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 (Pacific Electrical Engineering, 2019). 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. Additionally, the Proposed Project would not develop any new structures with reflective material that could create glare in the Project vicinity. Although the Proposed Project would add new lighting to the site, the proposed light fixtures would not cause substantial light or glare to nearby receptors such as motorists. Therefore, impacts related to light and glare would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.2 Agriculture and Forestry Resources

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as Shown on the Maps Prepared Pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to Non-agricultural use?

No Impact. The Project site does not contain any farmland and is not located within an agricultural land use or zoning designation. Although the site was historically used for agriculture between 1896 and 1923, it does not currently support agricultural uses and is surrounded by industrial development with existing container terminal facilities and operations (SCS Engineers, 2017a). According to the California Department of Conservation (DOC) Important Farmland Map, the Proposed Project is

located within Urban and Built-Up Land (DOC, 2018). Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Thus, no impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. The Williamson Act, also known as the California Land Conversion Act of 1969 (14 CCR Section 51200 et seq.), preserves agricultural and open space lands from the conversion to urban land uses by establishing a contract between local governments and private landowners to voluntarily restrict their land holdings to agricultural or open space use (DOC, 2023). The Project site is not located on any land with a Williamson Act contract. The site is located in a highly developed area currently designated as Qualified Heavy Industrial ([Q]M3-1VL) and Light Industrial (M2-1VL) that does not support any agricultural uses. As such, the Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. As discussed in Section 4.2(b) above, the Project site is currently designated as Qualified Heavy Industrial ([Q]M3-1VL) and Light Industrial (M2-1VL). The site does not support timberland or forest land. Therefore, the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land timberland, of timberland zoned Timberland Production. No impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. As discussed in Section 4.2(c) above, the Project site does not support forest land, nor is any forest land located in the vicinity. Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. As discussed in Sections 4.2(a) through (d) above, the Project site does not have any farmland or forest land, nor is any farmland or forest land located in the vicinity. Therefore, the Proposed Project would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.3 Air Quality

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

Potentially Significant Impact. The Project site is located within the South Coast Air Basin (SCAB). Air quality within the SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). Standards for air quality within the SCAB are documented in the SCAQMD's Air Quality Management Plan (AQMP). The main purpose of the AQMP is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area in order to bring the area into compliance with federal and State air quality standards. SCAQMD's 2022 AQMP is based on regional growth forecasts for the Southern California Association of Governments region. Whether the Proposed Project would exceed the growth assumptions in the AQMP is, in part, based on projections from local general plans. The Proposed Project would need to be reviewed for consistency with the San Pedro Bay Ports Clean Air Action Plan (CAAP) and the Community Emissions Reduction Plan for Wilmington, Carson, West Long Beach. As the Proposed Project would result in a change of land uses on site, the Proposed Project could be inconsistent with the CAAP and Community Emissions Reduction Plan.

A project is consistent with the regional AQMP if it does not create new violations of clean air standards, exacerbate any existing violations, or delay a timely attainment of such standards. Construction of the Proposed Project would generate exhaust from construction equipment and vehicle trips, fugitive dust from demolition and ground-disturbing activities, and off-gas emissions from architectural coatings and paving. The Proposed Project would also result in the emission of pollutants into the SCAB during operation from vehicle and truck trips. The emission of pollutants resulting from construction (short-term) and operation (long-term) of the Proposed Project have the potential to affect implementation of the AQMP. Therefore, this topic will be further evaluated in the EIR.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Potentially Significant Impact. The SCAB is designated under the California and National Ambient Air Quality Standards (NAAQS) as nonattainment for ozone (O_3), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Los Angeles County only) (SCAQMD, 2018).

Air quality impacts are divided into short-term construction and long-term operational impacts. Short-term impacts are the result of demolition, grading, and/or construction operations, which would be regulated by SCAQMD Rules 401 and 403. Long-term impacts are associated with the long-term operations of the Proposed Project. Construction and operational activities would emit nonattainment pollutants, PM_{10} and $PM_{2.5}$, and would create nitrogen oxides (NO_X) and volatile organic compounds (VOC) emissions that are precursors to ozone formation. Implementation of the Proposed Project would increase levels of these criteria pollutants and contribute to their nonattainment status in the SCAB during both construction and operational activities. Thus, an air quality analysis will be prepared to determine if the Proposed Project would result in a cumulatively considerable net increase in any criteria air pollutant. Therefore, this topic will be further evaluated in the EIR.

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

Potentially Significant Impact. Development of the Proposed Project has the potential to expose sensitive receptors near the Project site and along its primary truck routes to emissions from construction equipment and other mobile sources (i.e., trucks and car exhaust) of air pollutants including diesel particulate matter, which is categorized as a toxic air contaminant. The nearest sensitive receptors are residences located on the southwest corner of Gatun Street and N. Gaffey Street, approximately 1,400 feet north of the Project site. Due to the presence of sensitive receptors in the vicinity and the volume of truck traffic from development pursuant to the Proposed Project, there is potential to expose nearby sensitive receptors to substantial pollutant concentrations. Therefore, this topic will be further evaluated in the EIR.

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

Less-than-Significant Impact. The Proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals*.

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The types of odors generated by the operation of the Proposed Project are not expected to be substantial or highly objectionable. Additionally, the Proposed Project would be required to comply with SCAQMD Rule 402, which would prevent nuisances to sensitive land uses.

During construction, emissions from construction equipment and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any residences, they would be diluted to well below any level of odor concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials.

During operations, trucks and vehicles operating on site may emit odor. A southern California study (Zhu, 2002) showed measured concentrations of vehicle-related pollutants, including diesel exhaust, decreased dramatically (more than 90%) within approximately 300 feet. As discussed previously, the nearest sensitive receptors are residences located on the southwest corner of Gatun Street and N. Gaffey Street, approximately 1,400 feet north of the Project site. Thus, there are no sensitive receptors within 300 feet of proposed parking stalls. By the time any diesel exhaust emissions reach the nearest

receptor, they would be diluted and not generate an objectionable odor. In addition, all solid waste generated would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with operation- and construction-generated odors would be less than significant, and no mitigation is required. No further analysis is required in the EIR.

4.4 Biological Resources

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Potentially Significant Impact. The Project site is vacant, undeveloped, and vegetated with native and non-native species. The vegetation on the site could provide a habitat for candidate, sensitive, or special status plant or wildlife species. As a result, a biological assessment will be prepared to evaluate whether the Project has the potential to result in a substantial adverse effect on candidate, sensitive, or special status species. Therefore, this topic will be further evaluated in the EIR.

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

Potentially Significant Impact. A biological assessment will be conducted to determine if the site has the potential to contain a riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. This topic will be further evaluated in the EIR.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. A biological assessment will be conducted to determine if any protected wetlands are present on the Project site that would be potentially impacted by Project implementation. Therefore, this topic will be further evaluated in the EIR.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Potentially Significant Impact. A biological assessment will be conducted by a professional biologist to determine whether a migratory wildlife corridor exists on the site and if the Project has the potential to impact the corridor. In addition, the Project site includes vacant undeveloped land and trees, that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515. Therefore, the Project's potential impact on migratory birds during construction and operation will be evaluated in the EIR.

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

Potentially Significant Impact. Biological resources protected by the City's Tree Ordinance (Ordinance No. 186873) include only specific tree species. A biological assessment will be conducted by a professional biologist to determine if any protected tree species are present on the Project site. Therefore, the potential to conflict with a tree preservation policy or ordinance will be evaluated in the EIR.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that overlap the Project area in the Port of Los Angeles (CDFWa, 2021; USFWS, 2021). The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan area, which is located approximately 2 miles west of the Project area (City of Rancho Palos Verdes, 2018). Additionally, the County of Los Angeles (County) has established official, designated areas, referred to as Significant Ecological Areas (SEAs), within the County that contain rare or unique biological resources. The Project site is not within or adjacent to any SEAs. Therefore, no impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.5 Cultural Resources

a. Would the project cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5?

Potentially Significant Impact. State CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

i. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii. Is associated with the lives of persons important in our past;

iii. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

iv. Has yielded, or may be likely to yield, information important in prehistory or history.

The Project site is currently vacant and undeveloped. Although no historic structures exist on the site, there is the possibility that other historically significant resources could be present at the site below the ground surface pursuant to State CEQA Guidelines Section 15064.5. A cultural report will be prepared and the EIR will evaluate the Proposed Project's potential to cause a substantial adverse change in the significance of a historical resource. Therefore, this topic will be further evaluated in the EIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Potentially Significant Impact. Ground-disturbing activities of the Proposed Project have the potential to uncover previously undiscovered archaeological resources. Therefore, it is possible that unidentified archaeological resources are located within the Project site. Thus, an archaeological resources assessment will be prepared as part of the EIR and will include a literature review, records search, and site survey. Therefore, this topic will be further evaluated in the EIR.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. The Project site has not been previously used as a cemetery. Thus, the Project is not expected to impact any known location of human remains. However, an archaeological resources assessment would be prepared as part of the EIR and will include a literature review, records search, and site survey to determine the potential for unknown burials to be located at the site. Therefore, this topic will be further evaluated in the EIR.

4.6 Energy

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

Potentially Significant Impact. During construction of the Proposed Project, energy would be consumed in three general forms:

1. Petroleum-based transportation fuels, namely diesel and gasoline, used to power off-road construction vehicles and equipment on the site, construction worker travel to and from the site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Once operational, the Proposed Project would generate demand for electricity as well as diesel and gasoline for employee trips, vendor trips, and truck trips. Operational use of energy also includes parking lot and outdoor lighting, electricity for charging zero-emission on-site equipment, and electricity for the provision of water for landscaping and other on-site development, such as the proposed guard booth and restrooms.

The EIR will quantify the amount of energy that would be used by both construction and operation of the Proposed Project to identify if wasteful, inefficient, or unnecessary consumption of energy resources would occur from implementation of the Project. Therefore, this topic will be further evaluated in the EIR.

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

Potentially Significant Impact. The State of California has established a comprehensive framework for the efficient use of energy. This occurs through the implementation of the Clean Energy and

Pollution Reduction Act of 2015 (SB 350), Assembly Bill (AB) 1007 (Pavley 2007), Title 24 Energy Efficiency Standards, and the California Green Building Standards. Further, the San Pedro Bay Ports Clean Air Action Plan (CAAP) and the Community Emissions Reduction Plan for Wilmington, Carson, and West Long Beach may identify implementation actions to achieve efficient use of energy by the Proposed Project. The Proposed Project would result in an increase in energy use in the form of electricity and transportation fuels for employee trips, vendor trips, and truck trips. Therefore, the EIR will further evaluate the energy use by the Proposed Project and evaluate its consistency with the applicable plans and policies.

4.7 Geology and Soils

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

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

Less-than-Significant Impact. The Project site is located in a seismically active region with several nearby active fault zones. The closest fault to the Project site, Palos Verdes Fault Zone traverses the Port and the Palos Verdes peninsula in a general northwest to southeast manner (USGS, 2023). The Palos Verdes Fault is an active northwest-southeast trending right-lateral strike-slip fault that involves onshore and offshore sections, extending from northern Santa Monica Bay, across the Palos Verdes Peninsula, and offshore again through the Los Angeles and Long Beach Harbors and is considered a significant seismic hazard to Southern California (Brothers et al., 2015). The Palos Verdes Fault crosses the site at three locations, however according to the 2019 Geotechnical Investigation (Geotechnical Investigation) by Lawson & Associates Geotechnical Consulting, Inc. (LGC) (Appendix A), the onshore portion of the Palos Verdes Fault is not considered to be active, and it is not currently mapped within an Alquist- Priolo Earthquake Fault Zone (LGC, 2019).

The Project site is unlikely to be subject to potential surface fault rupture in the event of an earthquake on the Palo Verdes Fault. The Proposed Project would construct structures including an occupiable prefabricated guard booth and restrooms onsite. However, retaining walls and foundations for the guard booth and restrooms constructed on the site would be designed and constructed per recommendations from the required geotechnical studies and pursuant to the California Building Code and City of Los Angeles grading requirements. Therefore, development of the Proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. Impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

(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. Other faults include the Newport-Inglewood Fault Zone, Compton Thrust, the Puente Hills Blind Thrust, the Upper and Lower Elysian Park Thrusts, and the Elsinore Fault Zone (USGS, 2023). These fault zones and other regional faults have the potential to cause strong seismic ground shaking in the Project area. 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 per recommendations from the required geotechnical studies and pursuant to the California Building Code and City of Los Angeles grading requirements. 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. This topic will not be further evaluated in the EIR.

(iii) **Seismic-related ground failure, including liquefaction?**

Less-than-Significant Impact. According to the California Geological Survey (CGS), although most of the Port area is in a liquefaction zone, the Project site is not located within a liquefaction zone (CGS, 2023). According to the Geotechnical Investigation, the site is not located in a California Seismic Hazard liquefaction zone. In addition, the potential for liquefaction on site is considered low based on the site consisting of compacted fill over dense native soils (LGC, 2019). The Project site would therefore not be subject to damage related to ground failure during a liquefaction event. Prefabricated occupied guard booth and restroom buildings are proposed to be added to the Project site. The buildings and retaining walls would be designed and constructed following recommendations of the required geotechnical studies and pursuant to the California Building Code and City of Los Angeles grading requirements. In the unlikely event of a seismic-related liquefaction or collapse, the on-site structures would be engineered and constructed so as to not experience major failures that would pose any danger to people on site. Impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

(iv) **Landslides?**

Less-than-Significant Impact. The Project site is sloping with natural or graded slopes that could be susceptible to landslides. The Geotechnical Investigation for the Project site slope stability analyses indicated adequate static and seismic factors of safety (Appendix A). 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 California Building Code (CBC) standards and City of Los Angeles grading regulations (LGC, 2019). Grading at the Project site would follow the approved grading plans and geotechnical recommendations. The Proposed Project would create short-term truck and chassis parking and prefabricated occupiable guard booth and restroom buildings that would be designed per geotechnical recommendations and in accordance with CBC standards and City of Los Angeles grading regulations 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. This topic will not be further evaluated in the EIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. Construction of the Proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Grading activities that would be required for the Proposed Project would expose and loosen topsoil, which could be eroded by wind or water. To reduce the potential for soil erosion and the loss of topsoil, construction activities would require a Storm Water Pollution Prevention Plan (SWPPP) (provided in Appendix C), which is mandated by the National Pollution Discharge Elimination System (NPDES) General Construction Permit and enforced by the Los

Angeles Regional Water Quality Control Board (LARWQCB). The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control best management practices (BMPs) to reduce or eliminate the erosion and loss of topsoil. SWPPP construction BMPs include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming. These BMPs would reduce or eliminate sediment pollutants in stormwater discharges by providing erosion and sediment control. Compliance with State and federal requirements would ensure that the Proposed Project would have a less-than-significant impact related to soil erosion or loss of topsoil.

The Proposed Project includes installation of PCC pavement and landscaping throughout the Project site, which would protect the underlying soil on the site from wind and water erosion during Proposed Project operation. In addition, the hydrologic features of the Proposed Project have been designed to slow, filter, and retain stormwater within landscaping, which would also reduce the potential for stormwater to erode topsoil. Implementation of the Project requires City approval of a LID plan, which would ensure that LARWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant, and no mitigation is required. This topic will not be addressed in the EIR.

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

Less-than-Significant Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The Project site is sloping with natural or graded slopes that could be susceptible to landslides. There is also a historic landslide located in the central portion of the Project site. However, the Geotechnical Investigation concluded that the slope stability has adequate static and seismic factors for safety. The Geotechnical Investigation also concluded that potential impacts related to landslides would be reduced through the proposed grading, addition of retaining walls, and adherence to CBC standards (LGC, 2019). Therefore, impacts related to landslides or rock falls would not occur from implementation of the Proposed Project and no mitigation is required.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. According to the Geotechnical Investigation, the Project site is not identified as being within an area susceptible to liquefaction (LGC, 2019). In addition, the subsurface conditions encountered at the boring locations for the Geotechnical Investigation are not considered to be conducive to liquefaction. These conditions consist of mostly compacted fill over dense native soils and no groundwater was encountered during the subsurface evaluation to the total explored depth of 71 feet below existing ground. Historically, groundwater has

been documented at approximate depths of 57, 50, and 38 feet below existing ground surface. Additionally, groundwater is mapped at approximately 10 feet above mean sea level. As such, the Geotechnical Investigation concluded that the potential for lateral spreading on the Project site is considered very low (LGC, 2019). Compliance with CBC requirements, as ensured through the City's permitting process, would ensure that lateral spreading and liquefaction impacts would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater extraction. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. Groundwater extraction is managed by groundwater management plans, which limits the allowable withdrawal of water and potential of subsidence. Further, the Proposed Project would not include the extraction of oil, gas, or groundwater and would not contribute to or cause subsidence. Compliance with the requirements of the CBC as part of the plan check and development review process, would ensure that impacts related to subsidence would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

In addition, the Geotechnical Investigation describes that site soils consist of artificial fill soils and native alluvial soils. The near-surface native dense soils within the upper six feet generally consist of silty clays and silty fine sands which possess variable strength and unfavorable consolidation/collapse characteristics. The Geotechnical Investigation describes that the recommended remedial grading would remove all undocumented fill soils and the upper portion of the native soils, including collapsible/compressible soils, and replace these soils as compacted structural fill (LGC, 2019). Therefore, any potential impacts related to collapsible soils would be minimized by standard geotechnical engineering practices. As such, excavation and recompacting of the artificial fill soils in compliance with the CBC, as required through the City's permitting process, would ensure that adverse impacts due to collapsible soils would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink-swell characteristic. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the process of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near surface soils, the higher the potential for substantial expansion. Soil testing during the Geotechnical Investigation (LGC, 2019), indicated very low expansion potential. Therefore, impacts associated with the risk of expansive soil would be less than significant and no substantial risk to life or property would be present. No mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. The Proposed Project would not require construction of a septic or alternative wastewater disposal system. The Proposed Project would connect to existing sewer lines in John S. Gibson

Boulevard and would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts associated with the ability of soils to support septic tanks would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. As discussed in the Geotechnical Investigation for the Proposed Project, the majority of the site is underlain by older marine terrace deposits (LGC, 2019). These marine terrace deposits have the potential to contain paleontological resources. Therefore, as part of preparation of the EIR, a paleontological resources assessment will be prepared to evaluate the potential of the site to contain fossils or other resources. The site-specific investigation will include detailed geologic conditions, the potential for paleontological resources to exist, and mitigation measures, if necessary, will be recommended. Therefore, this issue will be further analyzed in the EIR.

4.8 Greenhouse Gas Emissions

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

Potentially Significant Impact. Global climate change is not confined to a particular project area. A typical project does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. GHGs are produced by both direct and indirect emissions sources. Direct emissions occur from sources that consume fossil fuels. This includes the consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Implementation of the Proposed Project would generate GHG emissions during both construction and operation of the development. During construction, sources of GHG emissions include construction equipment and workers' commutes to and from the site. During operations, the Proposed Project would generate GHG emissions from vehicle trips and the provision of water, electricity, and solid waste services. The Proposed Project has the potential to generate a substantial increase in GHG emissions. Therefore, this issue will be further analyzed in the EIR.

b. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

This question is being answered as an informational assessment; the information provided is not meant to produce an impact determination for the Proposed Project. The State of California, through its Governors and Legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. Several state and local targets for reducing GHG emissions below 1990 levels have been established. Key regulations include, but are not limited to:

- California Climate Strategy
- 2006 Assembly Bill (AB) 32
    - 1990 GHG emission levels by 2020

    - 40 percent below 1990 GHG emission levels by 2030
    - 80 percent below 1990 GHG emission levels by 2050
- Senate Bill (SB) 32 and 2017 CARB Scoping Plan
    - 40 percent below 1990 GHG emission levels by 2030
- Executive Order B-55-18 and 2022 CARB Scoping Plan
    - Carbon neutrality by 2045
- California Renewables Portfolio Standard
- SB 375
- Port and City of Los Angeles Plans and Strategies
- San Pedro Bay Ports CAAP
    - 40 percent below 1990 GHG emissions levels by 2030
    - 80 percent below 1990 GHG emissions levels by 2050
- City of Los Angeles C&D Waste Recycling Ordinance
- City of Los Angeles' Green New Deal Sustainable City pLAn (4-Year Update to the Sustainable City pLAn)
    - Reduce Port-related GHG emissions by 80 percent by 2050
- City of Los Angeles General Plan, Mobility Element
- City of Los Angeles Green Building Code, Title 24

While several state, regional, and local plans have been adopted which set guidelines and goals for the reduction of GHG emissions, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects pursuant to CEQA Guidelines Section 15064.4(b)(3).[1] However, there are GHG emission reduction policies contained in state, regional, and local plans, strategies, policies, and regulations that directly or indirectly affect the Proposed Project's construction and operational emissions. This informational item will be discussed further in the EIR.

4.9 Hazards and Hazardous Materials

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

Potentially Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

The proposed construction activities would involve transport, use, and disposal of hazardous materials such as paints, solvents, oils, and grease during construction activities. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. Leaks or spills from hazardous materials used during construction may result in adverse effects to workers or the environment. The EIR will describe the various regulations related to potential hazardous material releases related to construction and provide mitigation measures, as necessary, to reduce impacts related to construction.

[1] Center for Biological Diversity v. Cal. Dept. of Fish and Wildlife [Newhall Ranch] [2015] 62 Cal.4th 204, 223.

The Proposed Project would operate as a truck and chassis parking facility. The site occupants are not yet identified, and based on the planned industrial land uses, hazardous materials such as oils, pesticides, and solvents could be used during a future site user's daily operation. Therefore, the EIR will evaluate the potential of the Proposed Project to result in hazards to the public or the environment from the routine use, transport, or storage of hazardous materials.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. Proposed Project grading and excavation could unearth contaminants that may be present in soils from previous uses at and near the site. In addition, given the site's proximity to I-110, the site could contain contamination from offsite sources, including aerially deposited lead, oil and gas pipelines beneath the surface of the site, and methane. Given historic uses and the potential presence of hazardous materials, this topic will be further evaluated in the EIR.

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

No Impact. The Project site is not located within one-quarter mile of an existing or proposed school, and hazardous emissions and handling of hazardous or acutely hazardous materials are not anticipated within one-quarter mile of an existing or proposed school. The nearest school is Taper Elementary School at 1824 N. Taper Avenue, San Pedro, located approximately 0.6 miles west of the Project site. Access to the site would be provided by the I-110 and the truck route on Crenshaw Boulevard. Trucks accessing the site would not pass by Taper Elementary School. Therefore, no impact would occur as related to emissions of hazardous materials or acutely hazardous materials within 0.25 mile of an existing or proposed school, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Potentially Significant Impact. The 2017 Phase I Environmental Site Assessment (ESA) (Appendix B) prepared for the Project site conducted a database search to determine if the Project site or any nearby properties are identified as having hazardous materials. The record search determined that the Project site is not identified on a list of hazardous materials sites (SCS Engineers, 2017a). However, six nearby properties were identified on the State Hazardous Waste Site list. The Phase I ESA determined that five of the nearby listings did not constitute a recognized environmental condition for the Project site. One property, occupied by the Western Fuel Oil Company is known to have contributed to groundwater contamination beneath the property and is possibly a source of contamination detected in soil on the Project site (SCS Engineers, 2017a). As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site has the potential to occur and this topic will be further evaluated in the EIR.

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

No Impact. The Project site is not located within 2 miles of a public airport or within an airport land use plan. The nearest airports are Torrance Municipal Airport – Zamperini Field, approximately 3.5 miles to the northwest, and Long Beach Airport, approximately 8.25 miles to the northeast. A public heliport, the Catalina Sea and Air Terminal Heliport, however, is located approximately 1.0 mile southeast of the Project site; the Catalina Sea and Air Terminal Heliport does not have an airport land use plan. The flight path of the Catalina Sea and Air Heliport does not cross over the Project site, as it is primarily used to ferry visitors to Catalina Island. Therefore, the Proposed Project would not be within the immediate vicinity of a public airport, and aviation safety hazard and noise impacts would not occur. No impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. 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 CBC and California Fire Code to ensure that it would not conflict with implementation of the City of Los Angeles's Emergency Operations Plan.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Proposed Project driveways and connections to existing infrastructure along John S. Gibson Boulevard, the roadway would remain open to ensure adequate emergency access to the Project area and vicinity. In addition, the Proposed Project would implement a construction traffic control plan, pursuant to standard LAHD and City of Los Angeles requirements. Therefore, impacts related to interference with an adopted emergency response of evacuation plan during construction activities would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

Operation

Operation of the Proposed Project would also not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided from John S. Gibson Boulevard, which is adjacent to the Project site. The Proposed Project would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the California Fire Code. The Los Angeles Fire Department (LAFD) would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. The Proposed Project is located adjacent to a highly developed Port with no wildland areas that are susceptible to wildland fires. According to the CalFire Fire Hazard Severity Zone Map and the City of Los Angeles General Plan's Safety Element, the Project site is not located within a designated Wildland Fire Hazards zone (CAL FIRE, 2023). Therefore, no wildland fires would threaten the safety of the Project site. The Proposed Project would not expose people or structures to a significant risk of loss injury, or death involving wildland fires. No impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.10 Hydrology and Water Quality

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

Less-than-Significant Impact.

Construction

The Proposed Project would convert a vacant and undeveloped lot into a new truck and chassis parking facility. Construction of the Proposed Project would require grading and paving of a currently undeveloped sloped site that may result in degraded surface water quality through stormwater runoff and erosion. Construction equipment may accidentally leak or spill fluids such as lubricants, oil, and fuel that can contaminate stormwater runoff. Because the Proposed Project would include ground disturbance over 1 acre, a SWPPP has been prepared to comply with the latest Construction General Permit issued by the State Water Resources Control Board (SWRCB). The SWPPP is designed to address pollutants and their sources, non-stormwater discharges, and BMPs (Thienes Engineering, Inc., 2018). SWPPP construction BMPs include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming. These BMPs would reduce or eliminate sediment pollutants in stormwater discharges by providing erosion and sediment control. Additionally, the SWPPP includes temporary non-stormwater BMPs to control sediment from entering non-stormwater discharges into storm drainage systems and waterways. 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 (Thienes Engineering, Inc., 2018). During construction of the MSE walls, the contractor would control stormwater drainage near the walls by collecting and discharging stormwater away from the wall and reinforced backfill. With compliance to existing regulations, impacts from construction would be less than significant and no mitigation is required.

Operation

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 pollutants of concern that could be released include bacteria, nutrients, oil and grease, metals, organics, and pesticides. Nutrients in post-construction stormwater include nitrogen and phosphorous from fertilizers from landscaping areas. Excess nutrients can impact water quality by

promoting excessive and/or rapid growth of aquatic vegetation and algae growth, which reduces water clarity and results in oxygen depletion. Pesticides can be toxic to aquatic organisms and bioaccumulate in larger species such as birds and fish and result in harmful effects. Oil and grease may end up in stormwater from leaking vehicles, and metals may enter stormwater as surfaces corrode, decay, or leach from roadway runoff. The Proposed Project would comply with the regulations and requirements under the LAFD, Department of Toxic Substances Control (DTSC), U.S. Department of Transportation, California Environmental Protection Agency (EPA), and City of Los Angeles LID Ordinance to minimize contaminants entering stormwater runoff. Additionally, the Proposed Project would implement a Project-specific Water Quality Management Plan (WQMP) 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 WQMP 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 adherence to existing regulations and implementation of LID BMPs, 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. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. The Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Groundwater beneath the Project site is located south of the Dominguez Gap Barrier, which is designed to minimize saltwater intrusion and experiences seawater intrusion in the San Pedro Bay, making it non-potable. The Project site is also not used or designated for groundwater recharge. No substantial additional water use is anticipated during operations. The planted landscape area would be irrigated with a water-efficient irrigation system using reclaimed water. Therefore, the Proposed Project would have a less-than-significant impact to groundwater, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

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

Less-than-Significant Impact. The Proposed Project would cause ground disturbance during construction of the parking lot, MSE walls, stormwater capture and use cisterns, and landscape area. The site would be graded prior to paving, which would cause erosion and siltation. However, construction activities would comply with the requirements of the most recent Construction General Permit by implementing a SWPPP, including BMPs to avoid potential substantial erosion and siltation. Construction BMPs for erosion and sediment control include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming.

These BMPs would reduce or eliminate sediment pollutants from entering stormwater runoff that could enter the Harbor.

The Proposed Project would increase the amount of impervious surface at the site by constructing approximately 405,602 SF of paved parking lot and driveway areas. Because more than 500 SF of paving would occur, the development would comply with the City of Los Angeles LID Ordinance requirements that would minimize off-site erosion and siltation. During operations, the paved portion of the Project site would not cause erosion or siltation, as there would be no exposed soil. In addition, the Proposed Project is required to infiltrate, assist with evapotranspiration, or biotreat/biofilter stormwater in compliance with the City of Los Angeles LID Ordinance. While the Proposed Project would modify the existing drainage infrastructure on site, the Proposed Project would maintain the existing drainage pattern on the site, and the on-site storm drain system would be sized to adequately accommodate the stormwater flows on the Project site. The Proposed Project would install drainage infrastructure that would direct runoff from the Proposed Project to drainage inlets and gutters that would convey runoff to 10 capture and use cisterns that would remove pollutants through filtration (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) prior to reclaimed water being used for on-site irrigation. The Proposed Project would grade the existing slope and install MSE walls to reduce the overall slope of the site to 2:1 (horizontal:vertical) and any areas with a 3:1 slope would have jute netting, which would reduce erosion on site. The unpaved approximately 316,373 SF of landscape area may initially temporarily cause erosion and siltation, but hydraulic mulch and fiber rolls would be installed until vegetation is established, during which erosion and siltation would not be substantial, as vegetation roots would stabilize the soil. Impacts to the existing drainage pattern of the site that would result in erosion or siltation would be less than significant. No mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. The Proposed Project would alter the existing drainage pattern of the site by constructing an impervious parking lot and driveway covering approximately 405,602 SF of the Project site. The site is currently 100 percent pervious and the site in the post-Project condition would be 38 percent pervious. Construction of the site's new impervious surface would increase the rate of surface runoff. However, the Proposed Project would collect all developed on-site runoff within an on-site storm drain system which would collect stormwater throughout the proposed parking lot and direct stormwater to ten belowground capture and use cisterns. Stormwater in proposed landscaped areas would either be infiltrated or flow into existing or proposed storm drains. Stormwater captured within the drainage system would be utilized for landscaping irrigation. As discussed above, during construction, a SWPPP would be implemented to control drainage and maintain drainage patterns across the Project site. Also, as discussed in the SWPPP prepared for the Proposed Project (Appendix C), stormwater runoff from the Project site would be adequately handled and maintained similar to the pre-development drainage conditions by the Proposed Project's drainage system. While the Proposed Project would modify the existing drainage infrastructure on site, it would maintain the existing on-site drainage pattern and the on-site storm drain system would be sized to adequately accommodate the stormwater flows on the Project site. Because more than 500 SF of paving would occur, all development would also comply with the City of Los Angeles LID Ordinance requirements, which

would minimize surface runoff and reduce impacts. Off-site flooding would not occur during the 85th percentile 24-hour storm event, as stormwater would be transported using existing drainage facilities into an existing storm drain network that eventually discharges to the harbor. Therefore, the Proposed Project would have a less-than-significant impact with respect to drainage patterns or resulting in on- or off-site flooding, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact.

Construction

During construction, a portion of the Project site would be graded and paved, which could increase the likelihood of polluted runoff from sedimentation and contaminants from motorized construction equipment and disturbed soil. Construction of the Proposed Project would require a Construction General Permit and would comply with NPDES and City of Los Angeles LID Ordinance requirements as part of its management of stormwater runoff during construction and operations. The Proposed Project would implement SWPPP BMPs to address potential stormwater pollutants during construction. SWPPP construction BMPs include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming. These BMPs would reduce or eliminate sediment pollutants in runoff by providing erosion and sediment control. Additionally, the SWPPP includes temporary non-stormwater BMPs to control sediment from entering non-stormwater discharges into storm drainage systems and waterways. With implementation of SWPPP BMPs, construction would not provide substantial additional sources of polluted runoff. Therefore, construction of the Proposed Project would not exceed the capacity of the stormwater drainage system.

Operation

The operation of the Proposed Project would not result in a substantial source of runoff or source of polluted runoff. The parking lot would increase the amount of impervious surface at the Project site; however, the Proposed Project would not cause a substantial increase in runoff because existing drainages would be utilized, and new rain cisterns and storm drains would be constructed to capture, filter, and reuse runoff and direct any overflow runoff to existing storm drains off site. Irrigation for the landscape area would use captured and reclaimed water. During the operation of the Proposed Project, trucks would travel to the parking lot to load, unload, and store trucks, chassis, and chassis loaded with shipping containers. The trucks may have insubstantial amounts of lubricants, oil, and grease that may contribute to polluted runoff in the event of heavy rains. However, on-site employees would be trained to handle and clean up incidental leaks as applicable pursuant to U.S. Occupational Safety and Health Administration. Compliance with the regulations and requirements under LAFD, DTSC, U.S. Department of Transportation, EPA, City of Los Angeles LID Ordinance, through implementation of a SWPPP during construction and LID plan during operation, 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. This topic will not be further evaluated in the EIR.

(iv) **impede or redirect flood flows?**

No Impact. The Project area is within a Federal Emergency Management Agency (FEMA) Area of Minimal Flood Hazard (Zone X) and is not located within a FEMA Special Flood Hazard Area (FEMA, 2021). The Proposed Project would serve as a truck and chassis parking lot and would not construct any large habitable structures that could impede or redirect flood flows. Therefore, no impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank. Due to the absence of an adjacent lake or other enclosed water body, the Project site would not be susceptible to seiche.

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The Project site is located within a tsunami inundation area (DOC, 2021). However, the Proposed Project would implement SWPPP BMPs to address potential pollutants during construction. With implementation of SWPPP, construction would not provide substantial additional sources of pollutants due to inundation. Proposed Project operation would not create any permanent structures other than the guard shack, restrooms, and MSE walls and would not introduce any hazardous materials to the site other than minor leaks of oils and solvents from trucks and pesticides from landscaping maintenance. Operation of the Project site would not include fueling, maintenance, storage of hazardous materials or generate a new source of hazardous materials or pollutants that could potentially cause harm in the event of a tsunami. As such, the Proposed Project would not exacerbate risk of release of pollutants due to Project site inundation.

As stated above, the Project site is within FEMA Zone X and is not located within a FEMA Special Flood Hazard Area. With the implementation of a SWPPP, impacts related to the release of pollutants due to inundation would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. Responsibility for the protection of surface water and groundwater quality in California rests with the SWRCB and nine Regional Water Quality Control Boards. Region-specific water quality regulations are contained in Water Quality Control Plans (Basin Plans) that recognize regional beneficial uses, water quality characteristics, and water quality problems. The LARWQCB's Basin Plan contains the Region's water quality regulations and programs to implement the regulations. The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. According to regulatory requirements and as part of its management of stormwater runoff, construction of the Proposed Project would require consistency with the latest Construction General Permit, which includes a SWPPP, a WQMP, and City of Los Angeles LID Ordinance requirements that would be implemented as required, all of which would minimize pollutant loading. The Proposed Project would comply with the Construction General Permit by implementing construction and post-construction BMPs that are documented in the SWPPP and the WQMP. The Proposed Project would not construct any habitable structures and the only pollutants generated would be from potential minor leaks of oils and solvents from trucks and pesticides from

landscaping maintenance. Therefore, the Proposed Project would not interfere with any water quality or groundwater management plan, and impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.11 Land Use and Planning

a. Would the project physically divide an established community?

No Impact. The physical division of an established community could occur if a major road (such as an expressway or freeway) was built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The Proposed Project would develop a trailer parking lot on four undeveloped parcels, which is consistent with the surrounding uses that include industrial warehouses, container storage, and terminal facilities. There are no established communities among these surrounding land uses, which are dominated by the I-110 and Port operations. Operations of the Proposed Project would include trucking operations, which would be similar to the existing operations occurring within the area from Port operations. Therefore, the Proposed Project would not physically divide an established community or any existing uses. No impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Potentially Significant Impact. The Proposed Project would require a Port of Los Angeles Master Plan Amendment to change the existing land use designation from Open Space to Maritime Support. Therefore, the Proposed Project's consistency with the Port Master Plan and other applicable plans will be analyzed in the EIR.

4.12 Mineral Resources

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

No Impact. The Project site is located immediately adjacent to the Wilmington Oil Field. However, there are no mapped oil or gas wells on the Project site (CalGEM, 2023). In addition, no active mines are located on the Project site or within the vicinity. Therefore, development of the Proposed Project would not result in loss of availability of oil, gas, or mineral resources. No impacts would occur, and this topic will not be further evaluated in the EIR.

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

No Impact. According to the *Generalized Mineral Land Classification Map of Los Angeles County – South Half*, the Project site is within MRZ-3, defined as a mineral resource zone of undetermined significance (CGS, 1994). As defined in Table 8 of the Port Master Plan, the existing Open Space Port Master Plan land use designation and proposed Maritime Support designation do not allow for mining (POLA, 2013). As discussed above, the Proposed Project is not within the Wilmington Oil Field and does not contain any oil or gas wells. Therefore, the implementation of the Proposed Project would

not result in the loss of availability of a locally important mineral resource recovery site. No impacts would occur, and this topic will not be further evaluated in the EIR.

4.13 Noise

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

Potentially Significant Impact. The Proposed Project would redevelop the site for trailer parking uses. Project-related short-term construction activities, as well as long-term operational activities may expose persons in the vicinity to noise levels in excess of standards established by the City's Municipal Code. A Project-specific noise impacts analysis will be prepared to determine the potential for short-term construction and long-term operational noise to be in excess of local standards. This topic will be evaluated in the EIR, and mitigation will be identified, as needed.

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

Potentially Significant Impact. Groundborne vibration or noise would be associated with construction activities at the Project site, including site grading and excavation. Operations would include heavy trucks traveling on site and to and from the Project site. The noise impacts analysis will include a vibration assessment to analyze the impact of vibration from trucking operations on nearby buildings, streets, and roadways. This topic will be evaluated in the EIR, and mitigation measures will be recommended, as needed.

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

No Impact. The Project site is not within an airport land use plan. The nearest public airports to the Project site are the Torrance Municipal Airport – Zamperini Field, located approximately 3.5 miles northwest of the site and the Long Beach Airport, located approximately 8.25 miles northeast of the site. A private heliport, the Catalina Sea and Air Terminal Heliport, is located approximately 1.0 mile southeast of the Project site. The flight path of the Catalina Sea and Air Heliport does not cross over the Project site, as it is primarily used to ferry visitors to Catalina Island. Therefore, no impacts related to airport noise would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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 (for example, through extension of roads or other infrastructure)?

No Impact. The Proposed Project proposes to construct a trailer parking lot which would not directly result in unplanned population growth since it does not propose any residential dwelling units. As described in Section 2.0, Project Description, a maximum of 20 employees would be required during peak construction and a maximum of two employees would be on site at any given time during

operations. A total of six employees would be on site per day. In addition, the Proposed Project would not construct off-site infrastructure improvements. Thus, indirect and substantial population growth would not occur as a result of the Proposed Project. No impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. The Project site is currently undeveloped and does not contain any housing on site or within the vicinity. Therefore, the Proposed Project would not displace existing housing and would not necessitate the construction of replacement housing elsewhere. No impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.15 Public Services

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

a. Fire protection?

Less-than-Significant Impact. LAFD provides fire protection and paramedic services within the City of Los Angeles. LAFD has a required response time of 9 minutes by land and 14 minutes by water (LAHD, 2013). According to the LAFD Fire Station map, the Project site is within the service area of Station 36, located at 1005 N Gaffey Street (LAFD, 2022). The station is approximately 0.7 roadway miles southwest of the site. The operational response times for Station 36 in 2022 were within the required thresholds, as shown below in Table PS-1.

Table PS-1: Station 36 Response Metrics - 2022

Service Type	Total Calls for Service	Overall Operational Response Time (min:sec)
EMS	1664	07:07
Non-EMS	318	06:43
Critical ALS	109	05:57
Structure Fire	10	05:48

Source: LAFD, 2022

The Proposed Project would not develop any flammable habitable structures, and a maximum of two employees would be required to operate the proposed truck and chassis parking lot at a given time. Therefore, the Proposed Project is not anticipated to generate a substantial increase in fire service demands, and impacts related to fire service facilities would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

b. Police Protection?

Less-than-Significant Impact. Police protection is provided to the Project site by the Los Angeles Police Department Harbor Division. The nearest station is the Harbor Community Police Station located at 2175 John S. Gibson Boulevard, approximately 0.3 roadway miles southwest of the Project

site. Crime and safety issues during Proposed Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Further, during temporary construction of the Proposed Project, 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. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles through/around any required temporary road restrictions in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which requires that prior to any activity encroaching into a right-of-way, the area be safeguarded through the installation of safety devices as specified by the City's Department Building and Safety during the construction permitting process. As such, construction activities would not physically interfere with the operations of the Harbor Community Police Station.

Operation of the parking lot may generate a typical range of police service calls, such as burglaries, thefts, and employee disturbances. However, with security surveillance from on-site employees and use of security lighting, demand for police services would not substantially increase. Therefore, the Proposed Project would not require the expansion or construction of new police facilities, and impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

c. Schools?

No Impact. As previously discussed in Section 4.14(a), the Proposed Project would not directly or indirectly induce population growth in the area. The employees hired for the operation of the Proposed Project are anticipated to live within the surrounding region, and any of the employees' school-age children would likely already attend schools in the vicinity. An increase in school-age children requiring public education would not occur as a result of the Proposed Project.

Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with a school impact fee assessment. SB 50 (Chapter 407 of Statues of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project's impacts on school facilities in excess of fees set forth in the Government Code. The Proposed Project may be required to contribute fees to the Los Angeles Unified School District pursuant to SB 50, which would reduce any potential impacts to school services. Therefore, no impact associated with the construction or expansion of schools would occur and no mitigation is required. This topic will not be further evaluated in the EIR.

d. Parks?

No Impact. As discussed in Section 4.14, Population and Housing, the Proposed Project does not include development of residential uses that would create increased demand for new parks. Therefore, no impacts associated with the construction or expansion of park facilities would occur and no mitigation is required. This topic will not be further evaluated in the EIR.

e. Other Public Facilities?

No Impact. As previously discussed in Section 4.14, Population and Housing, the Proposed Project would not directly induce population growth. Therefore, a substantial increase in usage of libraries,

community centers, or other public facilities is not expected. No impacts associated with the construction or expansion of public facilities would occur and no mitigation is required. This topic will not be further evaluated in the EIR.

4.16 Recreation

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

No Impact. Demand for neighborhood or regional parks or other recreational facilities is primarily generated by an increase in the number of permanent residents. As described in Section 4.14, Population and Housing, the Proposed Project would not result in an increase in population or housing. Therefore, the Proposed Project would not result in an increased use of parks or recreational facilities such that physical deterioration would occur. No impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. The Proposed Project does not include the construction or expansion of recreational facilities. Therefore, no impacts to the environment related to the development of recreational facilities would occur and no mitigation is required. This topic will not be further evaluated in the EIR.

4.17 Transportation

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

Potentially Significant Impact. The 2022 Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG) establishes the criteria under which a project is evaluated for consistency with the City's circulation plans, ordinances, and policies (LADOT, 2022). Further analysis is required if the answer is "yes" to any of these questions. The following three screening criteria are used to determine if a project may potentially conflict with City plans and regulations:

1) Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent, and provisions of the general plan?

APNs 7440-016-001, 7440-016-002, 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial. Therefore, the Proposed Project is consistent with the City of Los Angeles General Plan land use designation and no discretionary action is required related to the General Plan.

2) Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

The Proposed Project would not alter existing transportation routes or modes, nor would it affect public safety. The Proposed Project would not require any permanent modifications or closures to the public right-of-way. However, temporary in-street construction activities would occur to connect new on-site utility infrastructure to existing utility lines in John S. Gibson Boulevard. While the Proposed Project

would not directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety, further analysis of question a(2) will be carried forward into the EIR.

3) Is the project required to or proposing to make any voluntary modifications to the public right-of-way (e.g., dedications and/or improvements in the right-of-way, reconfigurations of curb line)?

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 physical modifications to the public right-of-way, nor is it required. As discussed above, the Proposed Project would include temporary in-street construction to connect on-site utility infrastructure to existing utility lines in John S. Gibson Boulevard. Further analysis of question a(3) will be carried forward into the EIR.

Overall, the answer is "yes" to the second and third screening criteria, and this topic will be further evaluated in the EIR.

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

Less-than-Significant Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the State CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. SB 743 specified that the new criteria should promote the reduction of GHGs, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020. State CEQA Guidelines Section 15064.3 states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The 2022 LADOT TAG uses the following criteria to determine if a project may result in potential conflicts with CEQA Section 15064.3. If a project is screened out because the answer would be "no" to either of the following screening thresholds, VMT impacts of the project are considered less than significant and further VMT analysis is not required.

The analysis below is based on a VMT Screening Memo prepared for the Proposed Project, which is included as Appendix D.

1) Would the land use project generate a net increase of 250 or more daily vehicle trips?

As discussed in detail in Appendix D, in response to the first screening threshold, a preliminary 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. Therefore, the Proposed Project would be screened out of a VMT analysis based on the first threshold.

2) Would the project generate a net increase in daily VMT?

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. Therefore, the Proposed Project would be screened out based on the first and second thresholds. VMT impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Potentially Significant Impact. The following screening criteria from the 2022 LADOT TAG are used to determine if a project may result in potential impacts related to geometric design hazards or incompatible uses. Further analysis is required if the answer is "yes" to any of these questions.

1) Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

The Proposed Project would construct a right-turn in, right-turn out only driveway connecting to John S. Gibson Boulevard. Therefore, additional analysis is required.

2) Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (e.g., street dedications, reconfigurations of curb line)?

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. As discussed above, the Proposed Project would include temporary in-street construction to connect on-site utility infrastructure to existing utility lines in John S. Gibson Boulevard. Therefore, additional analysis is required.

Therefore, the answer is "yes" to the first and second screening criteria, and this topic will be further evaluated in the EIR.

d. Would the project result in inadequate emergency access?

Less-than-Significant Impact. The proposed construction activities, including equipment and supply staging and storage would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. Temporary lane closure may be required on John S. Gibson Boulevard during construction; however, full roadway closure is not anticipated. In addition, a traffic control plan would be prepared by the Applicant and reviewed by the City of Los Angeles Department of Transportation to ensure adequate levels of safety and access during construction. Operation of the Proposed Project would not result in inadequate emergency access. The Proposed Project would include a 40-foot-wide driveway connecting to John S. Gibson Boulevard, and the design would be reviewed and approved by LAFD. Therefore, the Proposed Project would have a less-than-significant impact on emergency access. This topic will not be further evaluated in the EIR.

4.18 Tribal Cultural Resources

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

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

Less-than-Significant Impact. Assembly Bill (AB) 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources (TCRs). TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). Pursuant to AB 52, the LAHD contacted the Native American Heritage Commission (NAHC) regarding the Proposed Project to identify tribes traditionally and culturally affiliated with the geographic area of the Proposed Project. On August 18, 2021, the NAHC provided a list of tribes affiliated with the area. Additionally, the NAHC determined that a Sacred Lands File search yielded negative results for known tribal cultural resources or sacred lands within a one-mile radius of the Project site.

On August 24, 2021, LAHD sent notices of request for consultation to the following California Native American tribes:

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

As of September 2023, LAHD has not received any requests for consultation on the Proposed Project. In addition, the Project site is vacant and undeveloped, with the surrounding vicinity fully developed. Based on the negative Sacred Lands File search result and lack of consultation response from the aforementioned tribes, impacts related to substantial adverse change to tribal cultural resources would be less than significant. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. In accordance with Public Resource Code Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2) Associated with the lives of persons important to local, California or national history;
3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

As previously discussed, a Sacred Lands File search of Project site yielded negative results and the Port did not receive any requests for tribal consultation. In addition, the Project site is vacant and undeveloped, with the surrounding vicinity fully developed. Therefore, there are no known TCRs on site. Impacts related to a substantial adverse change to a TCR as determined by the lead agency would be less than significant. This topic will not be further evaluated in the EIR.

4.19 Utilities and Service Systems

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

Less-than-Significant Impact. Installation of the proposed utilities infrastructure would not cause significant environmental effects, as described below.

Water and Stormwater Drainage

The Los Angeles Department of Water and Power (LADWP) provides service to the Project area. The Proposed Project would connect to the existing water line in John S. Gibson Boulevard to convey water to the restrooms and on-site irrigation system when reclaimed water is unavailable. Installation of the new water distribution lines would only serve the Proposed Project and would not provide new water supplies to any off-site areas.

Storm drains within the public rights-of-way in the Project area are maintained by the City of Los Angeles Department of Public Works, LA Sanitation and Environment (LASAN). The Proposed Project would collect all developed on-site runoff within an on-site storm drain system and ten belowground capture and use cisterns. Stormwater captured within the drainage system would be utilized for landscaping irrigation and would not connect to any existing stormwater drainage infrastructure. Therefore, the Proposed Project would not require new or expanded storm water infrastructure. Impacts would be less than significant, and no mitigation is required.

Sewer

LASAN provides service to the Project area. The Proposed Project would construct an on-site 8-inch sewer line which would connect to the existing sewer line in John S. Gibson Boulevard and would not serve any off-site areas. The proposed sewer line would be constructed on site, and the Proposed Project would not require new or expanded sewer infrastructure. Impacts would be less than significant, and no mitigation is required.

Natural Gas

The Proposed Project would not use natural gas during operation and would not require connections to any natural gas facilities. Therefore, the Proposed Project would not require new or expanded natural gas infrastructure. Impacts would be less than significant, and no mitigation is required.

Electric Power

LADWP provides service to the Project area. The Proposed Project would connect to the existing electric utility poles on John S. Gibson Boulevard and would not require the construction of new electrical facilities. The nearest LADWP substation is approximately 0.9 mile from the Project site and would not require the development of an additional substation. Therefore, the Proposed Project would not require new or expanded electrical infrastructure. Impacts would be less than significant, and no mitigation is required.

The Proposed Project would not require the construction of new public utilities or expansion of existing public facilities. Development of water, stormwater drainage, sewer, and electric infrastructure would be limited to supporting on-site operations. In addition, a maximum of two employees would be required per shift during operation and would not result in a substantial increase in demand for utilities or service systems. Therefore, impacts related to the construction of utilities would be less than significant. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. LADWP provides water for the Project area, and receives supplies from the Los Angeles Aqueduct, groundwater, State Water Project, and the Colorado River Aqueduct. The 2020 LADWP Urban Water Management Plan (UWMP) characterizes water demand and supply projections for the entire LADWP service area through 2045. As concluded in the 2020 UWMP Section ES.6, water supplies are anticipated to meet demands under all hydrologic scenarios (LADWP, 2020).

Water demand forecasts are based on major sectors of land use designations. Since the Proposed Project proposes an amendment to the Port Master Plan, its water use demand would not be accounted for in the 2020 UWMP. However, water use from the proposed parking lot is anticipated to result in an increase in demand due to the restroom buildings on-site. Restroom buildings would be constructed on site and would require approximately 16,235 gallons of water per day based on the wastewater generation factor from the City of Los Angeles Bureau of Engineering. Water infrastructure would connect to the existing water line in John S. Gibson Boulevard. The proposed landscaping would use native and drought-tolerant plants, and the irrigation system would primarily rely on reclaimed water when available. Therefore, the Proposed Project would not result in a substantial increase in water use and would have a less-than-significant impact on water supplies and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. Wastewater generated within the City of Los Angeles is managed by LASAN. Wastewater treatment is processed at the Terminal Island Water Reclamation Plant, which

treats an average of 15 million gallons per day (mgd) and is designed to treat a maximum of 30 mgd (LASAN, 2023).

The Proposed Project would provide a mobile, covered structure with restrooms for the on-site employees and truck drivers. Based on the City of Los Angeles Bureau of Engineering's (LABOE) wastewater generation rates for parking lots, the Proposed Project would result in approximately 16,235 gallons of wastewater per day (LABOE, 2012). Due to the existing average additional capacity of 15 mgd, the existing facilities at the Terminal Island Water Reclamation Plant would be able to accommodate the additional 16,235 gallons of wastewater per day from operation of the Proposed Project. As a result, implementation of the Proposed Project would not result in inadequate capacity of the wastewater treatment plant to serve the Proposed Project's demand in addition to existing service commitments. Therefore, impacts related to wastewater generation would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. Solid waste generated within the Project vicinity is disposed of at the Chiquita Canyon Sanitary Landfill and Sunshine Canyon Landfill. The Chiquita Canyon Sanitary Landfill is located at 29201 Henry Mayo Drive, Castaic, CA while the Sunshine Canyon Landfill is located at 14747 San Fernando Road, Sylmar, CA. Information on the two landfills is listed below in Table UT-1.

Table UT-1: Landfill Capacity

Name	Max Daily Permitted (tpd)	Average Daily Tonnage (tpd)	Available Daily Disposal (tpd)	Closure Date
Chiquita Canyon Sanitary Landfill	12,000	6,449	5,551	1/1/2047
Sunshine Canyon Landfill	12,100	7,805	4,295	10/31/2037

Acronyms: tpd = tons per day
Sources: CalRecycle 2021, CalRecycle 2023a, CalRecycle 2023b.

Construction

Construction of the Proposed Project would include demolition of the existing abandoned structures and excavation of soil. No soil would be exported for disposal, as it would be reused for fill. In addition, the Proposed Project would be required to comply with Section 5.408.1 of the existing CalGreen Building Standards Code, which requires demolition and construction activities to recycle or reuse a minimum of 65 percent of nonhazardous construction and demolition waste. Therefore, the construction waste generated by the Proposed Project would not result in an excess of solid waste related to State or local standards.

Operation

Default generation factors from CalEEMod version 2022.1, as shown in Table UT-2, were used to estimate solid waste generation of the Proposed Project.

Table UT-2: Proposed Project Solid Waste Generation

Proposed Land Use	Proposed Area (SF)	CalEEMod Land Use Subtype	Solid Waste Generation Factor	Annual Tonnage
Truck & Chassis Parking Lot	405,602	General Light Industry	1.24 tons/1,000 SF/year	502.9
		Parking Lot	0 tons/1,000 SF/year	0
Landscaping	316,373	City Park	0.09 tons/acre/year	0.7
			Total:	**503.6**

Operation of the Proposed Project was assumed to be similar to general light industrial, parking lot, and city park uses based on the proposed operational activities that would occur onsite. Thus, an estimated 503.6 tons of solid waste would be generated by the Proposed Project annually during operations. At least 75 percent of solid waste would be required to be recycled pursuant to AB 341, which would reduce the volume of landfilled solid waste to 125.9 tons per year, or approximately 0.34 tons per day. The two landfills (Chiquita Canyon Sanitary Landfill and Sunshine Canyon Landfill) have a combined available capacity of approximately 9,846 tons per day and would be able to accommodate the volume of solid waste generated by the Proposed Project. Therefore, the Proposed Project would not generate solid waste in excess of the capacity at the two landfills. Impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. Implementation of the Proposed Project would be required to be consistent with all mandatory Federal, State, and City regulations related to solid waste. Pursuant to Section 5.408.1 of the California Green Building Standards Code, all construction would be required to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. AB 341 requires diversion of a minimum of 75 percent of operational solid waste. In addition, the Proposed Project would be required to comply with the provisions of the City of Los Angeles Solid Waste Integrated Resources Plan in order to meet the City's waste diversion goals. Impacts related to compliance with solid waste regulations would not occur and no mitigation is required. This topic will not be further evaluated in the EIR.

4.20 Wildfire

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

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

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

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

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

No Impact. The Proposed Project is not located within or near a wildfire hazard zone of State or Local Responsibility (CAL FIRE, 2023). The nearest very high fire severity zone (VHFSZ) is in Rancho Palos Verdes, approximately 1.25 miles southwest of the Project site (CAL FIRE, 2023).

The proposed construction activities, including equipment and materials staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles through/around any required temporary road restrictions in accordance with Section 503 of the California Fire Code (Title 24, CCR, Part 9), which requires that prior to any activity encroaching into a right-of-way, the area be safeguarded through the installation of safety devices as specified by the City's Building and Safety Division during the construction permitting process. As such, construction activities would not physically interfere with emergency access or evacuation. During operations, emergency access would be provided to the site through a 40-foot-wide driveway on John S. Gibson Boulevard. The Proposed Project does not include flammable structures, the existing slope would be graded, and the quantity of vegetation would be reduced and properly irrigated. Therefore, the Proposed Project would not result in any impacts related to wildfire and no mitigation is required. This topic will not be further evaluated in the EIR.

4.21 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?

Potentially Significant Impact. Development of the Proposed Project has the potential to impact habitat of a fish or wildlife species or rare, endangered species of plant or animal, or plant or animal communities. As previously stated, a site-specific biological resources study will be conducted to determine potential biological resources impacts. Additionally, Proposed Project ground-disturbing activities could damage previously undiscovered archaeological and/or paleontological resources. Thus, impacts to biological resources, cultural resources, and geology and soils are potentially significant and will be analyzed in the EIR. Mitigation measures will be recommended as needed.

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, effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related

past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), state that:

a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

As described above, the Proposed Project would construct a truck and chassis parking lot and related improvements. The construction of the Proposed Project would have the potential to result in cumulative impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas, hazardous materials, land use, noise, and transportation. The extent and significance of potential cumulative impacts resulting from the combined effects of the Proposed Project plus other past, present, and reasonably foreseeable future projects will be evaluated in the EIR. Mitigation measures will be recommended as needed.

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

Potentially Significant Impact. Proposed Project construction and operation could directly or indirectly cause substantial adverse effects on human beings if not properly mitigated. The Proposed Project could result in impacts to air quality, greenhouse gas, hazardous materials, land use, noise, and transportation that could result in adverse effects on human beings. Therefore, these impacts will be addressed in the EIR, and mitigation measures will be recommended as needed.

5.0 PREPARERS AND CONTRIBUTORS

This Initial Study was prepared for LAHD. Members of the professional staff that reviewed this document are listed below:

- Lisa Wunder, Interim Director of Environmental Management Division
- Nicole Enciso, Marine Environmental Supervisor, CEQA
- Rita Brenner, Marine Environmental Supervisor, Site Restoration
- Kat Prickett, Marine Environmental Supervisor, Water
- Pauling Sun, Environmental Specialist, Site Restoration
- Michael Keenan, Director of Planning and Strategy Division
- Derek Jordan, Assistant Director of Planning and Strategy Division
- Kerry Cartwright, Director of Goods Movement Division
- Shozo Yoshikawa, Transportation Engineer, Goods Movement Division
- Melissa Harne, Senior Civil Engineer, Engineering Division

Aspen Environmental Group provided quality assurance/quality control assistance to LAHD. Members of the professional staff are listed below:

- Lisa Blewitt, Senior Project Manager
- Brewster Birdsall, Air Quality Engineer
- Lauren DeOliveira, Senior Cultural Resources Specialist
- Tatiana Inouye, Senior Environmental Planner
- Jeanne Ogar, Senior Environmental Planner
- Aurie Patterson, Environmental Scientist and Geologist
- Stephanie Tang, Environmental Scientist
- Justin Wood, Senior Biologist

EPD Solutions, Inc. provided technical assistance to LAHD. Members of the professional staff are listed below:

- Konstanza Dobreva, V.P. of Environmental Planning
- Meaghan Truman, Associate Environmental Planner
- Brooke Blandino, Assistant Environmental Planner
- Brady Connolly, Environmental Project Coordinator
- Tiffany Dang, Environmental Project Coordinator

6.0 REFERENCES

Brothers et al. (Brothers D. S., J. E. Conrad, K. L. Maier, C. K. Paull, M. McGann, and D. W. Caress). 2015. The Palos Verdes Fault Offshore Southern California: Late Pleistocene to present tectonic geomorphology, seascape evolution, and slip rate estimate based on AUV and ROV surveys, published in Journal of Geophysical Research Solid Earth, June25. https://agupubs.onlinelibrary.wiley.com/doi/full/10.1002/2015JB011938. Accessed October 2021.

CAL FIRE (California Department of Forestry and Fire Protection). 2023. Fire Hazard Severity Zone Viewer. https://egis.fire.ca.gov/FHSZ/. Accessed April 14, 2023.

CalGEM (California Department of Conservation Geologic Energy Management Division). 2023. Well Finder. https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.27315/33.75725/15. Accessed April 11, 2023.

CalRecycle. 2021. RDRS Report 3: Disposal Facility Summary of Total Tons for Disposal and Beneficial Reuse Materia Streams. https://www2.calrecycle.ca.gov/RecyclingDisposal/Reporting/Reports/DisposalFacilitesAl locationTons. Accessed April 24, 2023.

_____. 2023a. SWIS Facility/Site Activity Details - Chiquita Canyon Sanitary Landfill (19-AA-0052). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3574?siteID=1037. Accessed April 18, 2023.

_____. 2023b. SWIS Facility/Site Activity Details - Sunshine Canyon City/County Landfill (19- AA-2000).https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/259?siteID=4702. Accessed April 18, 2023.

Caltrans (California Department of Transportation). 2023. California State Scenic Highway System Map.https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3 d807c46cc8 e8057116f1aacaa. Accessed April 2023.

CDFW (California Department of Fish and Wildlife). 2021a. Conservation Plan Boundaries – HCP and NCCP. https://apps.wildlife.ca.gov/bios6/?al=ds760. Accessed August 7, 2023.

_____. 2021b. California Natural Community Conservation Plans. https://wildlife.ca.gov/Conservation/Planning/NCCP#:~:text=CDFW%27s%20Natural%2%200Community%20Conservation%20Planning%20%28NCCP%29%20program%20is,for%%2020the%20protection%20and%20perpetuation%20of%20biological%20diversity. Accessed April 2023.

CGS (California Geological Survey). 1994. Generalized Mineral Land Classification Map of Los Angeles County – South Half. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc.
Accessed April 6, 2023.

_____. 2023. Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed April 2023.

City of Los Angeles. 1998. Safety Element of the Los Angeles City General Plan. https://planning.lacity.org/odocument/bf51ae04-1c7b-4931-9a29-d46209998b89/Safety_Element.pdf. Accessed April 2023.

City of Los Angeles. 1998. Noise Element of the Los Angeles City General Plan. https://planning.lacity.org/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf. Accessed September 21, 2021.

_____. 2001. Conservation Element of the City of the Los Angeles General Plan. https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf. Accessed April 2023.

_____. 2016. Mobility Plan 2035. https://planning.lacity.org/odocument/523f2a95-9d72- 41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf. Accessed September 29, 2021.

_____. 2017. Construction and Demolition Recycling. https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r/s-lsh-wwd-s-r-cdr?_afrLoop=13981770874287828&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=uv4rcrr5e_2#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D13981770874287828%26_afrWindowMode%3D0%26_adf.ctrl-state%3Duv4rcrr5e_6. Accessed November 2021.

_____. 2019. LA's Green New Deal Sustainability Plan 2019. https://plan.lamayor.org/. Accessed November 2021.

_____. 2021. Zoning Information Map Access System (ZIMAS). http://zimas.lacity.org/. Accessed September 20, 2021.

City of Rancho Palos Verdes. 2018. Final Draft Natural Community Conservation Plan and Habitat Conservation Plan. March. https://www.rpvca.gov/DocumentCenter/View/13211/NCCPHCP. Accessed April 2023.

DOC (Department of Conservation). 2018. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed April 2023.

_____. 2021. Los Angeles County Tsunami Hazards. https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles. Accessed April 2023.

DTSC (Department of Toxic Substances Control). 2021. EnviroStor. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60000408. Accessed April 2023.

EPD Solutions, Inc. (EPD). 2023. John S. Gibson Trailer Lot Project Vehicle Miles Traveled (VMT) Screening Memo, dated May 26.

FEMA (Flood Emergency Management Agency). 2021. FEMA Flood Map Service Center. https://msc.fema.gov/portal/search?AddressQuery=port%20of%20los%20angeles#searchresultsanchor. Accessed April 2023.

Hernandez Environmental Services (Hernandez). 2023. General Biological Assessment for Assessor's Identification Number 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007.

Hunter Landscape. 2020. San Pedro Distribution Center Landscape Plan. August 3.

LABOE (Los Angeles Bureau of Engineering). 2012. Sewerage Facilities Charge Sewerage Generation Factor for Residential and Commercial Categories. https://engpermitmanual.lacity.org/sites/default/files/documents/Sewage%20Generation%20Factors%20Chart.pdf. Accessed August 18, 2023.

LADOT (Los Angeles Department of Transportation). 2022. Transportation Assessment Guidelines. https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf. Accessed April 18, 2023.

LADWP (Los Angeles Department of Water and Power). 2020. Urban Water Management Plan. https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf. Accessed April 13, 2023.

LAFD (Los Angeles Fire Department). 2022. FireStatLA. https://www.lafd.org/fsla/stations-map?station=36&year=2022. Accessed April 17, 2023.

_____. 2023. Los Angeles Fire Department, Find Your Station. https://www.lafd.org/fire-stations/station-results. Accessed April 10, 2023.

LAHD (Los Angeles Harbor Department). 2013. Port of Los Angeles Master Plan Update Final Program Environmental Impact Report. https://www.portoflosangeles.org/environment/environmental-documents. Accessed April 6, 2023.

LAHD (Port of Los Angeles). 2013. Port Master Plan. https://kentico.portoflosangeles.org/getmedia/bcbc4c76-f5b0-452e-ba35-2b9b82ea9d8e/Appendix-A_Port-Master-Plan. Accessed April 10, 2023.

_____. 2019. Port of Los Angeles Facilities. https://kentico.portoflosangeles.org/getmedia/07e1377d-b452-4ecb-a629-9a0c69410805/pola_terminals_map. Accessed July 24, 2023.

LASAN (City of Los Angeles Department of Public Works LA Sanitation and Environment). 2023a. Terminal Island Water Reclamation Plant. https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-tiwrp?_adf.ctrl-state=17c89pkdbu_82&_afrLoop=59070051867799 26#!. Accessed April 14, 2023.

_____. 2023b. Solid Waste Integrated Resources Plan (SWIRP). https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwswirp?_afrLoop=5907094475447901&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=17c89pkdbu_611#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D5907094475447901%26_afrWindowMode%3D0%26_adf.ctrl-state%3D17c89pkdbu_615. Accessed April 18, 2023.

LGC (Lawson & Associates Geotechnical Consulting, Inc.). 2019. Preliminary Geotechnical Investigation for the Proposed Self-Storge Facility, San Pedro, California, dated March 19.

Los Angeles County. 2019. Significant Ecological Areas and Coastal Resource Areas Policy Map. https://planning.lacounty.gov/site/sea/maps/. Accessed April 2023.

OPR (Governor's Office of Planning and Research). 2018. Technical Advisory On Evaluating Transportation Impacts in CEQA. https://opr.ca.gov/docs/20190122-743_Technical_ Advisory.pdf. Accessed April 20, 2023.

Pacific Electrical Engineering. 2019. Electrical Service Upgrade, 1599 W John S. Gibson Blvd, San Pedro, CA. PDF.

SCAQMD (South Coast Air Quality Management District). 2018. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/ naaqs-caaqs-feb2016.pdf?sfvrsn=14. Accessed August 7, 2023.

SCS Engineers, 2017a. Phase I Site Investigation Report. Phase I Site Investigation Report, approximately 19.65-Acre Site Located Northwest of John S. Gibson Boulevard San Pedro, California 90731. Dated June 30

SCS Engineers, 2017b. 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. Dated August 25.

Thienes Engineering, Inc. 2018. Stormwater Pollution Prevention Plan for San Pedro Distribution Center. Prepared for Howard Industrial Partners. October 11.

USFWS (U.S. Fish and Wildlife Service). 2021. Environmental Conservation Online System (ECOS). Habitat Conservation Plans. https://fws.maps.arcgis.com/home/webmap/ viewer.html?webmap=9d8de5e265ad4fe098 93cf75b8dbfb77. Accessed April 2023.

USGS (United States Geological Surveys). 2023. U.S. Quaternary Faults. https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0 aadf88412fcf. Accessed August 7, 2023.

Zhu, Y et al. "Study of Ultra-Fine Particles Near A Major Highway With Heavy Duty Diesel Traffic." Atmospheric Environment. 2002; 36:4323-4335

This page intentionally left blank.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life

December 7, 2023

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

RE: John S Gibson Truck and Chassis Parking Lot Project
SCH # 2023100743
Vic. LA-110/PM R1.466
GTS # LA-2023-04354-NOP-AL

Dear Nicole Enciso,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The primary objective of the Proposed Project is to develop an underutilized property, located in the vicinity of the I-110, to increase the efficiency of goods movement in the Port of Los Angeles by providing storage and staging of trucks and chassis. The Proposed Project would develop the 18.63-acre site with a short-term truck and 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 onsite over 24 hours. The Proposed Project includes paving of the site and striping of approximately 393 truck and chassis stalls. The Proposed Project would be implemented in one development phase and would require a Port Master Plan Amendment.

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:

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

The proposed project is estimated to generate approximately 980 daily trips (PCE), 122 (54 inbound and 68 outbound) AM peak hour trips, and 59 (30 inbound and 29 outbound) PM peak hour trips. For the horizon year, the proposed project is estimated to generate approximately 1,808 (PCE) daily trips, 225 (100 inbound and 125 outbound) AM peak hour trips, and 100 (51 inbound and 49 outbound) PM peak hour trips. The proposed

project is estimated to generate 14 auto trips in both the opening year and horizon year, assuming 2 employees per shift, 2 shifts per day, 8 trips will occur during peak hours and 2 trips during off peak hours, and 2 vendor visits during off peak hours.

To address the truck traffic safety concerns, Caltrans recommends the Lead Agency include queuing analysis with actual signal timing for existing traffic conditions plus project net trips at the impacted off-ramps on SB I-110 and N Gaffey St. and NB I-110 and John S Gibson Blvd.

Caltrans has published the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared on December 18, 2020. You can review those document at the following link:

https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this Specific Plan in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

The project is next to I-110 with a slope on the project location, any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standards and specifications.

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-2023-04354-NOP-AL.

Sincerely,

Frances Duong

FRANCES DUONG
Acting LDR/CEQA Branch Chief

email: State Clearinghouse

Dillon Clark, President
LaMar Lyons, Vice President
Matthew Garland, Secretary
Eugenia Bulanova, Treasurer
Barbara St. John, Communications Officer

Central SAN PEDRO NEIGHBORHOOD COUNCIL

A City of Los Angeles Neighborhood Council Certified 2002

www.centralsanpedronc.org • 1840 S. Gaffey Street, #212, San Pedro, CA 90731 • 310-918-8650 • info@centralsanpedronc.org

December 11, 2023

Ms Lisa Wunder
Interim Director
Environmental Division
Port of Los Angeles

Via cegacomments@portla.org

Dear Ms. Wunder,

Thank you for the opportunity to comment on the NOP for the Gibson Blvd. container truck parking lot.

The Notice of Preparation [NOP] determined that an EIR is required for this project and identified 11 areas where there may be significant negative environmental impacts.

The project site is 18.63 acres, just northerly of the police station and the business adjacent to it, between Gibson Blvd. and the 110 Freeway. They propose a parking lot on about nine acres of the site, by grading and paving, constructing several 30' tall retaining walls and adding about 3,300 cubic yards of fill. There will be 393 parking stalls for containers on truck chassis. The lot will be used for staging trips to and from nearby terminals. They assert there will be no container storage on the lot but cite no control mechanisms to assure that is the case. It will operate 24/7, with two employees on site.

All ingress and egress to the site will be by right turn to and from from Gibson Boulevard. They predict 1794 truck trips per day. **This is four times the number originally proposed when this project was presented two years ago as a mitigated negative declaration.**

The first step in preparing an NOP is an "initial study", where the Port tries to identify areas where there may be a significant negative environmental impact. The study identified eleven such areas, including aesthetics, biological resources, geology and soils, noise, cultural resources, greenhouse gas emissions, land-use and planning, transportation, air quality, energy, hazardous and hazardous materials.

The discussion of each of these seems fairly straight forward, with the exception of transportation, truck movements during operations.

Traffic impacts are analyzed in terms of "vehicle miles traveled" [VMT] or "level of service" [LOS] which looks at what crowding results at affected intersections. The problem is that the NOP believes that they are required to evaluate car traffic impacts only, not trucks.

The project that was before us last year was for 466 truck per day. The average length of a truck and semi-trailer is 72'. Placed end to end, those trucks would stretch a little over six miles. [466 x 72' = 33,552' = 6.35 miles. This new NOP says it will have 1,794 one-way truck trips per day. That's four times the traffic estimated two years ago.

By not evaluating truck traffic, we will not learn the answers to some of ur earlier questions, which were:

- Will trucks be backed up on Gibson Blvd. southbound waiting to get into the parking lot? How long will that line be? How much will they interfere with traffic on Gibson? Harry Bridges? On Figueroa?

- If a truck leaving the lot needs to go to a terminal on Terminal Island, how will it get there? South to Channel, then south on Gaffey, and then left onto the 47 freeway? Or south to the Harbor Blvd. onramp to the 47 Freeway?

- If a truck leaving the lot needs to access a terminal from Bridges Blvd, how will they get there? Since it will be right turn only, will they proceed south to Channel Street and try to make a U turn?

- What traffic light improvements will be necessary to accommodate this project? Will a traffic light be required at the entrance/exit to the lot because of the frequency and wide turning radius of the trucks? Note that LADOT permit approval is required and has not been issued.

- What impact, if any, will there be on visitor or police emergency access into and out of the Yang Ming offices and the police station just south of the parking lot?

- What wear and tear impact will there be on the streets near the project, specifically on Gibson Blvd.?

Typically, where significant negative environmental impacts are found, the agency proposes mitigation to lessen the impacts.

In our earlier comments, we proposed two; street paving and under grounding utilities. As we said in our early comment letter, paraphrased:

This developer has access onto Gibson Boulevard only because the Port sold a strip of land along the west side of the Boulevard to them, in about 2017. Prior to that sale, the parcel was completely landlocked. When the Port sold it, it knew or should have known, that development of the parcel would create impacts on the streets, utilities, and rail usage. We therefore believe the following mitigations should be included in any project approval.

Repave Gibson Blvd. The Port has regularly constructed terminals to accommodate high wheel loads, usually 60,000 pounds or more. While the Port has constructed a few roads, such as Bridges Blvd., to withstand such loads, but typically, trucks in the Port must.travel on 35,000 pound wheel load streets. This has severe impacts on the roads. Imagine the condition of Gibson, a designated scenic highway, after a year of trucks from this project after 654,000 trips a year [1794 trips x 365 days]. The Port should repave Gibson with adequate sub-base capable of withstanding the loads this project will generate.

Underground Utilities. The port regularly undergrounds utilities inside terminals but on Gibson, a designated Scenic Highway, it constructed above-ground power poles. Over time, these poles have had additional cross bars added, to accommodate expanding power demands. This project will add to the power demands and generate additional blight from the above-ground utilities along this Port-community interface.

Sincerely,

Dillon Clark, President
On behalf of the Central San Pedro Neighborhood Council
(Passed by the CeSPNC Board on December 11, 2023)
cc: Board of Harbor Commissioners
Council 15 Office

DATE: Monday, Dec. 11, 2023:

TO: Director of Environmental Management, Environmental Management Division,
Port of Los Angeles /Los Angeles Harbor Department 425 South Palos Verdes Street
San Pedro, CA 90731
portoflosangeles.org/ceqa and ceqacomments@portla.org 310-732-3615

CC: Christopher Pina Los Angeles Department of City Planning
200 North Spring Street, Room 667 Los Angeles, California 90012
Email: planning.harborlaplans@lacity.org
Council District: 15: Tim McOsker

FROM: Dr. C. Thomas Williams Citizens Coalition for A Safe Community,
4117 Barrett Rd., Los Angeles, CA 90032-1712 323-528-9682 ctwilliams2012@yahoo.com

SUBJECT: Case Number: ENV-2019-3379-EIR John S. Gibson Truck & Chassis Parking Lot Project
Notice of Preparation/Initial Study APP No. 230315-056
RE: Public Comments on Notice Of Preparation/NOP and Initial Study/IS
Case #: CPC-2018-6404-CPU (HG)/CPC-2018-6402-CPU (W-HC)
File # ENV-2019-3379-EIR (State Clearinghouse# 2019080248)

The proposed Project description, the Notice of Preparation, and the Initial Study are totally inadequate for compliance with requirements of adequate and complete Environmental Impact Report, its review, and compliance with CEQA and perhaps NEPA.

p.82/4 4.17 Transportation
a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? Potentially Significant Impact.
The 2022 Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG) establishes the criteria under which a project is evaluated for consistency with the City's circulation plans, ordinances, and policies (LADOT, 2022).
Further analysis is required if the answer is "yes" to any of these questions and a description of such must be included in the IS.

p.82/4 The following three screening criteria are used to determine if a project may potentially conflict with City plans and regulations:
1) Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent, and provisions of the general plan?

No references are made to the current or revision Community/District Plan, and proposed uses do not conform with current General Plan or current or upgraded District Plan. As a private property project, the Project and CEQA review must be conducted by the Department of City Planning and compared with current/updated Community Plan. The IS must include a review/status within the jurisdiction of the DCP and PoLA and references to current, upgraded, and future projects relationship for the Project site.

As a private parcel, the Project must be compared to projections of the Project parcels and their Transportation analyses Zones (TAZs) as projected by the Southern California Association of Governments for 2029 and 2045 and those updates by the City of Los Angeles for the affected parcels.

Given the degraded air quality of the Los Angeles urban areas and that of the San Pedro-Wilmington-Long Beach areas, the proposed Project cannot be considered as adequate and complete without a full comparison of Project generation of diesel exhausts and fumes related to both moving and static/idling vehicle engines.

p.82/4 2) Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety? The Proposed Project would not alter **existing transportation routes or modes, nor would it affect public safety.** The Proposed Project would not require any permanent modifications or closures to the public right-of-way. However, temporary in-street construction activities would occur to connect new on-site utility infrastructure to existing utility lines in John S. Gibson Boulevard.

Promotion, maintenance, and facilitation of the current trucking operations and practices will continue the current federal/state non-compliance with air quality requirements within the time frame of the project (25+years, 2050) and their impacts along the likely corridors through surrounding urban/residential areas.

The IS does not provide most-likely access routes for trucks using the Project site. The IS requires a demonstrative typical and expected access route(s) to and from the facilities and especially sites and contexts of idling, turnings, and congestion contribution of expected truck use/drop-offs/pick-ups of the Project site.

p.82 Goals, Purposes Needs Objectives Alternatives – Origins, Development, Assessments, and Comparisons

No basis for EIR alternatives and their comparisons is provided in the IS, and the IS must be revised and current goals/objectives or purposes/needs must be presented that will be used for the development of proposed and future alternatives. One such goal would be achievement of Federal Air Quality standards within 5 or 10 miles of the Project by 2029 and those of the State by 2045.

p.82 Harbor/Port Community/District Plan

The IS must summarize and compare the proposed Project land uses with those of the City's community and district plans for industrial uses in the San Pedro/Wilmington urban areas.

Geological Environment

HG-CP 4.6-3/2 As shown in Figure 4.6-1, an unnamed fault that is part of the Newport-Inglewood-Rose Canyon fault zone runs through the northern portion of the Harbor Gateway CPA. This unnamed fault is classified as active, as it has shown evidence of surface displacement within the last 11,000 years (Holocene age).\5

HG-CP 4.6-3/4 The unnamed fault running through the northern portion of the Harbor Gateway CPA is also identified as an Alquist Priolo Earthquake Fault Zone.

Provide description and comparisons of the tectonic context of the Project based on both the current IS and related parameters included in ZIMAS (DCP online). Similarly the DCP and DPW/BoE have recommended review of all fault zones identified in ZIMAS as if they were equivalent to "Alquist-Priolo Faults". Please provide suitable comment within the IS and require such for the Project EIR.

Archaeological Resources

The Project site (parcels) clearly indicate some prominence of the ridge before current inundation and tidal filling had occurred. As no archeological or paleontological resources inventories have been conducted for the Project parcels, a thorough review of all boring of the subsurface down to at least 20ft must be conducted and reviewed as part of the EIR. For the IS, the current topography must be compared to the expected land conditions during the last 10,000 years of sedimentation, sea-level rise, and port landfilling is order to project where potential archaeological and paleontological resources may be expected and could be encountered during project implementation. ***Adequate surveys, analyses, and reviews must be conducted in accordance with the IS for the EIR review and mitigation for such.***

Hydrology – runoff and local groundwater

The IS does not mention potential tsunami threats, the contribution of rain runoff, nor groundwater beneath the Project and especially those parcels between the Project and open water. ***Within the IS, provide estimated runoff volumes for 1%, 5%, and 10% probable rainfall and currently assignments for such in accordance with Low Impact Development measures being sought by the City. Provide in the IS most probable and/or known groundwater conditions for the Project***

parcels and immediately adjacent parcels. Include as part of IS/EIR for onsite or adjacent I-110 uses, use of at least 50% of runoff as irrigation for plantings along I-110 and Gibson.

Air Quality

The Port of Los Angeles is provided with rail access to main line distribution throughout the US. Railroad only ports have been developed and are prospering in Canada and Mexico and are connected with the mainline systems via Kansas City, Mo. The Port of LA contribute significantly but indirectly the basin and local airsheds failure to achieve even federal AQ standards and thereby contributes to the degradation of residences and populations in the southern LA basin. The IS does not consider air quality as significant. ***As the Project is fully involved in trucking and related emissions and their contributions to the distress to surrounding residential populations and those with 10mi radius of the Project, require that the EIR develop and apply a suitable compensatory mitigation measure for reducing truck emissions from the proposed Project to achieve those emissions which would contribute its fair share to achieving Federal Standards (by 2029) and to achieving State Standards by 2045.*** Such measures may include: EV-truck/tractors ONLY, railroad transfers for loaded containers to >300 miles for the Port, and EV-transfer for containers to/from site to berths.

Land Use Planning

The proposed Project is related to the overall functions of general location of the Project, ocean-related transport, although several Port structures have been founded immediately adjacent to the Project site, and given the soil conditions a more structured long lasting and higher employment land use would seem more appropriate. ***The IS must be revised as at least one alternative must be referenced in the IS and developed in the EIR for a structured 4+ floor development on the Project parcels (either as a single development or as say four quarter-stage development.***

Similarly the IS does not mentioned the current SCAG/DCP projections for jobs on the parcels. ***Revise the IS and include SCAG/LACity projections for the involved TAZ for the Project parcels.***

Dr Tom Williams, Director Emeritus Citizens Coalition for a Safe Community
4117 Barrett Rd Los Angeles, CA 90032-1712
ctwilliams2012@yahoo.com 323-528-9682

Department of Toxic Substances Control

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Yana Garcia
Secretary for
Environmental Protection

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

December 11, 2023

Nicole Enciso
Marine Environmental Supervisor
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731
nenciso@portla.org

RE: NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE JOHN S. GIBSON TRUCK AND CHASSIS PARKING LOT PROJECT DATED OCTOBER 25, 2023, STATE CLEARINGHOUSE # 2023100743 ORIGINAL STATE CLEARINGHOUSE # 2021120391

Dear Nicole Enciso:

The Department of Toxic Substances Control (DTSC) received a Notice of preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the John S. Gibson Truck and Chassis Parking Lot Project (Project). The Proposed Project is located at 1599 John S. Gibson Boulevard, San Pedro, CA 90731. The Proposed Project would develop the 18.63-acre site with a short-term truck and 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 onsite over 24 hours. The Proposed Project includes paving of the site and stripping of approximately 393 truck and chassis stalls. The Proposed Project would be implemented in one development

phase and would require a Port Master Plan Amendment. The Project site is not located on Port owned property. Based on our Project review, DTSC requests consideration of the following comments:

1. Based on the figures included in the NOP, the Proposed Project encompasses multiple active and nonactive mitigation and clean-up sites where DTSC has conducted oversight that may be impacted as a result of this Project. This may restrict what construction activities are permissible in the Proposed Project areas in order to avoid any impacts to human health and the environment.
2. The proposed Project and future CEQA documents should acknowledge the potential for historic or future activities on or near the Project site to result in the release of hazardous wastes/substances on the Project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated.
3. DTSC recommends a soils sampling plan to assess volatile organic compounds, petroleum hydrocarbons, and metals in the soils. Adherence to standard soil handling protocols to segregate, cover, and containerize contaminated soils as needed is recommended by DTSC. If any soil is visibly stained or omits an odor, they need to be sampled and moved off-site. This property is zoned for commercial industrial use and there's some allowance for contaminants to remain on-site, but if the soil significantly exceeds thresholds, DTSC believes this would be a cause for regulatory involvement such as Los Angeles CUPA to handle any soil removals/disposal plans.
4. DTSC recommends that all imported soil and fill material should be tested to ensure any contaminants of concern are within approved screening levels for the intended land use. To minimize the possibility of

introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets screening levels for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use.

DTSC appreciates the opportunity to comment on the NOP of the DEIR for the John S. Gibson Truck and Chassis Parking Lot Project. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC's comments, please respond to this letter or via email for additional guidance.

Sincerely,

Tamara Purvis

Tamara Purvis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and
Research State Clearinghouse
State.Clearinghouse@opr.ca.gov

Dave Kereazis
Associate Environmental Planner
CEQA Unit – HWMP
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Scott Wiley
Associate Governmental Program Analyst
HWMP – Permitting Division - CEQA Unit
Department of Toxic Substances Control
Scott.Wiley@dtsc.ca.gov

Narine Aghakiant
Environmental Scientist
Site Mitigation and Restoration Program
Department of Toxic Substances Control
Narine.Aghakiant@dtsc.ca.gov

Lisa Wunder
Acting Director of Environmental Management
Los Angeles Harbor Department
ceqacomments@portla.org

DRAFT DRAFT

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-Palos Verde 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

December 11, 2023

Director of Environmental Management
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731
310-732-3615
ceqacomments@portla.org

Su: Notice of Preparation/Initial Study
John S. Gibson Truck & Container Parking Lot
APP No. 230315-056

Re: Public Comments Opposing the John S. Gibson Truck & Container Parking Lot Project Approval & NOP/IS Inaccuracy & Completeness

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

1. The proposed project application should be rejected because it is not a Port of Los Angeles Terminal Project to be built on Port of Los Angeles Harbor Department land for a new Tenant.

   The Port of Los Angeles will not receive any monthly revenues, annual revenues or other

compensation in the ports or public best interests.

2. The proposed project application should be rejected because it is not a Port of Los Angeles Tenant Project for use by an existing Port Tenant(s).

   The Port of Los Angeles Tenant will not receive any monthly revenues, annual revenues or other compensation in the ports or public best interests.

3. The proposed project application should be rejected because it is being developed for a Private Property Owner who does not intend to occupy and use the land for a Truck and Container Parking Lot. This is strictly a Private Investor Speculation Project with no occupancy or company financial return guarantees. There is no public benefit.

4. The proposed project application should be rejected because the Private Property Owner does not have a proposed Sublease Tenant Letter of Intent or Signed Agreement from any company who has agreed to occupy the property as a Truck and Container Parking Lot. There is no public benefit.

5. The proposed project application should be rejected because the Private Property Owner has not submitted a Sublease Agreement for review and approval that states that the Sublessee will operate the Truck and Container Parking Lot per the NOP/IS stated project and environmental terms and conditions and all applicable city, county, state and federal laws, rules and regulations. There is no public benefit.

6. The proposed project application should be rejected because the Port of Los Angeles Harbor Department has no legal oversight to assure compliance to any Los Angeles Harbor Department requirements and any city, county, state, federal laws, rules and regulations. There is no public benefit.

7. The proposed project application should be rejected because the project sponsor Howard Industrial Partners has provided no information from the city of Los Angeles or any governmental regulatory agency that they have conducted a preliminary review of the project, validated that it meets their compliance requirements and they would anticipate approving the project permit.

8. The proposed project application should be rejected because the project sponsor Howard Industrial Partners has provided no information or guarantees that they or their sublease Tenant will enter into a Truck Driver Labor Agreement with the ILWU or Teamsters unions to allow only union members to service their facility.

9. The proposed project application should be rejected because the project sponsor Howard Industrial Partners has provided no information or guarantees that they or their sublease Tenant will only allow Transportation Security Administration issued Transportation Worker Identification Credential (TWIC Card) Truck Drivers.

   The Transportation Security Administration issued Transportation Worker Identification Credential (TWIC Card) is the only public assurance that the Truck Driver is a legal and safe driver. Non-TWIC drivers typically will own older semi-trucks which are higher air

polluting and have more frequent breakdowns on highways, freeways and public streets.

10. The proposed project application should be rejected because the project sponsor Howard Industrial Partners has provided no information or guarantees that they or their sublease Tenant will not allow the switching of Truck Drivers on-site so as to by-pass TWIC Driver Requirements.

The Port of Los Angeles has intentionally ignored public requests to investigate the truck companies that the Port Terminal Operators hire to transport Port Containers and Cargo to see if the truck companies TWIC Card Drivers are leaving port terminals and then off-port property switching to lower paid Non-TWIC Card Truck Drivers to complete the delivery.

We have seen Port Truck Drivers leave the port pull over on Figueroa Street north of Harry Bridges Road and change Truck Drivers and we have seen Port Truck Drivers drive into Container Storage Yards in Wilmington unhitch the chassis with container and a different Truck Driver leave with the Chassis and Container.

The Port of Los Angeles has refused to conduct off-port property Truck Traffic and Container Storage Yards environmental impact assessments in Wilmington and in other harbor communities and include these assessments in project the EIR's. There are over 200 Container and Chassis Storage Yards in Wilmington and thousands of Port Truck Drivers go there daily. The failure to conduct assessments under-estimates air pollution, greenhouse gases, traffic congestion, public health and public safety impacts that go unmitigated.

11. The proposed project application should be rejected because the project sponsor Howard Industrial Partners has provided no information if Los Angeles City Councilman 15th District Tim McOsker supports the project.

12. The proposed project application should be rejected because the Port of Los Angeles has provided no information on the project sponsor Howard Industrial Partners. We would like to know who are the partners, what past experience do they have in building and operating a port service facility or in building and leasing a port service facility.

13. The proposed project application should be rejected because the Port of Los Angeles has provided no information if Howard Industrial Partners is the property owner or has the legal rights to build their facility on the land as proposed?

14. The proposed project application should be rejected because the Port of Los Angeles has provided no information if the Howard Industrial Partners project and sublease is a long-term lease of 20-30 years or their intent to sell and turnover the property in the near future in less than 5 years or 10 years?

15. The proposed project application should be rejected because the Port of Los Angeles failed to perform their due diligence and to discover if James Eleopoulous and/or his companies have been found guilty in any legal action or involved in any questionable business or

financial activities.

Our recent research has disclosed that James Eleopoulous and/or one of his companies was investigated by the Port of Long Beach, was asked to remove all marine assets from their port facilities which included a ship emissions capture system on a barge.

James Eleopoulous and/or one of his companies and has an unpaid balance of $100,000 which was referred to the Long Beach City Attorney's office for collection.

In a public court filing James Eleopoulous was accused of paying a $10,000 bribe to a Port of Long Beach deputy executive director that had environmental department oversight.

16. The proposed project application should be rejected because the Port of Los Angeles management and staff may have violated port and city policies in making back room deals with James Eleopoulous and/or his company Greener Port Solutions by expediting approval, failure to conduct due diligence, unquestioned permission and lease of Port of Los Angeles Alta Sea Terminal space to James Eleopoulous and/or his company Greener Port Solutions.

17. The proposed project application should be rejected because the Port of Los Angeles management and staff may have violated port and city policies in making a back room deal with James Eleopoulous and/or AIGGRE San Pedro Industrial Owner LLC (AIGGRE), Howard Industrial Partners to waive $ 150,000 in Port of Los Angeles fees and failed to disclose his information.

18. NOP/IS 2.1.3 Project Objectives

a. **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;**

CFASE Public Comments, Request for Information & Inclusion in EIR:

1. 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.
2. The NOP/IS does not have an assessment of current and anticipated goods movement needs and identified how the proposed facility will meet the need.
3. The NOP/IS does not have a baseline from which an increase in efficiency can be monitored and assessed.
4. The NOP/IS does not state an increase in efficiency in percentages (%) or numbers over the current baseline.
5. The NOP/IS does not state any penalties, fines, corrective actions or mitigation for failing to increase efficiency.
6. The public does not want another Port of Los Angeles off-terminal maritime support project in or bordering Port Harbor and Environmental Justice Communities. We

want all port operations to be located in designated port property.

The Port of Los Angeles and the Board of Harbor Commissioners have been negligent in their fiduciary responsibilities in evaluating alternative project proposals and project assessments that have been submitted and requested in numerous submitted public comments.

As an example, the Port of Los Angeles Board of Harbor Commissioners rubber-stamped and approved the TraPac Container Terminal Expansion Project. Can the Board explain that if the Ports Assessments of Traffic Congestion was comprehensive and mitigated why are there over 100 trucks backed-up all the way outside the TraPac Terminal entrance to Harry Bridges Road in both directions? From the West, trucks were backed up all the way to the L.A. Harbor 110 Freeway exit going up the freeway exit. From the East, trucks were backed-up on Harry Bridges Road waiting in line to enter the TraPac entrance. The public visiting the Wilmington Waterfront Park and resident living adjacent to the park were exposed to higher-than-average truck diesel fuel emissions and increased public health impacts that were not included in the Port Traffic Congestion Assessments, Truck Air Quality Assessments and Mitigation Measures. The Port never does any post project follow-up Assessments after a project is up and running.

The Port of Los Angeles and the Board of Harbor Commissioners have been negligent in their fiduciary responsibilities in reviewing, future planning, selecting and making changes to the Port Master Plan to prevent any and all Negative Off-Port Operations Impacts in bordering Port Harbor and Environmental Justice Communities.

There would be no need for this project and others if in the past and present Port of Los Angeles Management, POLA Engineers and the Board of Harbor Commissioners knew what they were doing, had researched public comment recommendations on what could be done and had paid attention to the Port Growth Projections and their fiduciary responsibilities to determine:

- Future Truck Parking, Staging, Maintenance, Repair, Fueling, Power & Location Requirements.
- Future Container Staging, Storage, Maintenance, Repair & Location Requirements. Wilmington already has over 200 Container Storage Yards due to your negligence and failure to properly master plan and mitigate.
- Future Chassis Storage, Staging, Maintenance, Repair & Location Requirements
- Future TRU/Genset Storage, Staging, Maintenance, Repair & Location Requirements
- Future Annual Truck Service & Purchase Requirements
- Future Annual Truck Driver Service, Hiring & Training Requirements.

- The Redesign of current Port Non-Efficient Land-Use, such as the Wallenius Wilhelmsen Solutions (Berths 195-199) which is a leading provider of deep-sea ocean transportation for cars, trucks, rolling equipment and breakbulk cargo. It is located on 85 acres. So why is 85 acres being used as an inefficient parking lot when you can build 5 Story Parking Lots on less than 25 acres and use the balance for truck/container, chassis and TRU/Genset storage, staging, maintenance and repair.
- Why are you not Master Planning a new Port of Los Angeles Pier 500 for train, truck, container, chassis and TRU/Genset storage, staging, maintenance and repair.
- Why have you not made it mandatory for each Port Terminal to increase it use of the Alameda Corridor Annually? There would be less air pollution, less greenhouse gases, less public health impacts, less traffic congestion, less truck accidents and more real logistics efficiency etc., etc., etc.
- Note: The Alameda Corridor would not be operating in the red again losing money and costing the public millions in profits and paying high loan and bond interest rates. Stop lying to the public and covering up Port of Los Angeles and the Alameda Corridor Transit Authority mismanagement.

b. **Provide a facility that increases the efficiency of terminal operations by providing storage and staging of trucks and chassis in the POLA;**

CFASE Public Comments, Request for Information & Inclusion in EIR:

1. The NOP/IS project is not located in a Port of Los Angeles Terminal, so there is no Port of Los Angeles Terminal efficiency increase.
2. The NOP/IS contains information that is not correct. In 2.2.3 Operations paragraph 2: it states that," The Proposed Project would provide a site for storing shipping containers on chassis after picking up containers from terminals," shipping containers on chassis are never stored or staged after being picked up at a Terminal, the Semi Truck delivers the chassis and container directly to the customer warehouse, the Union Pacific Railroad ICTF or Transloading Facility. This is not a valid efficiency measure.
3. The NOP/IS contains information that is not correct. In 2.2.3 Operations paragraph 2: it states, "the Proposed Project would allow trucks to avoid driving farther into the Port to pick up or drop off chassis with a container." The distance from the Truck Departure Origin does not change going to the Port Terminal. If the Truck has to detour to go to the facility to wait and be staged to leave to a Port Terminal it would be a new trip, the Truck Travel Route distance increases. This is not a valid efficiency measure. The only way to reduce the truck travel distance to a Port Terminal is for the truck to be located permanently closer.
4. The NOP/IS contains information that is not correct. In 2.2.3 Operations paragraph 2: it states, "the Proposed Project would allow trucks to avoid driving farther into the Port to …. drop off chassis with a container." The travel distance from the Empty Chassis &

Container location does not change going to the Port Terminal. If a Truck Driver has to go to the facility to pick up the Empty Chassis & Container to be delivered to a Port Terminal it would be a new trip, the Truck Travel Route distance increases. This is not a valid efficiency measure. The only way to reduce the truck travel distance to a Port Terminal is for the chassis and container to be located permanently closer.

5. The facility is located close to only three Port of Los Angeles Terminals.
6. The NOP/IS provides no information as to what Port of Los Angeles Terminal Operators or what Trucking Companies will use the facility.
7. No Port of Los Angeles Terminal Operator or Trucking Company has provided a signed Letter of Intent, signed Use Agreement or announced that they plan to use the facility.
8. The facility is not designed and being built for maximum efficiency because it can never accommodate a Semi Truck whose length ranges from 20-45' long due to the cab configuration and the number of axles with a 40' or 53' Chassis or Container stored, parked or staged in a stall because the length of the stall is only 40'.
9. The facility is not designed and being built for maximum efficiency because it can never accommodate a 53' Chassis or Container being stored, parked or staged in a stall because the length of the stall is only 40'.
10. The facility is designed and being built to accommodate only Semi Trucks with a 20' Chassis and Container.
11. The NOP/IS does not have a baseline from which an increase in efficiency can be monitored and assessed.
12. The NOP/IS does not state an increase in efficiency in percentages (%) or numbers over the current baseline.

c. **Provide a facility that alleviates truck traffic congestion and illegal parking by providing trailer parking; and**

CFASE Public Comments, Request for Information & Inclusion in EIR:

1. There is no current truck traffic congestion on John S. Gibson Blvd. to mitigate.
2. There is no current illegal truck parking on John S. Gibson Blvd. to mitigate.
3. The NOP/IS does not state where the truck traffic congestion is located that will be alleviated.
4. The NOP/IS does not have a truck traffic congestion count baseline from which an increase in efficiency can be monitored and assessed.
5. The NOP/IS does not state where the illegal truck parking is located that will be alleviated.
6. The NOP/IS does not have an illegal truck parking count baseline from which an increase in efficiency can be monitored and assessed.
7. The project facility will create truck traffic congestion at 75 Heavy Duty Trucks Per Hour on John S. Gibson Blvd. where none currently exists.
8. The project facility will create illegal truck parking on John S. Gibson Blvd. where none currently exists.

d. **Develop an underutilized property conveniently located in 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.**

CFASE Public Comments, Request for Information & Inclusion in EIR:

The NOP/IS discloses that," the Proposed Project would generate 1,794 daily one-way truck trips at peak operations." 1,794 daily truck trips divided by 24 hrs. = 75 Truck Trips Per Hour to the facility.

1. There is no Los Angeles Harbor 110 Freeway on-ramp/off-ramp that can accommodate an increase of 75 Heavy Duty Truck Trips Per Hour. This will increase traffic congestion, truck accidents, illegal truck turns, double parking, idling and noise on freeway on-ramps and off-ramps and bypasses.
2. There is no Los Angeles-Wilmington or San Pedro public street that can accommodate an increase of 75 Heavy Duty Truck Trips Per Hour. This will increase traffic congestion, truck accidents, public traveling delays, illegal truck turns, double parking, idling and noise on public streets.
3. A significant increase of 75 Heavy Duty Truck Trips Per Hour will cause premature degradation of all transportation infrastructure requiring more maintenance, more frequent repairs and earlier complete replacement at higher costs. There has been no Infrastructure Impact Assessment conducted or any Mitigation Measures proposed.
4. The Port of Los Angeles failed to consider Alternative Project Proposals which would have no significant increase traffic congestion, truck accidents, illegal truck turns, double parking, idling, noise, air pollution, greenhouse gases, public health and public safety impacts.

19. NOP/IS 2.2.1 Project Features

Paragraph one states, "The Project site would be accessed from a 40-foot to 60-foot-wide driveway off John S. Gibson Boulevard."

1. The NOP/IS Figure 2-7 Conceptual Site Plan shows only one entrance and exit driveway. It does not show if it is a 1-Truck Lane Entrance and 1-Truck Lane Exit or a 2- Truck Lane Entrance and 2-Truck Lane Exit. A 60' wide entrance could accommodate 2 truck lanes entering and 2 truck lanes existing.
2. The Figure 2-7 Conceptual Site Plan does not have the length dimension of the driveway so it is difficult for the public to accurately determine how many Trucks with a Chassis & Container could line-up in que in front of the facility on its property.

   Semi-Truck lengths range from 20' to 45' depending on the cab configuration (with or without sleeping cab area & the number of axles). The total semi-truck length with a 20' chassis ranges from 40' to 65'.

Semi-Truck lengths range from 20’ to 45’ depending on the cab configuration (with or without sleeping cab area & the number of axles). The total semi-truck length with a 40’ chassis ranges from 60’ to 85’.

If the Figure 2-7 Conceptual Site Plan is approximately to scale the driveway length is approximately 270’ long.

This means that the maximum 40’ length semi-trucks with a 20’ container that can be staged in que entering would be 6 x 2 lanes = 12 trucks.

This means that the maximum 65’ length semi-trucks with a 20’ container that can be staged in que entering would be 4 x 2 lanes = 8 trucks.

This means that the maximum 60’ length semi-trucks with a 40’ container that can be staged in que entering would be 4 x 2 lanes = 8 trucks.

This means that the maximum 85’ length semi-trucks with a 20’ container that can be staged in que entering would be 3 x 2 lanes = 6 trucks.

In the best-case entering efficiency scenario with all 20’ trucks carrying only 20 chassis & container the maximum is 12 trucks that can be in que waiting to enter if there are 2 lanes. Each truck would have 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. Based on this information, we do not believe that the facility can process 75 Heavy Duty Trucks Per Hour.

Since the facility cannot process 75 Heavy Duty Trucks Per Hour it will cause a truck back-up onto John S. Gibson Blvd. where trucks will be idling in line to enter.

20. NOP/IS 2.2.3 Operations

Paragraph three states,” Operations would require a maximum of two employees on site at a
given time to provide security and operate on-site machinery,” which absolutely ridiculous and does not have a Project Personal Needs Assessment to support their estimated project operations personnel needs.

The NOP/IS discloses that,” the Proposed Project would generate 1,794 daily one-way truck trips at peak operations.” 1,794 daily truck trips divided by 24 hrs. = 75 Truck Trips Per Hour to the facility.

CFASE Public Comments, Request for Information & Inclusion in EIR:

a. The facility will need an Operations Manager per 8-hour shift to oversee all facility operations, all staff personnel, schedule work shifts, bring in temporary personnel when staff is sick, have medical appointments, on vacation, on maternity leave etc., monitor that trucks and chassis are not stored or staged for more than 24 hrs., taking

action to remove trucks and chassis exceeding their time allocation, port terminal and trucking company 24/7 contact liaison, maintaining all computers and programs operations, make facility use payment bank deposits, coordinate truck breakdowns repair or removal

b. The facility will need a minimum of one office person as a Clerk per 8-hour shift to respond and schedule 75 truck arrival appointments per hour and departures.
c. The facility will need a minimum of one office person as a Clerk per 8-hour shift to review 393 stall spaces for their availability and make a stall space assignment.
d. The facility will need a minimum of one office person as an Accountant per 8-hour shift to receive Truck or Chassis Storage payments, updating financial accounts, send out invoices, send out payment receipts, send out payment delinquency notices, prepare weekly, monthly and annual financial reports.
e. The facility will need a minimum of one Security Guard at the facility entrance to supervise and approve entry.
f. The facility will need a minimum of one on-site Logistics Coordinator to assist Truck Drivers finding their assigned stall, assisting them in backing into the stall and leaving the stalls.

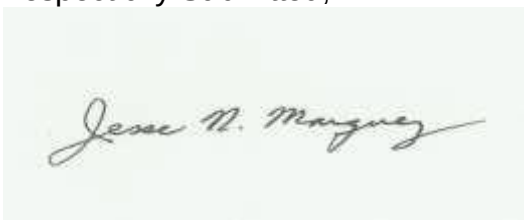
21. The project facilities 75 Heavy Duty Truck Trips Per Hour visits will cause or create increased public services response delays from the Fire Department, Emergency Response, Ambulance Response, Paramedic Response and Port & City Police Response on John S. Gibson Blvd. where none currently exists.

22. The NOP/IS Figure 2-7 Conceptual Site Plan shows only one entrance and exit driveway. The proposed Facility Site Plan is unacceptable, there is no Alternative Emergency Exist in the event of a truck or container explosion at the entrance that prevents truck passage. The facility proposal does not comply with the City of Los Angeles Planning Dept. for alternative vehicle route or emergency exit requirements.

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 individuals reserve their rights to participate in all future meetings, discussion, actions, mediation and negotiations.

Respectfully Submitted,



Jesse N. Marquez
Executive Director
Coalition For A Safe Environment
1601 N. Wilmington Blvd., Ste. B
Wilmington, CA 90744
jnm4ej@yahoo.com
424-264-5959 310-590-0177

Drew Wood
Executive Director
California Kids IAQ
1601 N. Wilmington Blvd., Ste. B4
Wilmington, CA 90744
californiakidsiaq@gmail.com
916-616-5913

Ricardo Pulido
Executive Director
Community Dreams
1601 N. Wilmington Blvd., Ste. B2
Wilmington, CA 90744
mr.rpulido@gmail.com
310-567-0748

Dulce Altamirano
Directora Ejecutiva
Organización de Servicios Comunitarios Familiares
724 King Ave.
Wilmington, CA 90744
dulcealtamirano54@gmail.com
424-224-0951

Magali Sanchez-Hall, MPH
Executive Director
EMERGE
913 East O Street
Wilmington, CA 90744
mssanchezhall7@gmail.com
646-436-0306

Martha Cota
Executive Director
Latinos In Action
1635 Locust Ave. # 303
Long Beach, CA 90813
martha@latinosinactioncalifornia.org
562-387-3254

Anabell Romero Chavez
Wilmington Improvement Network
Board Member
1239 Ronan Ave.
Wilmington, CA 90744
anab3ll310@yahoo.com
310-940-4515

Valerie Contreras
Vice President
Citizens For A Better Wilmington
216 E. N Street
Wilmington, CA 90744
citizensforabetterwilmington@mail.com
310-602-9213

Joe R. Gatlin
Vice President
NAACP
San Pedro-Wilmington Branch # 1069
225 S. Cabrillo Ave.
San Pedro, CA 90731
joergatlin45k@gmail.com

Modesta Pulido
Chairperson
St. Philomena Social Justice Ministry
22106 Gulf Ave.
Carson, CA 90745
vdepulido@gmail.com
310-513-1178

310-766-5399

Robina Suwol
Executive Director
California Safe Schools
P.O. Box 2756
Toluca Lake, CA 91610
robinasuwol@earthlink.net
818-261-7965

Cynthia Babich
Executive Director
Del Amo Action Committee
4542 Irone Ave.
Rosamond, CA 93560
delamoactioncommittee@gmail.com
310-769-4813

Chuck Hart
President
San Pedro Peninsula Homeowners United
P.O. Box 6455
San Pedro, CA 90734
sphomeunited@yahoo.com
dethawk310@gmail.com
310-833-0959

Theral Golden
Treasurer
West Long Beach Association
P.O. Box 9422
Long Beach, CA 90810
theraltg@msn.com
562-884-8080

Jane Williams
Executive Director
California Communities Against Toxics
P.O. Box 845
Rosamond, CA 93560
dcapjane@aol.com
661-256-2101

Mitzi Shpak
Executive Director
Action Now
2062 Lewis Ave.
Altadena, CA 91001
msmshpak@gmail.com
626-825-9795

Rosalie Preston
President
Friends of the Air, Earth and Water
P.O. Box 554
Gardena, CA 90248
info@faew.org
424-242-9144

Coalition For A Safe Environment

Zero Emission Transportation Vehicles, Cargo Handling Equipment, Construction Equipment & Ship/Boat Commercial Availability Survey

9.1.2023
New Additions Are Highlighted
200+ Company Listings

Electric Trucks Class 8

1. BYD Motors - 8TT Battery-Electric Truck
2. EMOSS - 16 Series Electric Truck
3. EMOSS - 18 Series Electric Truck
4. E-Force One AG - EF18 SZM Electric Truck
5. ETrucks - E700 6x4 Hydrogen FCEV Tractor
6. ETrucks - E700 6x4 Battery Swap Tractor
7. ETrucks - E700 8x4 Truck
8. Freightliner - eCascadia
9. Freightliner - eM2
10. **Hyundai - XCIENT Hydrogen Fuel Cell Electric Truck**
11. **Hyzon Motors - FCET8 Fuel Cell Electric Truck**
12. **Hyzon Motors - HyHD8 Fuel Cell Electric Truck**
13. **Kenworth - ZECT-Zero Emissions Cargo Transit T680 FCEV Hydrogen Fuel Cell**
14. Lion Electric Co.- LION8T All-Electric Class 8 Truck
15. **Nikola – TRE Battery Electric Truck**
16. **Nikola – TRE FCEV Fuel Cell Electric Truck**
17. Peterbilt - Model 579EV Battery Electric Truck
18. XOS Thor Trucks Inc. - ET-1 Electric Day Cab Truck
19. XOS Trucks – Heavy Duty XOS Truck HDXT
20. Toyota - Electric Class 8 Truck - Hydrogen Fuel Cell
21. TransPower - ElecTruck
22. US Hybrid - Electric Class 8 Truck - eTruck
23. US Hybrid - Electric Class 8 Truck - H2Truck
24. Volvo Group - VNR 4x2 Electric Straight Truck
25. Volvo Group - VNR 6x4 Electric Straight Truck
26. Volvo Group - FH Electric Drayage Truck
27. Volvo Group - FM Electric Drayage Truck
28. Volvo Group - FMX Electric Multipurpose Truck
29. Volvo Group - FE Electric Multipurpose Truck
30. Volvo Group - FL Electric Multipurpose Truck

Electric Yard Tractors Class 8

1. BYD Motors - 8Y Terminal Tractor
2. BYD Motors - T9 Battery-Electric Tractor
3. BYD Motors - Q1M Battery Electric Tractor

4. Hoist Liftruck - TE Series Electric-Powered Terminal Tractor
5. Kalmar Ottawa - T2E Electric Terminal Tractor
6. Lion Electric Co.- LION8 All-Electric Class 8 Tractor
7. Lonestar - S22 4x2 Electric Terminal Tractor
8. Lonestar - T22 4x2 Electric Terminal Tractor
9. Orange EV - T-Series 4x2 Terminal Truck
10. Orange EV - T-Series 4x2 Terminal Truck Conversion of Kalmar Ottawa Truck
11. Orange EV - T-Series Reman (Conversion/Repower)
12. Orange EV - e-Triever Terminal Truck
13. Terberg - YT203EV 4x2
14. Transpower - Elec Truck Yard Tractor
15. Volvo-Penta - Electric Terminal Tractor
16. Volvo Group - VNR 4x2 Electric Tractor
17. Volvo Group - VNR 6x2 Electric Tractor
18. Volvo Group - VNR 6x4 Electric Tractor

Electric Class 7 Truck

1. **BYD Motors - 8TT Battery-Electric Truck**
2. EMOSS - 12 Series
3. Freightliner - eCascadia
4. Freightliner - eM2
5. Kenworth - Class 7 K370E
6. XOS Trucks – Medium Duty XOS Truck MDXT

Electric Trucks Class 6

1. Alkane/evLabs - Electric Class 6 Truck
2. Bolinger - Class 6 B2 Commercial Truck
3. BYD Motors - 6F Long Range Battery Electric Truck
4. BYD Motors - T7 Battery Electric Truck
5. DAF Trucks - LF Electric Tractor
6. DAF Trucks - CF Electric Tractor
7. EMOSS - 10 Series
8. **Evolectric - CEV 45**
9. Freightliner - eM2
10. Kenworth - Class 6 K270E
11. Lightning Systems - LEV100 All Electric Low Cab
12. Lion Electric - Lion6 All-Electric Class 6 Truck
13. Lightning eMptors - Lightning Electric Isuzu FTR12 Low Cab Forward Truck
14. Lightning eMptors - Lightning Electric Chevrolet 6500XD Low Cab Forward Truck
15. XOS Trucks – Medium Duty XOS Truck MDXT
16. XOS Trucks - Last-Mile Delivery SV05 Stepvan

Electric Trucks Class 5

1. ADOMANI - Class 5 Truck Cab & Chassis
2. Bolinger - Class 5 B2 Commercial Truck
3. BYD Motors - 5F/T5 Battery-Electric Box Truck
4. **Evolectric - CEV 45**
5. Via Motors - Cab Chassis Class 5
6. XOS Trucks - Last-Mile Delivery SV05 Stepvan
7. **Volta Trucks - Ambient Volta Zero 16T**

8. **Volta Trucks - Ambient Volta Zero 18T**

Electric Trucks Class 4

1. ADOMANI - Class 4 Truck
2. Bollinger Motors - B4 Chassis Cab
3. **Evolectric - CEV 45**
4. Green Power - EV Star CC Cargo Transportation
5. Green Power - EV Star Cargo Truck
6. Via Motors - Cab Chassis Class 4

Electric Trucks Class 3

1. ADOMANI - Class 3 Truck
2. Bolinger Motors - B2 Commercial Truck
3. ePower - XT320E 3.5t
4. **Ford - Pro E-Transit**
5. EVT - Urban Electric Class 3 Truck
6. TEVVA Motors - Electrify E-Truck Series
7. Via Motors - Cab Chassis Class 3
8. ZERONOX - Class 3 EV Truck

Electric Trucks Class 2

1. **Ford - Pro E-Transit**
2. Via Motors - Cab Chassis Class 2

Electric Trucks Class 1

1. **Ford - Pro E-Transit**

Solar-Electric TRU

1. **AEM.GREEN - SolarTech TRU Full-Electric Reefer Power System**

Electric Pickup Trucks

1. Atlis Motor Vehicles - XT Electric Pickup Truck
2. Bollinger Motors - All-Electric B2 Pickup Truck
3. Chevrolet - Silverado EV Pickup Truck RST
4. Chevrolet - Silverado EV Pickup Truck WT
5. Ford - F-150 Lightning Pro
6. Ford - F-150 Lightning Platinum
7. Ford - F-150 Lightning XLT Standard Range
8. Ford - F-150 Lightning XLT Extended Range
9. Ford - F-150 Lightning Lariat Standard Range
10. Ford - F-150 Lightning Lariat Extended Range
11. GMC - Sierra EV
12. GMC - Hummer EV2 Pickup
13. GMC - Hummer EV2x Pickup
14. GMC - Hummer EV3x Pickup
15. GMC - Hummer EV Edition 1 Pickup
16. Havelaar Canada - Bison Electric Pickup Truck
17. Lordstown - Endurance Pickup Truck
18. Nicola - Badger FCEV-Hydrogen Fuel Cell Electric Vehicle Battery Truck

19. Nissan/Dongfeng Motor Corporation - Rich 6 EV
20. Rivian - Electric Pickup Truck R1T
21. Workhorse Group - W15 All Wheel Drive Electric Truck
22. Zero Automotive - ZED70 Wagon E-Truck
23. Zero Automotive - ZED70Single Cab E-Truck
24. Zero Automotive - ZED70Dual Cab E-Truck

Electric Jeep

1. Bollinger Motors - All-Electric B1 Jeep Work Truck
2. Jeep - Wrangler 4xe

Electric Troop Carrier

1. Zero Automotive - ZED70 Troup Carrier E-Truck

Electric SUV Full Size

1. Bolinger Motors - Bollinger B1 SUV
2. GMC – Hummer EV2 SUV
3. GMC – Hummer EV2x SUV
4. GMC – Hummer EV3x SUV
5. GMC – Hummer EV Edition 1 SUV
6. Rivian - Electric SUV R1S

Electric Ship-to-Shore (STS) Rail-Mounted Gantry Cranes

1. Konecranes - Electric Ship-to-Shore (STS) Gantry Cranes
2. Liebherr - Rail Mounted Electric Gantry Crane
3. MacGregor - Electric Gantry Crane
4. Shanghai Zhenua Heavy Industries Co. - Electric Ship-to-Shore Cranes

Electric Rubber-Tired Gantry (RTG) Cranes

1. ANUPAM-MHI - E-RTG Electric Rubber Tired Gantry Crane
2. Konecranes - Electric Cable Reel Rubber-Tired Gantry (RTG) Cranes
3. Konecranes - Electric Busbar Rubber-Tired Gantry (RTG) Cranes
4. Kalmar - E-One2 Zero Emission RTG
5. Liebherr Container Cranes - e-RTG
6. MI-JACK - Electric Rubber Tired Gantry Crane JL1400P
7. Terex Port Solutions - E-RTGs

Electric Rail-Mounted Gantry Cranes

1. HY Crane Co. - Electric RMG Rail Mounted Container Gantry Crane

Electric Bulk Handling Crane

1. Liebherr - LPS 420 E Electric Port Crane

Carry Deck Crane

1. JMG America - MC 100RE Articulated Telescopic Boom 10 T - 22,000 LBS
2. JMG America - MC 50000RE Articulated Telescopic Boom 50 T:M - 110,000 LBS
3. Zero Emissions Equipment - ZEECRANE 4500 4.5 Ton Carry Deck Crane
4. Zero Emissions Equipment - ZEECRANE 9000 9-Ton Carry Deck Crane

Cabin Cruiser Crane

1. JMG America - MC 85 Full Electric
2. JMG America - MC 100HY Full Electric
3. JMG America - MC 120 Full Electric
4. JMG America - MC 160 Full Electric
5. JMG America - MC 250 Full Electric
6. JMG America - MC 350 Full Electric
7. JMG America - MC 580 Full Electric
8. JMG America - MC 700MT Full Electric

Lige Cabin Cruise Crane

1. JMG America - LIGE 40 - CAPACITY 4 T - 8,800 LBS
2. JMG America - LIGE 60 - CAPACITY 6 T - 13,200 LBS
3. JMG America - LIGE 90 - CAPACITY 9 T - 19,800 LBS
4. JMG America - LIGE 120 - CAPACITY 12 T - 26,500 LBS

Telescopic Forklift Crane

1. JMG America - MC80.06 - CAPACITY 12 T - 26,400 LBS

Lifter Forklift Crane

1. JMG America - MC 250.09FL - MAX CAPACITY - 25T - 2.500Kg

Radio Remote Controlled Cranes

1. JMG America - MC25S Full Electric Pick & Carry Crane
2. JMG America - MC32S Full Electric Pick & Carry Crane
3. JMG America - MC45S Full Electric Pick & Carry Crane
4. JMG America - MC60S Full Electric Pick & Carry Crane
5. JMG America - MC100S Full Electric Pick & Carry Crane
6. JMG America - MC130S Full Electric Pick & Carry Crane
7. JMG America - MC180S Full Electric Pick & Carry Crane
8. JMG America - MC180S Full Electric Pick & Carry Crane
9. JMG America - MC250S Full Electric Pick & Carry Crane
10. JMG America - MC300S Full Electric Pick & Carry Crane
11. JMG America - MC350S Full Electric Pick & Carry Crane
12. JMG America - MC450S Full Electric Pick & Carry Crane
13. JMG America - MC580S Full Electric Pick & Carry Crane

Reach Stackers

1. ETrucks - Electric Reach Stacker
2. Hyster Company - Hydrogen Fuel Cell (HFC) Top Pick Container Handler
3. Kalmar - ERG420-450 Electrically Powered Reach Stacker
4. N.C. Nielson - NCN 85 T
5. N.C. Nielson - NCN 100 T
6. N.C. Nielson - NCN 110 T
7. N.C. Nielson - NCN 130 T
8. N.C. Nielson - NCN 152 T
9. Konecranes Hybrid Reach Stacker
10. Taylor Machine Works - XEC 150LE - Unloaded Container Top Handler

11. Taylor Machine Works - XEC 155/6 - Unloaded Container Top Handler
12. Taylor Machine Works - XEC 205/6 - Unloaded Container Top Handler
13. Taylor Machine Works - XEC 206/7 - Unloaded Container Top Handler
14. Taylor Machine Works - XEC 207/8 - Unloaded Container Top Handler
15. Taylor Machine Works - ZLC-975 Loaded Container Top Handler
16. Taylor Machine Works - ZLC-976 Loaded Container Top Handler
17. Taylor Machine Works - ZLC-996 Loaded Container Top Handler
18. Transpower - Electric Forklift Reach Stacker

Shuttle Carrier

1. Kalmar - Electric Shuttle Carrier

Straddle Carrier

`

1. Apollolift A3022 Full Electric Straddle Stacker
2. Apollolift A3020 Full Electric Straddle Stacker
3. Apollolift A3017 Full Electric Straddle Stacker
4. Apollolift A3021 Full Electric Straddle Stacker
5. Apollolift A3023 Full Electric Straddle Stacker
6. Apollolift A3019 Full Electric Straddle Stacker
7. Apollolift A3028 Fully Powered Straddle Walkie Stacker
8. Apollolift A3029 Fully Powered Straddle Walkie Stacker
9. EKKO EB13E-119LI Full Lithium Powered Straddle
10. EKKO EB12E-138 Full Powered Straddle Stacker
11. EKKO EB13E-119 Full Powered Straddle Stacker
12. EKKO EB13E-138 Full Powered Straddle Stacker
13. EKKO EB16EAS-189Li Lithium Straddle Stacker
14. EKKO EB12E-98Li Full Lithium Powered Straddle Stacker
15. KALMAR - FastCharge Straddle Carrier
16. Konecranes Electric Straddle Carrier DE53
17. Konecranes Electric Straddle
18. Carrier DE54
19. Konecranes Electric Boxrunner
20. Kalmar ESC440 Electric Straddle Carrier
21. Noblelift Full-Electric Straddle Leg Stacker
22. Noblelift Full-Electric Straddle Leg Stacker

Trailer Spreader

1. TEC - Electric Trailer Spreader BA-030

Electric Forklifts

1. Bendi - Electric Narrow Aisle B-30
2. Bendi - Electric Narrow Aisle B-40
3. BYD Motors - ECB 16 Electric Forklift
4. BYD Motors - ECB 16S Electric Forklift
5. BYD Motors - ECB 18 Electric Forklift
6. BYD Motors - ECB 18S Electric Forklift
7. BYD Motors - ECB 20 Electric Forklift
8. BYD Motors - ECB 25 Electric Forklift
9. BYD Motors - ECB 27 Electric Forklift
10. BYD Motors - ECC 27 Electric Forklift

11. BYD Motors - ECB 30 Electric Forklift
12. BYD Motors - ECB 35 Electric Forklift
13. BYD Motors - ECB 40 Electric Forklift
14. BYD Motors - ECB 45 Electric Forklift
15. BYD Motors - ECB 50 Electric Forklift
16. CAT - EP16-20(C)N Electric Forklifts
17. CAT - EP10-15KRT PASC Electric Forklifts
18. CAT - EP10-16-20(C)PNT Electric Forklifts
19. Clark - GEX 40/45/50 Series Electric Forklifts
20. Clark - GEX ECX 20/25/30/32 Series Electric Forklifts
21. Clark - GEX 20/25/30 Series Electric Forklifts
22. Clark - GEX 16/18/20S Series Electric Forklifts
23. Clark - GTX 16/18/20S Series Electric Forklifts
24. Clark - TMX 12/15S/15/17/20/25 Series Electric Forklifts
25. Clark - ESX 12/15S/15/17/20/25 Series Electric Forklifts
26. Crown - RC 5500 Series Stand Up 3-Wheeled Electric Forklift
27. Crown - SC 5200 Series 3-Wheeled Electric Forklift
28. Crown - FC 4500 Series Four Wheeled Electric Forklift
29. **Dannar - Dannar 4.00 Electric Work Vehicle Forlift**
30. Doosan - B40/45/50X-5 Series Electric 4-Wheel Forklift
31. Doosan - B45X-7 Electric 4-Wheel Forklift
32. Doosan - B22/25/30/35X-5 Series Electric 4-Wheel Forklift
33. Doosan - B20/25/25SE-7/30/32S-7 Series Electric 4-Wheel Cushion Forklift
34. Doosan - B15/18S/20SC-5 Series Electric 4-Wheel Cushion Forklift
35. Doosan - B15T/18TL/20T/20TL Electric 7 Series 3-Wheel Forklift
36. Doosan - B16/18/20X-7 Electric 7 Series 4-Wheel Forklift
37. Doosan - B13/15/16R-5 Series Rear Drive 3-Wheeled Forklift
38. Drexel - Electric Narrow Aisle SLT 30
39. Drexel - Electric Narrow Aisle SL-40
40. Hangcha - A Series 3 Wheeled Forklift
41. Hangcha - J Series 3 Wheeled Forklift
42. Hangcha - A Series 4 Wheeled Forklift
43. Hangcha - J Series 4 Wheeled Forklift
44. Hoist Liftruck - PE Series Heavy-Duty Pneumatic Lift Trucks
45. Hoist Liftruck - Lazer Series Cushion Tire Lift Truck
46. Hoist Liftruck - Neptune Electric Series Lift Truck
47. Hyster - E30-40XN Series Electric Lift 4 Wheel Truck
48. Hyster - J45-70XN Series Electric Pneumatic Tire
49. Hyster - J80-100XN Series Electric Pneumatic Tire
50. Hyster - Class 1 With Nuvera Hydrogen Fuel Cell
51. Hyster - Class 2 With Nuvera Hydrogen Fuel Cell
52. Hyster - Class 3 With Nuvera Hydrogen Fuel Cell
53. Hyundai Construction - Series 9 40B-9 Four Wheeled Forklift
54. Hyundai Construction - Series 9 45B-9 Four Wheeled Forklift
55. Hyundai Construction - Series 9 50B-9 Four Wheeled Forklift
56. Kalmar - EC50-90
57. Komatsu - FB10-FB18 Series Electric Forklifts
58. Komatsu - FB20 A Electric Forklift
59. Komatsu - FB15M-FB20M Series Electric Forklifts
60. Komatsu - FB25-FB30 Series Electric Forklifts
61. Komatsu - FB13RL-FB18RL Series Electric Forklifts

62. Konecranes - TX AC Electric Rider Lift Trucks
63. Konecranes - SRX AC Electric Reach Trucks
64. Linde - E12-E20 EO Series 386-02
65. Linde - E Series 4-Wheel Drive
66. Linde - E Series
67. Linde - E R series
68. Linde - E35-E50 Series 388
69. Linde - E Series Heavy Loads
70. Mariotti - Electric AC
71. Raymond Corp. - 4150 Stand Up Forklift
72. Raymond Corp. - 4250 Stand Up Forklift
73. Raymond Corp. - 4460 Sit Down Forklift
74. Raymond Corp. - 4750 Stand Up Forklift
75. Raymond Corp. - 7200 Reach-Fork Truck
76. Raymond Corp. - 7300 Reach-Fork Truck
77. Raymond Corp. - 7500 Universal Stance Reach Truck
78. Raymond Corp. - 7500 Dockstance reach Forklift
79. Raymond Corp. - 7000 Series Deep-Reach Forklift Truck
80. Raymond Corp. - 7700 Reach-Fork Truck
81. Raymond Corp. - 7310 4-Directional Reach Truck
82. Raymond Corp. - 9600 Sw8ing Reach Turret Truck
83. Raymond Corp. - 9700 Sing Reach Truck
84. Raymond Corp. - 9800 Swing Reach Truck
85. Raymond Corp. - TRT Transtacker Truck
86. Raymond Corp. - 9300 Sideloader Long Load Forklift
87. Raymond Corp. - 9400 Sideloader Forklift
88. Still - RX 50 1.0-1.6T Three-Wheeled Electric Forklift
89. Still - RX 20 1.4-2.0T Three-Wheeled Electric Forklift
90. Still - RX 20 1.4-2.0T Li-Ion Three-Wheeled Electric Forklift
91. Still - RX 60 1.6-2.0T Four Wheeled Electric Forklift
92. Still - RX 60 2.5-3.5T Four Wheeled Electric Forklift
93. Still - RX 60 3.5-5.0T Four Wheeled Electric Forklift
94. Still - RX 60 6.0-8.0T Four Wheeled Electric Forklift
95. Mitsubishi Forklift Trucks - FB16PNT-FB20PNT Series Three-Wheeled Electric
96. Mitsubishi Forklift Trucks - FBC15N-FBC18N Series Small Electric Cushion
97. Mitsubishi Forklift Trucks - FBC22N2-FBC30LN3 Series Mid-Size Electric Cushion
98. Mitsubishi Forklift Trucks - FBC15NS-FBC20NS Series Stand-Up End Control
99. Toyota - Core Electric Forklift
100. Toyota - Large Electric Forklift
101. Toyota - 3-Wheel Electric Forklift
102. Toyota - Stand-Up Rider Forklift
103. Toyota - Electric Pneumatic Forklift
104. Toyota - High-Capacity Electric Cushion Forklift
105. **Wiggins Lift. Co. - Wiggins Yard eBull**
106. **Wiggins Lift. Co. - Wiggins Marina eBull**
107. Yale - ESC 30 Three-Wheeled Forklift
108. Yale - ERC Four Wheeled Forklift
109. Yale - ERP30 Four Wheeled Forklift

Narrow Aisle Electric Forklifts

1. Linde - A Series 5022

2. Linde - K Series 5231

Autonomous Electric Forklifts

1. Linde - K-Matic Series

Electric Carriers

1. BrightDrop - EP1 Rapid Load Vehicle Electric Propulsion Carrier

Electric Pallet Truck

1. Big Joe - P33 Pallet Truck
2. Big Joe - E30 Pallet Truck
3. Big Joe - D40 Pallet Truck
4. Big Joe - WPT45 Pallet Truck
5. Big Joe - WPT60 Pallet Truck
6. Big Joe - LPT26 Pallet Truck
7. Big Joe - LPT33 Pallet Truck
8. Big Joe - LPT44 Pallet Truck
9. BYD - P20JW All-Electric Walkie Pallet Truck
10. BYD - PMW20 Pallet Truck
11. Cat Lift Trucks - NPP16-20N2 Pallet Truck
12. Cat Lift Trucks - NPV/NPF20-25N3 Pallet Truck
13. Cat Lift Trucks - NPV20PD Pallet Truck
14. Cat Lift Trucks - NPR20N Pallet Truck
15. Cat Lift Trucks - NPS20N Pallet Truck
16. Crown - WP3025 Walkie Pallet Truck
17. Crown - WP3030 Walkie Pallet Truck
18. Crown - WP3035 Walkie Pallet Truck
19. Crown - WP3040 Walkie Pallet Truck
20. Crown - WP3045 Walkie Pallet Truck
21. Hyster - W40ZA Walkie Pallet Stacker
22. Hyster - W30ZA2 Walkie Pallet Stacker
23. Hyster - W25ZA2 Walkie Pallet Stacker
24. Jungheinrich - EJE 112i Pedestrian Pallet Truck
25. Jungheinrich - EJE 114i Pedestrian Pallet Truck
26. Jungheinrich - EJE 114 Pedestrian Pallet Truck
27. Jungheinrich - EJE 116 Pedestrian Pallet Truck
28. Jungheinrich - EJE 118 Pedestrian Pallet Truck
29. Jungheinrich - EJE 120 Pedestrian Pallet Truck
30. Jungheinrich - EJE 222 Pedestrian Pallet Truck
31. Jungheinrich - EJE 225 Pedestrian Pallet Truck
32. Jungheinrich - EJE 230 Pedestrian Pallet Truck
33. Jungheinrich - EJE 235 Pedestrian Pallet Truck
34. Jungheinrich - EJE 220r Pedestrian Pallet Truck
35. Jungheinrich - EJE 225r Pedestrian Pallet Truck
36. Jungheinrich - EJE C20 Pedestrian Pallet Truck
37. Jungheinrich - ERE 120 Stand-On
38. Jungheinrich - ERE 125 Stand-On
39. Jungheinrich - ERE 225 Stand-On
40. Jungheinrich - ESE 120 Stand-On/Sideways Seated
41. Jungheinrich - ESE 220 Stand-On/Sideways Seated
42. Jungheinrich - ESE 320 Stand-On/Sideways Seated

43. Jungheinrich - ESE 420 Sideways Seated
44. Jungheinrich - ESE 430 Sideways Seated
45. Jungheinrich - ESE 533 Sideways Seated
46. Linde - Citi One Series 1130
47. Linde - T16-T20 Series 1152
48. Linde - T16-T20 P Series
49. Linde - T16-T20 FP Series
50. Linde - T20-T25 AP/SP Series
51. Linde - T14-T25 S Series
52. Linde - T20-T25 R Series
53. Linde - T25-T30 Series
54. Linde - T33 RHP Series
55. Linde - T16L
56. Linde - T20SR
57. Linde - T20AP
58. Linde - MT15
59. Toyota - 8HBW23 - Walkie Pallet Jack

Autonomous Electric Pallet Truck

1. Linde - T-Matic

Pallet Stacker Truck

1. Linde - MM10
2. Linde - L10-L12 Series
3. Linde - L14-L20 Series
4. Linde - L14C
5. Linde - L14P
6. Linde - D12-D14 AP/SP
7. Linde - L14-L16 R Series
8. Linde - L10-L12 AS Series 1172
9. Linde - L14-L16 AS AP/AS Series 131
10. Linde - D06-D08 Series
11. Linde - D12-D14 Series
12. Linde - D12 S series
13. Linde - D12R
14. Linde - D10
15. Linde - L14-L20 AP Series
16. Linde - D10AP
17. Linde - D10FP

Autonomous Electric Stacker Truck

1. Linde - L-Matic
2. Linde - L-Matic AC Series

Electric Tow Tractor

1. Clark - CTX 40/70 Series Electric Tow Tractor
2. Hedin USA - PTT3 Power Tugger
3. Hedin USA - PTT6 Power Tugger
4. Hedin USA - GP Tugger
5. Hedin USA - Ride-On Tugger

6. Hedin USA - Cable Reel Transporter
7. Hedin USA - Coil Car
8. Hedin USA - Coil Car Cradle
9. Hedin USA - Coil Tipper
10. Holloway - MasterMover Electric Tugger
11. Konecranes - TGX AC Electric Tow Tractor
12. Linde - P20
13. Linde - P30 Series 132
14. Linde - P40
15. Linde - P50 Series 131
16. Linde - P250 Series 127-03
17. Linde - W20 Series 127-04
18. Linde - P60-P80 W08 Series
19. Linde - P30-P50 C
20. Raymond - 8610 Tow Tractor
21. Zallys - M3 Electric Tow Tractor
22. Zallys - M4 Electric Tugger
23. Zallys - M5 Industrial Electric Power Pusher
24. Zallys - M10 tow Tug For Heavy Load
25. Zallys - M12 Vertical Electric Tug

Autonomous Electric Tow Tractor

1. Linde - P-Matic

Electric Dredger

1. Custom Dredge Works, Inc.
2. Damen - Cuter Suction Dredger 650
3. DSC Dredge
4. IMS Dredges
5. Ellicott Dredges. LLC
6. Mud Cat - MC 20E
7. Mud Cat - MC 40E
8. Mud Cat - MC 40 E 30’ DD
9. Mud Cat - MC 50E
10. Mud Cat - MC 100E
11. TV Dredging

Tracked Crawler Crane

1. Lieberr - LR 1250.1 Crawler Crane
2. Movex Innovation - Mini Crawler Crane

Tracked Dozer (Tractor)

1. Catepillar - D6 XE Dozer
2. Catepillar - D7E Hybrid Bulldozer

Excavators

1. Bobcat - E10 Electric Micro-Excavator
2. Catepillar – Z Line All-Electric 26-Ton Excavator
3. Doosan - DX17Z-5 Electric Mini Excavator
4. Doosan - DX140

5. Doosan - DX220/225
6. Doosan - DX300
7. Doosan - DX340
8. Doosan - DX380/420
9. Doosan - DX480/520
10. Green Machine - Mini Excavator E210
11. Hitachi - EX1900E-6
12. Hitachi - EX2600E-6
13. Hitachi - EX3600E-6
14. Hitachi - EX5600E-6
15. Hitachi - EX8000E-6
16. Hyundai - R18e Mini Excavator
17. JCB - 19C-IE Electric Mini-Excavator
18. Kato - 9VXE- 3 Electric Mini Excavator
19. Kato - 17VXE Electric Mini Excavator
20. Suncar - TB216E Electric Excavator
21. Suncar - TB260E Electric Excavator
22. Suncar - TB1140E
23. ViridiParente - e20 Compact Mini Excavator
24. Volvo - EC18 Electric Compact Excavator
25. Volvo - ECR18 Electric Compact Excavator
26. Volvo - ECR25 Electric Compact Excavator
27. Wacker Neuson Group - Zero Tail EZ17e Mini Excavator
28. Wacker Neuson - 803 Dual Power Electric Excavator

Top Front End Payloader

1. BYD Motors - Zero Emission Top Front Payloader
2. MultiOne - EZ 8 Electric General Bucket
3. MultiOne - EZ 8 Electric Dumper
4. MultiOne - EZ 8 Electric Grapple Bucket

Skid Steer

1. Giant - E-Skid Steer Remote Control Skid-Steer Loader
2. Kovaco - eLise 900 Electric Skid Ster Loader
3. Schibeci - 32PE Electric Mini Skid Steer Loader
4. Sherpa - 100 ECO Electric Mini Skid-Steer

Wheeled Loader

1. Catepillar - 988K XE Electric Drive Wheel Loader
2. Hitachi - ZW220HYB-5 Hybrid Wheel Loader
3. John Deer - 944K Hybrid Wheel Loader
4. Kramer - KL25.5e Electric Wheeled Loader
5. Kramer - 5055e Electric Wheel Loader
6. MultiOne - EZ7 Mini Articulated Loader
7. MultiOne - EZ8 Mini Articulated Loader
8. Schaffer - 24E Electric Wheel Loader
9. Tobroco-Giant - G2500 HD Electric Wheel Loader
10. Tobroco-Giant - G2500 HDX-TRA00E Electric Wheel Loader
11. **Volvo - L20 Electric Compact Wheel Loader**
12. **Volvo - L25H Electric Wheel Loader**

13. Wacker Neuson Group - WL20e Wheel Loader

Rope Shovels

1. Catepillar - Model 7295 50 Ton Electric Rope Shovel
2. Catepillar - Model 7395 70 Ton Electric Rope Shovel
3. Catepillar - Model 7495 HD 90 Ton Electric Rope Shovel
4. Catepillar - Model 7495 HF 120 Ton Electric Rope Shovel
5. Catepillar - Model 7495 120 Ton Electric Rope Shovel
6. Komatsu - P&H 1900XPC
7. Komatsu - P&H 2300XPC
8. Komatsu - P&H 2800XPC
9. Komatsu - P&H 4100C
10. Komatsu - P&H 4100C Boss
11. Komatsu - P&H 4100XPC
12. Komatsu - P&H 4100XPC AC-90
13. Komatsu - P&H 4800XPC

Wheel Dumper/Loader

1. Kuhn Schweitz - Elecktro Dumper/eDumper
2. Wacker Neuman Group - DW15e Electric Wheel Dumper
3. Wacker Neuman Group - DT10e Compact Electric Wheel Dumper
4. Volvo - L20 Electric Compact Wheel Loader
5. Volvo - L25 Electric Compact Wheel Loader

Electric Truck Concrete Mixers

1. BYD - J9C Concrete Mixer
2. CIFA - E8 Concrete Mixer
3. CIFA - E9 Concrete Mixer
4. ETrucks - XCMG/Schwing V7 Electric Concrete Mixer Truck
5. Futuricum - Concrete 40E e-Truck Mixer
6. Liebherr - ETM 705 Truck Mixer
7. Liebherr - ETM 805 Truck Mixer
8. Liebherr - ETM 905 Truck Mixer
9. Liebherr - ETM 1005 Truck Mixer
10. Liebherr - ETM 1205 Truck Mixer
11. Liebherr - ETM 1004 T Truck Mixer
12. Sany - Electric Truck Mixer

Auger

1. MultiOne - EZ 8 Electric Auger

Backhoe

1. Case - 580 EV Electric Backhoe Loader
2. John Deere - 310X Electric BackhoeMultiOne - EZ 8 Electric Backhoe
3. **Solectrac - e25G Electric Tractor Gear Backhoe**

Ground Compactor

1. Wacker Neuson - AS30e Electric Vibratory Rammer
2. Wacker Neuson - AS50e Electric Vibratory Rammer
3. Wacker Neuson - AS60e Electric Vibratory Rammer

4. Wacker Neuson - APS Series
5. Wacker Neuson - AP1840e Electric Vibratory Plate
6. Wacker Neuson - AP1850e Electric Vibratory Plate
7. Wacker Neuson - AP1860e Electric Vibratory Plate
8. Wacker Neuson - ACBe Electric Internal Vibrator

Trencher

1. MultiOne - EZ 8 Electric Trencher

Hydraulic Breaker

1. MultiOne - EZ 8 Electric Hydraulic Breaker

Dump Trucks

1. BYD - T5 Dump Truck
2. California Truck Equipment Co. - All-Eectric Powertrain With Ford E450 Dump Truck
3. California Truck Equipment Co. - All-Eectric Powertrain With Ford F59 Dump Truck
4. ETruck - TFT125 Mining Dump Truck
5. Komatsu - e-Dumper
6. Kuhn Schweiz AG - e-Dumper

Wheel Barrow

1. Power Pusher - E-750 Electric Wheelbarrow

Delivery Truck

1. AMP - E-100 V.2 All-Electric Step Van With Workhorse Chassis
2. Arrival – Generation 2 Electric Delivery Van
3. Boulder Electric Vehicle - DV-500 Delivery Truck
4. BrightDrop - EV410 Electric Van
5. BrightDrop - EV600 Electric Van
6. BYD Motors - T7 Battery Electric Delivery Truck - Class 7
7. BYD Motors - T5 Battery Electric Delivery Truck - Class 5
8. Lightning eMotors - ZEV4 Box Truck (Ford E-450)
9. Lightning eMotors - ZEV4 Box Truck (GM 4500)
10. Mitsubishi Fuso Truck & Bus Corp. - Fuso eCanter Light Class 4 Delivery Truck
11. Mitsubishi Fuso Truck & Bus Corp./E-Fuso Vision One Heavy Duty Class 5 Delivery Truck
12. Motive Power Systems - All-Electric Powertrain For Ford E450 Box Truck/Flat Bed
13. Motive Power Systems - All-Electric Powertrain For Ford F59 Walk In Van
14. Oshkosh Defense - EV Next Generation Delivery Vehicle (NGDV)
15. UPS - Hydrogen Fuel Cell Class 6 Delivery Truck

Cab Chassis Delivery Truck

1. ADOMANI - Class 3 All-Electric Cutaway
2. ADOMANI - Class 5 Truck Cab & Chassis
3. Daimler - Freightliner eM2 106
4. ETruck - E300 4x2 Cab Truck
5. Lightning eMotors - ZEV5 Cargo Truck
6. Lightning eMotors - ZEV6 Cargo Truck
7. Motiv Power Systems - EPIC 4 Series
8. Motiv Power Systems - EPIC 5 Series

9. Motiv Power Systems - EPIC 6 Series
10. Peterbilt - 220EV
11. Via Motors - Cab Chassis Class 2
12. Via Motors - Cab Chassis Class 3
13. Via Motors - Cab Chassis Class 4
14. Via Motors - Cab Chassis Class 4
15. Zenith Motors - Electric Chassis Cab
16. Zenith Motors - Electric Cutaway Cab

Flat Bed Truck

1. Boulder Electric Vehicles - FB-500 Flat Bed Work Truck
2. Motive Power Systems - All-Electric Powertrain For Ford E450 Box Truck/Flat Bed
3. Phoenix Motorcars - ZEUS 500 Electric Flatbed Ford E350
4. Phoenix Motorcars - ZEUS 500 Electric Flatbed Ford E450

Cargo Panel Van

1. ADOMANI - All-Electric Logistic Van
2. Chanje Energy Inc. - Class 5 - V8070 Electric Panel Van
3. Chanje Energy Inc. - V8100 Electric Panel Van
4. Citroën - Jumpy/Relay BEV Electric Van
5. Citroën - Jumper BEV Electric Van
6. EMOSS – EMS 508 Electric Delivery Van
7. General Motors - BrightDrop EV600
8. Lightning eMotors - ZEV3 Transit Cargo Van
9. Mercedes-Benz - EQV 6 Panel Van
10. Mercedes-Benz - EQV 7 Panel Van
11. Mercedes-Benz - EQV 8 Panel Van
12. Morgan Olson Route Star - Motiv All-Electric Powertrain Ford F59 Walk-In-Van
13. Renault - SL31 i ZE Business Panel Van
14. Renault - SM31 i ZE Business Panel Van
15. Renault - MM31 i ZE Business Panel Van
16. Renault - LM31 i ZE Business Panel Van
17. Rockport Commercial Vehicles Cargoport - Motiv All-Electric Powertrain
18. Workhorse - C650 Step Van
19. Workhorse - C1000 Step Van
20. Zenith Motors - ZEUS 500 Electric Walk-In Van

Cargo Van

1. Electric Last MileServices - ELMS Urban Delivery Van Class 1
2. EVT - Electric Logistics Van
3. Ford - E-Transit Cargo Van T-350
4. Green4U Technologies - Cargo Van
5. GreenPower - EV Star 22’ Heavy Duty Class 4
6. GreenPower - EV Star 25’ Heavy Duty Class 4
7. GreenPower - EV Star+ Heavy Duty Class 4
8. Lighting Systems - Electric Transit Cargo Van
9. Lightning eMotors - Lightning Electric E-450 Box Van
10. Mercedes-Benz - eSprinter
11. Nisssan - Electric E-NV200 Van
12. Sea Electric - SEA FORD Transit EV Cargo Van

13. VIA - Cargo Van
14. Volkswagon - I.D. Buzz Cargo Van
15. Workhorse - NGen Electric Delivery Van
16. Zenith Motors - Electric Cargo Van

Step Van

1. Lightning eMotors **-** E-450 Step Van
2. Workhorse - W750 All-Electric Class 4 Step Van
3. XOS Trucks - Last-Mile Delivery SV05 Stepvan

Utility/Electric Trucks

1. Boulder Electric Vehicles - SB-500 Utility/Maintenance Truck
2. California Truck Equipment Co. - Motiv All-Eectric Powertrain With Ford E450 Utility Truck
3. California Truck Equipment Co. - Motiv All-Eectric Powertrain With Ford F59 Utility Truck
4. Lion Electric Co.- Utility Truck
5. Phoenix Motorcars - ZEUS 500 Electric Utility Service Vehicle Ford E350/E450
6. **ZeroNox Inc. - Tuatara UTV**

Aerial Boom Truck

1. Altec - Aerial Boom Vehicle with JEMS: 16-20 kWh Lithium-Ion Battery *
2. Hyster - Ascender AWP
3. JLG - Aerial Lift
4. Lion Electric Co.- LION8 All-Electric Class 8 Bucket Truck
5. Yale - AEREO AWP

Refrigerated Truck

1. Lion Electric Co.- Refrigerated Truck
2. **Volta Trucks - Refrigerated Volta Zero 16T**
3. **Volta Trucks - Refrigerated Volta Zero 18T**

Stake Bed Truck

1. Lion Electric Co.- Stake Bed Truck

Electric Refuse Trucks

1. Battle Motors - Battle 480 Full Electric Refuse Truck
2. BYD - Class 8R Long Range Battery Electric Refuse Truck
3. BYD - Class 6R Long Range Battery Electric Refuse Truck
4. Dennis Eagle - eCollect Electric Refuse Collection Truck
5. Lion Electric Co.- LION8P ASL Class 8 Refuse Battery Electric Truck
6. Lion Electric Co.- LION8P REL Class 8 Refuse Battery Electric Truck
7. Mack - LR Electric Refuse Truck
8. Motiv Power - ERV Battery-Electric Class 8 Refuse Truck
9. Petebuilt - Model 520EV Battery-Electric Class 8 Refuse Truck
10. Sea Drive - Sea Refuse EV Rear Compactor Sea-Drive 120a
11. Sea Drive - Sea Refuse EV Rear Compactor Sea-Drive 120b
12. Sea Drive - Sea Refuse EV Rear Compactor Sea-Drive 120c
13. Sea Drive - Sea Refuse EV Rear Compactor Sea-Drive 180a
14. Sea Drive - Sea Refuse EV Rear Compactor Sea-Drive 180b
15. Sea Drive - Sea Refuse EV Side Loader Sea-Drive 120a
16. Sea Drive - Sea Refuse EV Side Loader Sea-Drive 120b
17. Sea Drive - Sea Refuse EV Side Loader Sea-Drive 120c

18. Sea Drive - Sea Refuse EV Side Loader Sea-Drive 180a
19. Sea Drive - Sea Refuse EV Side Loader Sea-Drive 180b
20. Volvo - FE Electric Refuse Truck
21. Wrightspeed - Electric Powertrain Refuse Truck

Street/Lot Sweeper

1. **Dannar - Dannar 3.00 Electric Work Vehicle CAT/Bobcat/John Deer Attachments**
2. Dulevo International - Zero Electric Street Sweeper
3. Tenex International - Electra 1.0 Compact Street Sweeper
4. Tennant - Green Machines 500ze Electric Street Sweeper
5. Tropos - ABLE Sweep eCUV
6. U.S. Hybrid - Hydrogen Fuel Cell Street Sweeper

Fire Trucks

1. Bintelli Electric Vehicles - Fire Buddy Deluxe
2. Rosenbaur - Electric Fire Engine
3. Suzhou Eagle Electric Vehicle Manufacturing Co.

Agricultural Tractors

1. **Dannar - Dannar 3.00 Electric Work Vehicle CAT/Bobcat/John Deer Attachments**
2. **Dannar - Dannar 4.00 Electric Work Vehicle CAT/Bobcat/John Deer Attachments**
3. Fendt - e100 Vario Electric Tractor
4. John Deere – GridCON
5. Kubota - Electric Kubota Bx2350
6. Monarch - Electric Compact Tractor
7. **Solectrac - e25G Electric Tractor Gear Front Loader**
8. **Solectrac - e70N Narrow Electric Tractor**
9. Solectrac - eUtility Tractor
10. Solectrac - Compact eUtility Tractor (CET)
11. **Wiggins Lift. Co. - Wiggins AG eBull**

Autonomous Agricultural Tractors

1. **Dannar - Dannar 3.00 Electric Work Vehicle CAT/Bobcat/John Deer Attachments**
2. **Dannar - Dannar 4.00 Electric Work Vehicle CAT/Bobcat/John Deer Attachments**
3. Monarch - Electric Compact Tractor

Livestock/Equestrian Tractors

1. Solectrac - eUtility Tractor

Compact Utility Vehicles

1. Alke - ATX310E Small Electric Pick-Up
2. Alke - Double Cab ATX ED Electric Vehicle
3. Alke - ATEX Explosion Proof Vehicle
4. Alke - ATX320E Electric Vehicle
5. Alke - ATX340E Electric Utility Vehicle
6. Alke - Waste Collection Electric Vehicle
7. Alke - Electric Ambulance
8. Bintelli - Enclosed Electric Shuttle 15p
9. Bintelli - Pressure Washing Buddy
10. Bintelli - Industrial Truck Deluxe 1.5T

11. Bintelli - Transport Buddy Electric Shuttle
12. Bintelli - Transport Buddy Electric Shuttle SE
13. Bintelli - Transport Buddy gp
14. Bintelli - Utility Buddy
15. Bintelli - Utility Buddy Deluxe
16. Bintelli - Utility Buddy Enclosed
17. Bintelli - Utility Cargo Truck
18. Columbia ParCar Corp. - Payloader/Welding
19. Columbia ParCar Corp. - Payloader/Van Body
20. Columbia ParCar Corp. - Payloader/Metal Cage
21. Columbia ParCar Corp. - Payloader/Folding Side Rails
22. Columbia ParCar Corp. - Payloader/Steel Cab
23. Columbia ParCar Corp. - Payloader/Refuse Unit
24. Columbia ParCar Corp. - Utility MVP
25. Columbia ParCar Corp. - Utilitruck
26. Cushman - Hauler 800 X Electric
27. **Dannar - Dannar 3.00 Electric Work Vehicle CAT/Bobcat/John Deer Attachments**
28. **Dannar - Dannar 4.00 Electric Work Vehicle CAT/Bobcat/John Deer Attachments**
29. GEM - GEM e2
30. GEM - GEM e4
31. GEM - GEM e6
32. GEM - GEM eL XD
33. GEM - GEM eM 1400 LSV
34. John Deere - TE 4x2 Electric Utility Vehicle
35. Kick - Kick Electric Mini Pickup LSV
36. Mars Cars - EZ Go Express L6 Passenger Vehicle
37. Mars Cars - EZ Go Express S2 Passenger Vehicle
38. Mars Cars - EZ Go Express S4 Passenger Vehicle
39. Mars Cars - EZ Go M2+2 Passenger Vehicle
40. Mars Cars - EZ Go M4 Passenger Vehicle
41. Mars Cars - EZ Go M6 Passenger Vehicle
42. Mars Cars - EZ Go Liberty Passenger Vehicle
43. Mars Cars - EZ GO 4X4 MARS M-WAGON
44. Mars Cars - EZ GO Valor Passenger Vehicle
45. Mars Cars - EZ GO TXT Islander Passenger Vehicle
46. Mars Cars - EZ GO TXT Islander Work Edition Passenger Vehicle
47. Mars Cars - EZ GO Freedom RXV Passenger Vehicle
48. Moto Electric Vehicles - 2 Passenger LSV Enclosed Utility Standard Hard Door
49. Moto Electric Vehicles - 2 Passenger Utility Deluxe
50. Moto Electric Vehicles - 2 Passenger Utility Deluxe Hard Door
51. Moto Electric Vehicles - 2 Passenger Enclosed Utility Deluxe
52. Moto Electric Vehicles - 2 Passenger Enclosed Utility Deluxe Hard Door
53. Moto Electric Vehicles - 4 Passenger Utility Hard Door
54. Moto Electric Vehicles - Industrial Buddy 2 Passenger Truck Deluxe Hard Door
55. Moto Electric Vehicles - Industrial Buddy 2 Passenger Delivery
56. Moto Electric Vehicles - Industrial Buddy 2 Passenger Delivery Hard Door
57. New Vac - KeyLo Electric Mini Pickup LSV
58. Tropos Motors - ABLE FRV - Electric Fire Response Vehicle
59. Tropos Motors - ABLE EMSo - Electric Medical Service Vehicle, Open Platform
60. Tropos Motors - ABLE EMSc - Electric Medical Service Vehicle, Closed Platform
61. Tropos Motors - ABLE Trades

62. Tropos Motors - ABLE Pickup
63. Tropos Motors - ABLE Cargo
64. Westward Industries - MAX EV 3 Delivery Flat Deck
65. Westward Industries - MAX EV 4 Wheel LSV
66. Westward Industries – GO-4 Parking Enforcement
67. Westward Industries – GO-4 ALPR Parking Enforcement
68. Westward Industries – GO-4 XTR Refuse Hauler
69. Westward Industries – GO-4 Extended Flat Deck

Compact Off-Road Vehicles

1. Alke ATX 330E Off Road Electric Vehicle

Autonomous Mobile Power Supply Platform

1. **Dannar - Dannar Mobile Power Station 3.00**
2. **Dannar - Dannar Mobile Power Station 4.00**

Mobile Power Supply Platform

1. **Dannar - Dannar Mobile Power Station 3.00**
2. **Dannar - Dannar Mobile Power Station 4.00**

Autonomous Emergency Response Vehicle

1. **Dannar - Dannar Mobile Power Station 3.00**
2. **Dannar - Dannar Mobile Power Station 4.00**

Passenger Trains

1. ALWEG Rapid Transit Company – Monorail Passenger Train
2. Altrom - Prima M4 - AZ4A Passenger Locomotives
3. Altrom - Citadis Dualis Tram-Train
4. Altrom - Citadis Spirit Light Rail Vehicle
5. Altrom - Fuel Cell Coradia iLint
6. Altrom - Metropolis Metro
7. Altrom - Translohr Tramway On Tyres
8. Altrom - X'Trapolis Suburban Train
9. **American Maglev Technology, Inc. - Electric Passenger Train**
10. Bombardier Transportation
11. Bombardier - Innovia APM 100
12. Bombardier - Innovia APM 200 Automated People Mover System
13. Bombardier - Innovia APM 256
14. Bombadier - Innovia APM 300 Automated People Mover System
15. Bombardier - Innovia Monorail
16. Bombardier - Flexibility Trams
17. Bombardier - Flexibility 2 Trams
18. Bombardier - Flexibility Freedom
19. Bombardier - Flexibility Light Rail Vehicles
20. Bombardier - Single Deck Electric Multiple Units
21. Bombardier - Double-Deck Electric Multiple Units
22. BYD - SkyRail Monorail System
23. CAF - Electric Locomotive BB A 3000V
24. CAF - Electric Locomotive BBB A 3000V
25. CAF - Electric Locomotive C'C' 3.000V

26. CRRC Zhuzhou Locomotive Co. LTD - HX1D AC Rapid Electric Passenger Locomotive
27. CRRC Zhuzhou Locomotive Co. LTD - ERP Passenger
28. CRRC Zhuzhou Locomotive Co. LTD - Maglev Passenger Train
29. Hitachi - AT 100 Metro Dual Voltage
30. Hitachi - AT 200 Commuter Dual Voltage
31. Hitachi - AT 300 Intercity High Speed
32. Hitachi - Monorail Passenger Train
33. Hyundai Rotem - Manned Electric Passenger Trains
34. Hyundai Rotem - Unmanned Electric Passenger Trains
35. Inekon - Trio Low Floor Tram
36. Inekon - 04 Superior Low Floor Tram
37. Inekon - 11 Pento Low Floor Tram
38. JSC Kolomensky Zavoc - EP2K Passenger Electric Locomotive
39. Kawasaki - SWIMO Ultra Low Floor Tramway
40. Kawasaki - JR East 200 Electric Passenger Extreme Cold Weather Train
41. Kawasaki - 05 Series Electric Subway Train
42. Kawasaki - 22 Series Electric Subway Train
43. Kawasaki - 66 Series Electric Subway Train
44. Kawasaki - 70-000 High Speed Electric Rail Train
45. Kawasaki - 2000 Series High Speed Electric Rail Train
46. Kawasaki - 1000 Series Electric Subway Train
47. Kawasaki - 3000 Series Electric Subway Train
48. Kawasaki - 5000 Series Electric Subway Train
49. Kawasaki - 6300 Series Electric Subway Train
50. Kawasaki - 8000 Series Electric Subway Train
51. Kawasaki - 16000 Series Electric Subway Train
52. Kawasaki - R143 Series Electric Subway Train
53. Kawasaki - PA-5 Commuter Electric Train
54. Kawasaki - 30000 Series Electric Railway Train
55. Kawasaki - 1000 Series Monorail Vehicle
56. Kawasaki - efSET Electric High Speed Railway Vehicle
57. Nippon Sharyo - Light Rail Electric Vehicles (LACMTA)
58. Nippon Sharyo - Model 800 Low Floor Light Rail Electric Vehicles
59. Nippon Sharyo - Gallery Type Bi-Level EMU
60. Nippon Sharyo - Highliner Gallery Type Bi-Level EMU
61. Nippon Sharyo - Commuter EMU
62. Nippon Sharyo - AE100 Express EMU
63. Nippon Sharyo - Series 215 EMU
64. Nippon Sharyo - Series 371 Express EMU
65. Nippon Sharyo - Series 683 Express EMU
66. Nippon Sharyo - Series 1700 Express EMU
67. Nippon Sharyo - Series 2000 Electric EMU
68. Nippon Sharyo - Series 2200 Electric EMU
69. Nippon Sharyo - Series 50000 Express EMU
70. Nippon Sharyo - Series 60000 Express EMU
71. Nippon Sharyo - Series 7000 Driverless Tram With Rubber tires
72. Nippon Sharyo - Model HSST-100 Linimo Maglev Train Fully Auitomated
73. Nippon Sharyo - Model 40 Suspended Monorail
74. Nippon Sharyo - Light Rail Vehicle
75. Patentes Taolgo Sl - Electric Locomotive
76. Scoda Electric - Emil Zatopek Electric Passenger Locomotive

77. Scoda Electric - Single Deck Electric Unit Passenger Train
78. Scoda Electric - Double Single Deck Electric Unit Passenger Train
79. Scoda Electric - Monorail Passenger Train
80. Siemens - Avenio Single Articulated Tram Low Floor
81. Siemens - Avenio Single Articulated Tram Low Floor
82. Siemens - Streetcar S70 Light Rail Passenger Train
83. Swiss Stadler Rail Group - FLIRT High Speed Low Floor Multi Unit Passenger Rail
84. Swiss Stadler Rail Group - FLIRT 160 High Speed Low Floor Single Decker Passenger Train
85. Swiss Stadler Rail Group - KISS200 long Distance Double Decker Passenger Train
86. Swiss Stadler Rail Group - TANGO City Train High or Low Floor
87. Swiss Stadler Rail Group - TRAMLINK Multi Link Low Floor Train
88. Titagarh - TSR Lenord Double Deck EMU
89. Titagarh - TAF Double Deck EMU
90. Titagarh - ETR500 High Speed Trainset
91. Titagarh - E403 Electric Loco
92. Titagarh - E404.600 High Speed Electric Loco
93. Titagarh - EMUCVS Articulated Single Deck EMU Metrostar
94. Toshiba - 15E Electric Locomotives
95. Toshiba - 19E Electric Locomotives Dual-Voltage
96. Toshiba - SciB Battery Light Rail Transit
97. Toshiba - HSR High Speed Rail
98. Tulomsas - E68000 Electric Outline Engine Passenger Train
99. WINDHOFF Bahn - und Anlagentechnik GmbH

Note: All electric trains in the Netherlands are now 100% Wind Powered

Freight Train

1. Alstrom - Prima T8 AZBA Heavy Freight Locomotive
2. **American Maglev Technology, Inc. - Electric Freight Train**
3. CRRC Zhuzhou Locomotive Co. LTD - HX1F Electric Locomotive
4. CRRC Zhuzhou Locomotive Co. LTD - HX 1B Electric Locomotive
5. CRRC Zhuzhou Locomotive Co. LTD - HX 1C Electric Locomotive
6. CRRC Zhuzhou Locomotive Co. LTD - HX 1 Electric Locomotive
7. CRRC Zhuzhou Locomotive Co. LTD - SS Electric Locomotive
8. CRRC Zhuzhou Locomotive Co. LTD - 22E Dual-Voltage
9. CRRC Zhuzhou Locomotive Co. LTD - 21E Dual-Voltage Narrow
10. CRRC Zhuzhou Locomotive Co. LTD - 20E Dual-Voltage Narrow
11. CRRC Zhuzhou Locomotive Co. LTD - KZ4AC
12. CRRC Zhuzhou Locomotive Co. LTD - O'Z-Y
13. Kawasaki - JR Cargo EF 210 Electric Locomotive
14. Kawasaki - JR Cargo EF 510 Electric Locomotive
15. Kawasaki - JR Freight M 250 Super Rail Cargo Electric Locomotive
16. Kawasaki - 6K Freight Electric Locomotive
17. Schoma Lokomotiven - Electric Tunnel Locomotives
18. Siemens - eHighway Freight System
19. Swiss Stadler Rail Group - NG Shunting Locomotive
20. Swiss Stadler Rail Group - Tailor Made Locomotives
21. Tulomsas - E43000 Electric Locomotive
22. Tulomsas - E1000 Electric Maneuvering Engine
23. Tulomsas - E68000 Electric Outline Engine Freight Train
24. Wabtec Corp. - FLXdrive Battery-Electric Heavy-Haul Freight Locomotive

Passenger Van

1. Green4U Technologies - Passenger Cargo Van
2. GreenPower Motor Co. - EV Star 25' 17 Passenger Van
3. Lightning eMotors – ZEV3 Transit Passenger Van
4. Lightning eMotors - Transit Passenger Van 170 Mile
5. Lightning eMotors - Transit Passenger Van Hydrogen Fuel Cell 250 Mile
6. Mercedes-Benz - eVito Passenger Van
7. Mercedes-Benz - EQV 6 Passenger Van
8. Mercedes-Benz - EQV 7 Passenger Van
9. Mercedes-Benz - EQV 8 Passenger Van
10. VIA - Passenger Van
11. Zenith Motors - Electric Passenger Van

Passenger/Shuttle Buses

1. Altrom - Aptis Electric Bus
2. Ameritrans Bus - All-Electric Motiv ePCS On Ford E450 Chassis 25 Passenger Shuttle Bus
3. Advanced Vehicle Manufacturing (AVM) - All Electric Mid-Size Shuttle Bus EV21
4. Advanced Vehicle Manufacturing (AVM) - All Electric Mid-Size Shuttle Bus EV27
5. Advanced Vehicle Manufacturing (AVM) - All Electric Mid-Size Shuttle Bus EV33
6. BYD Motors - C6 23-Ft Zero-Emission Electric Motor Coach
7. BYD Motors - K7M 30-Ft All Electric Zero-Emission Transit Bus
8. BYD Motors - K9s 35-Ft Zero-Emission Transit Bus
9. BYD Motors - K9M 40-Ft All Electric Zero-Emission Transit Bus
10. BYD Motors - K9S 40-Ft All Electric Zero-Emission Transit Bus
11. BYD Motors - C9 40-Foot Zero-Emission Electric Motor Coach
12. BYD Motors - C10M 45-Ft Articulated All Electric Coach
13. BYD Motors - K11M 60-Ft Articulated All Electric Zero-Emission Transit Bus
14. BYD ADL Enviro400EV Electric Double Decker Bus
15. Gillig - Battery Electric Bus
16. Green4U Technologies - Shuttle Bus
17. Green4U Technologies - Touring Bus
18. GreenPower - AV Star Passenger Shuttle
19. GreenPower - EV250 30-Foot All Electric Bus
20. GreenPower - EV350 40-Foot All Electric Bus
21. GreenPower - EV500 40-Foot All Electric Double Decker Bus
22. GreenPower - EV550 40-Foot All Electric Double Decker Bus
23. GreenPower - SYNAPSE 72 All Electric Shuttle Bus
24. International IC Bus - IC charge All-Electric Bus
25. Irizar Group - e-Mobility ie Bus 10.8
26. Irizar Group - e-Mobility ie Bus 12
27. Irizar Group - e-Mobility ie Bus 15
28. Irizar Group - e-Mobility ie Bus 18
29. Irizar Group - e-Mobility ie Tram Bus 12m
30. Irizar Group - e-Mobility ie Tram Bus 18m
31. Lightning eMotors - ZEV4 Shuttle Bus (Ford F-450)
32. Lightning eMotors - ZEV4 Shuttle Bus (GM 4500)
33. Lightning eMotors - ZEV5 Shuttle Bus
34. Lightning eMotors – Lightning Repower City Transit Bus
35. Lion- Class 6 Electric LIONM Shuttle Bus
36. Kamaz - 6282 Electric Articulated Bus
37. Mercedes-Benz - eCitaro City Bus
38. Motiv Power Systems - EPIC 4 Passenger Bus

39. Motiv Power Systems - EPIC 6 Passenger Bus
40. Motor Coach Industries - D45 CRT LE Charge
41. Motor Coach Industries - J4500 Charge
42. New Flyer - Xcelior XE 35 Bus With Lithion-Ion Battery Pack
43. New Flyer - Xcelior XE 40 Bus With Lithion-Ion Battery Pack
44. New Flyer - Xcelior XE 60 Bus With Lithion-Ion Battery Pack
45. Novabus - LFSe Electric Bus 40’
46. Novabus - LFSe+ Electric Bus 40’
47. Optimal EV - S1LF Shuttle
48. Phoenix Motorcars - ZEUS 400 Zero Emissions Shuttle Bus
49. Proterra - Catalyst FC 35-Foot Urban Transit Bus
50. Proterra - Catalyst XR 35-Foot Urban Transit Bus
51. Proterra - Catalyst E2 35-Foot Urban Transit Bus
52. Proterra - Catalyst FC 40-Foot Urban Transit Bus
53. Proterra - Catalyst XR 40-Foot Urban Transit Bus
54. Proterra - Catalyst E2 40-Foot Urban Transit Bus
55. Proterra - ZX5 35’ Electric Bus
56. Proterra - ZX5 40’ Electric Bus
57. Sea Electric - SEA E4B Commuter Bus
58. Solaris - Urbino 8 LE Electric Bus
59. Solaris - Urbino 9 LE Electric Bus
60. Solaris - Urbino 12 LE Electric Bus
61. Solaris - Urbino 18 LE Electric Bus
62. Toshiba - Sora FC EV Bus
63. Van Hool - CX45E Electric Coach
64. VDL Bus & Coach - Citea SLF-120 Electric Bus
65. VDL Bus & Coach - Citea SLF-121 Electric Bus
66. VDL Bus & Coach - Citea SLFA-180 Electric Bus
67. VDL Bus & Coach - Citea SLFA-181 Electric Bus
68. VDL Bus & Coach - Citea SLFA-187 Electric Bus
69. VDL Bus & Coach - Citea LLE - 99 Electric Bus
70. Volvo - 7900 Electric Articulated Bus
71. Zenith Motors - Electric Mini Bus
72. Zenith Motors - Electric Shuttle 9 Passenger Van
73. Zenith Motors - Electric Shuttle 16 Passenger Van

Automated Passenger Bus

1. New Flyer - Xcelior AV 40’

Compact Shuttle/MiniBus

1. Columbia - 6 Passenger Shuttle
2. Columbia - MVP 14 Passenger Shuttle
3. EMOSS - MB4 - 7 Passenger Electric Minibus
4. EMOSS - MB14 - 15 Passenger Electric Minibus
5. EMOSS - MB15 - 15 Passenger Electric Minibus
6. EMOSS - MB16 - 16 Passenger Electric Minibus
7. Hyundai - County Electric Minibus
8. Lightning eMotors - E-450 Shuttle Bus 80 Mile
9. Lightning eMotors - E-450 Shuttle Bus 120 Mile
10. Motiv - Epic E-450 Shuttle
11. Moto Electric Vehicles - MotoEV Electro Transit Buddy 9 Passenger
12. Moto Electric Vehicles - MotoEV Electro Transit Buddy 9 Passenger Hard Door
13. Moto Electric Vehicles - MotoEV Electro Transit Buddy 11 Passenger ADA

14. Moto Electric Vehicles - MotoEV Electro Transit Buddy 12 Passenger
15. Moto Electric Vehicles - MotoEV Electro Transit Buddy 12 Passenger Hard Door
16. Moto Electric Vehicles - MotoEV Electro Transit Buddy 15 Passenger
17. Moto Electric Vehicles - MotoEV Electro Transit Buddy 15 Passenger Hard Door
18. Moto Electric Vehicles - MotoEV Electro Transit Buddy 15 Passenger XE Hard Door
19. Moto Electric Vehicles - MotoEV Electro Transit Buddy 15 Passenger LE Hard Door
20. Moto Electric Vehicles - MotoEV Electro Transit Buddy 15 Passenger ADA
21. Moto Electric Vehicles - MotoEV Electro Transit Buddy 15 Passenger Wheelchair
22. Moto Electric Vehicles - MotoEV Electro Transit Buddy 23 Passenger
23. Moto Electric Vehicles - MotoEV Electro Transit Buddy 27 Passenger ADA
24. Moto Electric Vehicles - MotoEV Electro Transit Buddy 28 Passenger Tram
25. Moto Electric Vehicles - MotoEV Electro Transit Buddy 28 Passenger Hard Door Tram
26. Phoenix Motors - ZEUS 400 Shuttle Bus

Autonomous Shuttle/Bus

1. Sensible4 - Gacha Autonomous Shuttle Bus
2. Toyota - e-Palette Autonomous Mobile as a Service (Autono-Maas) Shuttle Bus

School Buses

1. ADOMANI - Electric School Bus
2. Blue Bird - Type D RE Electric School Bus
3. Blue Bird - Type A Micro Bird G5 Electric School Bus
4. BYD 35’ School Bus
5. BYD 38” School Bus
6. BYD 40’ School Bus
7. Creative Bus Sales Inc. - Type C Motiv All-Eectric Powertrain With Ford F59 Starcraft School Bus
8. GreenPower – BEAST (Battery Electric Automotive School Transportation) 40’
9. GreenPower - SYNAPSE 72 All Electric School Bus
10. Lightning eMotors - ZEV4 Type A School Bus (Ford E-450)
11. Lightning eMotors - ZEV4 Type A School Bus(GM 4500)
12. LION Electric - eLion Type C School Bus
13. Motiv Power Systems - eQuest XL All-Eectric Powertrain With Ford F59 Starcraft School Bus
14. Motiv Power Systems - EPIC 4 Type A School Bus
15. Motiv Power Systems - EPIC 5
16. Motiv Power Systems - EPIC 6 Type C School Bus
17. Motiv - Epic E-450 School Bus
18. Navistar - IC School Bus CE Series
19. Thomas Built Buses/Daimler - Saf-T-Liner C2 Jouley Electric School Bus
20. Transpower - Type C Transit School Bus
21. Trans Tech Bus - SSTe - Motiv ePCS On Ford E450 Chassis School Bus
22. Phoenix Motors - ZEUS 600 School Bus

Ambulance

1. Lightning eMotors - ZEV3 Transit Ambulance Type II 140-Mile
2. Lightning eMotors - ZEV3 Transit Ambulance Type II 200-Mile

Taxi

1. BYD - E6 Electric Taxi
2. Electric Cab North America - Micro Transit Shuttles
3. Nissan LEAF Electric Taxi

Underground Mining Equipment

1. Epiroc - Scooptram ST7 Battery Electric Loader
2. Epiroc - Scooptram EST1030 Electric Loader
3. Epiroc - Scooptram EST2D Electric Loader
4. Epiroc - Scooptram EST3.5 Electric Loader
5. Epiroc - Minetruck MT2010
6. Epiroc - Minetruck MT42
7. Epiroc - Boomer E2 Battery Face Drill Rig

Cargo Ship

1. Compagnie Fluvial de Transport - Zulu Hydrogen Fuel Cell Inland Cargo Vessel
2. Guangzhou Shipyard International Company Ltd. - All Electric 2,200 Ton Cargo Ship
3. Kawasaki Heavy Industries - Hydrogen Fuel Cell 8,000 Ton Ship
4. PortLiner - EC52-1 Inland Waterway Bulk 400/1,000 Ton Ship
5. PortLiner - EC52-1 Inland Waterway 24/36 TEU Container Ship
6. PortLiner - EC110 Inland Waterway Bulk 7,000 Ton Ship
7. PortLiner - EC110 Inland Waterway 280 TEU Container Ship
8. **Zero Emissions Services - Inland Container Vessel ZES Pack Exchangeable Battery Containers**

Cargo/Container Barge

1. **Future Proof Shipping - H2 Barge Hydrogen Fuel Cell Inland Container Ship**
2. Heineken - Alphenaar Electric Inland Barge
3. Port Liner - All-Electric Container Barge Tesla Ships
4. Wartsila - Electric Cargo Barge

Cruise Barge

1. The Electric Barge - Cruise/Floating Classroom Barge

Autonomous Container/Cargo Ship

1. ASKO Maritime - Autonomous Electric Vessel Sea Drones
2. Vard Braila - All-Electric Container Ship

Cruise Ship

1. AIDAperla - German Cruise Line
2. China Yangtze Power - Yangtze River Three Gorges 1
3. **Fincantieri Ancona/Viking Cruise Lines - Hydrogen Fuel Cell Cruise Ship**

Fishing Boats

1. Siemens Energy - Karoline Electric Fishing Boat
2. Siemens Energy - Elfrida Electric Fish Farming Boat

Car Ferry

1. E-Ferry - Ellen Electric Car Ferry
2. ForSea Ferries - M/F Tycho Brahe Electric Car FerryFjellstrand - MV Ampere Electric Car Ferry
3. NavAlt Solar & Electric Boats - Aditya Solar-Powered Passenger Ferry

Autonomous Car Ferry

1. Mitsubishi Heavy Industries - SOLEIL Car Ferry

Passenger Ferry

1. **All American Marine/SWITCH Marine - Hydrogen Fuel Cell Electric Passenger Ferry**
2. Austral - Volt Series Passenger Express 46V Ferry
3. Damen - Electric 80 Passenger Ferry 2306
4. Danfoss - Passenger Ferry
5. E-Ferry - Ellen Electric Passenger Ferry
6. Energy Absolute - Passenger Ferry
7. Fjellstrand - Electric Passenger Ferry
8. Incat Crowther - Battery Electric Passenger Ferry
9. Incat Crowther - Hydrogen Fuel Cell Passenger Ferry
10. Sterling PlanB Energy Solutions - Electric Passenger Ferry

Passenger/Car Ferry

1. Ampere - Electric Passenger & Car Ferry

Pilot Boat

1. MGH Group - e-Maguelonne Pilot Boat
2. Robert Allan Ltd. – 52’ Rally 1600-E All-Electric Pilot Boat

RORO Passenger/Vehicle Ferry

1. Terson Shipyard - RORO Passenger/vehicle Ferry

Sight Seeing Boat

1. The Fjords/Broddrene Aa - Vision of the Fjords Passenger Sightseeing Boat

Tanker Ship

1. Asahi Tanker/Corvus Energy - e5 All-Electric Lithium-Ion Battery Tanker

Tug Boat

1. Crowley - 82’ Ship Assist Electric Tug THS-08240, 70 Short Ton Bollard Pull
2. Damen Shipyards - 81’ Damen RSD-E Tug 2513, 70 Ton Bollard Pull
3. Lianyungang Port Holding Group - Yungang Electric Tug No. 1
4. Navtek Naval Technologies - ZEETUG, Gisas Power 32 Ton Bollard Pull
5. **Sanmar Shipyards - HAISEA WAMIS Battery ElectRA 70 Ton Bollard Tug**

Workboat

1. **Hukkelberg Boats - Electric Aluminum Workboat**

Electric Boats Note

There are several consumer recreational electric boat manufacturers.

Note:

1. CFASE conducts periodic searches for all vehicles and equipment that are zero emissions. Our survey is the most comprehensive document of zero emission technologies.
2. CFASE contacted the manufacturer directly to obtain information or information was available on the manufacturer website.
3. Commercially Available means that the manufacturer is accepting orders for delivery to customer in less than one year. Time of delivery can vary due to the type and number of vehicles ordered.
4. Vehicles, CHE and Equipment can be new or used and be retrofitted to be zero emission.

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: November 20, 2023

TO: Lisa Wunder, Interim Director
Environmental Management Division.

Attn: Nicole Enciso, Planner
Environmental Management Division.

FROM: Rowena Lau, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

SUBJECT: **JOHN S. GIBSON TRUCK & CHASSIS PARKING LOT PROJECT - NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT**

This is in response to your November 13, 2023 Notice of Completion and Availability of Final Environmental Impact Report for the proposed project located at 1599 John S. Gibson Boulevard, San Pedro, CA 90731. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, it has been determined the project is unrelated to sewers and does not require any hydraulic analysis. Please notify our office in the instance that additional environmental review is necessary for this project.

If you have any questions, please call Than Win at (323) 342-6268 or email at than.win@lacity.org.

RL/TW: sa

c: Julie Allen, LASAN
Michael Scaduto, LASAN
Spencer Yu, LASAN
Than Win, LASAN

File Location: CEQA Review\FINAL CEQA Response LTRs\FINAL DRAFT\John S. Gibson Truck & Chassis Parking Lot Project - NOP of dEIR

Los Angeles Unified School District

Office of Environmental Health and Safety

December 11, 2023

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

PROJECT LOCATION: 1599 John S. Gibson Boulevard, San Pedro, California
PROJECT: John S. Gibson Truck & Chassis Parking Lot Project

These comments are submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the Project located at 1599 John S. Gibson Boulevard, San Pedro, California. Multiple LAUSD school sites are nearby the Project site (Attachment: LAUSD School Sites). As such, LAUSD is concerned about the potential negative environmental impacts of the project on students and staff.

The District requests that our schools be recognized as sensitive receptors and that the analysis in the Environmental Impact Report specifically addresses potential impacts to our school community. Specific areas of concern where the Project's construction and operation would have a significant effect on District's schools include Air Quality, Hazards and Hazardous Materials, Noise, and Transportation/Traffic (including pedestrian safety).

Please include LAUSD's Office of Environmental Health and Safety in the interested parties list to directly receive all notices related to this Project. The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. Thank you for your attention to this matter. If you need additional information, please contact me at (213) 241-4210 or at ceqa-comments@lausd.net.

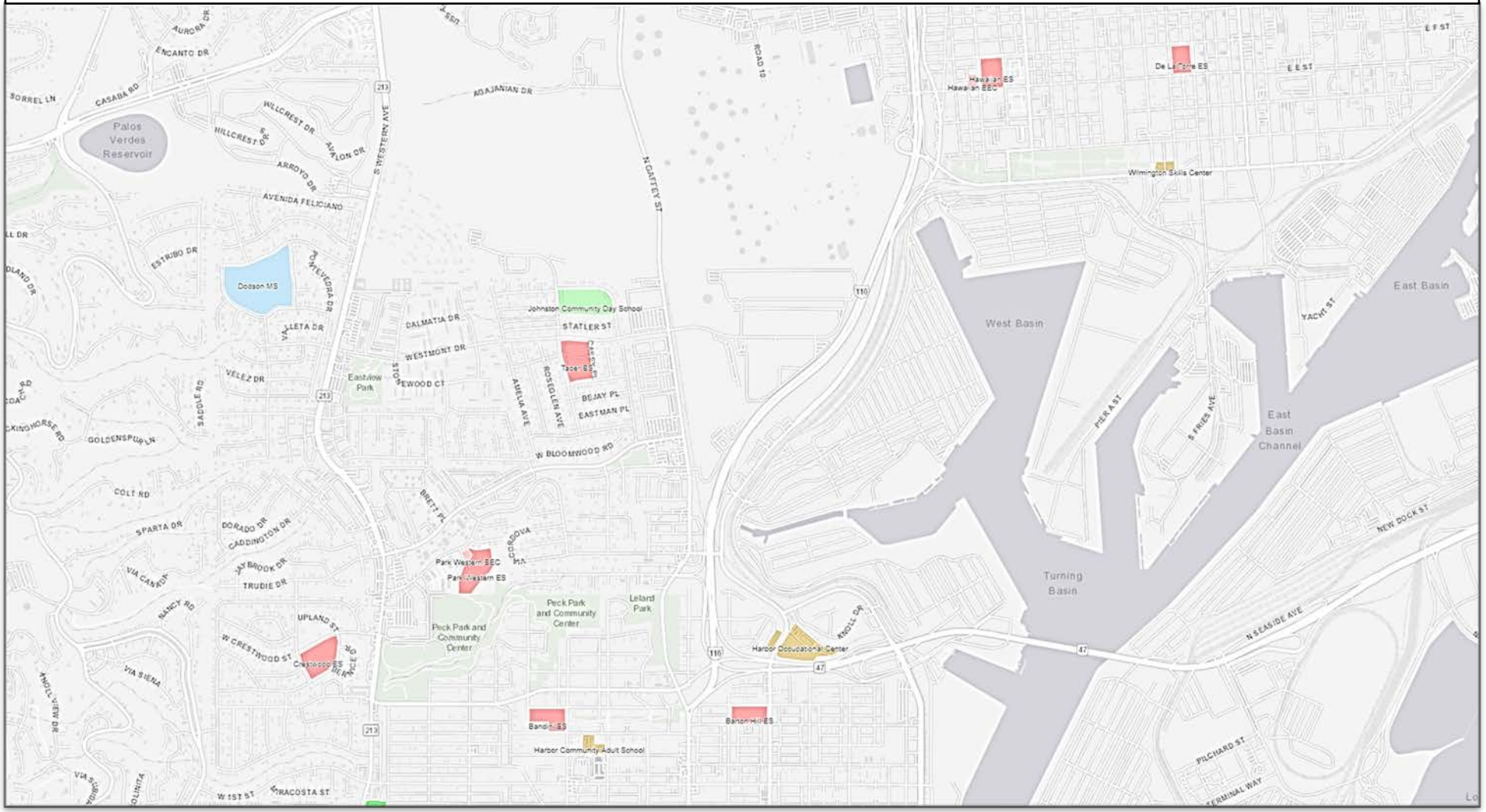
Sincerely,

Bryan R Fernandez

Bryan Ramos Fernandez, AICP
CEQA Project Manager
Contract Professional
Los Angeles Unified School District (LAUSD)
Office of Environmental Health and Safety (OEHS)
333 S Beaudry Ave., 21ST Floor, Los Angeles, CA 90017

Attachment: LAUSD School Sites

ATTACHMENT:
LAUSD SCHOOL SITES



December 11, 2023

Ms Lisa Wunder
Interim Director
Environmental Division
Port of Los Angeles

Via ceqacomments@portla.org

Dear Ms. Wunder,

Thank you for the opportunity to comment on the NOP for the Gibson Blvd. container truck parking lot.

The Notice of Preparation [NOP] determined that an EIR is required for this project and identified 11 areas where there may be significant negative environmental impacts.

The project site is 18.63 acres, just northerly of the police station and the business adjacent to it, between Gibson Blvd. and the 110 Freeway. They propose a parking lot on about nine acres of the site, by grading and paving, constructing several 30' tall retaining walls and adding about 3,300 cubic yards of fill. There will be 393 parking stalls for containers on truck chassis. The lot will be used for staging trips to and from nearby terminals. They assert there will be no container storage on the lot but cite no control mechanisms to assure that is the case. It will operate 24/7, with two employees on site.

All ingress and egress to the site will be by right turn to and from from Gibson Boulevard. They predict 1794 truck trips per day. **This is four times the number originally proposed when this project was presented two years ago as a mitigated negative declaration.**

The first step in preparing an NOP is an "initial study", where the Port tries to identify areas where there may be a significant negative environmental impact. The study identified eleven such areas, including aesthetics, biological resources, geology and soils, noise, cultural resources, greenhouse gas emissions, land-use and planning, transportation, air quality, energy, hazardous and hazardous materials.

The discussion of each of these seems fairly straight forward, with the exception of transportation, truck movements during operations.

Traffic impacts are analyzed in terms of "vehicle miles traveled" [VMT] or "level of service" [LOS] which looks at what crowding results at affected intersections. The problem is that the NOP believes that they are required to evaluate car traffic impacts only, not trucks.

The project that was before us last year was for 466 truck per day. In our previous comment letter, dated January 18, 2022, we noted that the average length of a truck and semi-trailer is 72'. Placed end to end, those trucks would stretch a little over six miles. [466 x 72' = 33,552' = 6.35 miles. This new NOP says it will have 1,794 one-way truck trips per day. That's four times the traffic estimated two years ago.

By not evaluating truck traffic, we will not learn the answers to some of ur earlier questions, which were:

,
- Will trucks be backed up on Gibson Blvd. southbound waiting to get into the parking lot? How

long will that line be? How much will they interfere with traffic on Gibson? Harry Bridges? On Figueroa?

- If a truck leaving the lot needs to go to a terminal on Terminal Island, how will it get there? South to Channel, then south on Gaffey, and then left onto the 47 freeway? Or south to the Harbor Blvd. onramp to the 47 Freeway?

- If a truck leaving the lot needs to access a terminal from Bridges Blvd, how will they get there? Since it will be right turn only, will they proceed south to Channel Street and try to make a U turn?

- What traffic light improvements will be necessary to accommodate this project? Will a traffic light be required at the entrance/exit to the lot because of the frequency and wide turning radius of the trucks? Note that LADOT permit approval is required and has not been issued.

- What impact, if any, will there be on visitor or police emergency access into and out of the Yang Ming offices and the police station just south of the parking lot?

- What wear and tear impact will there be on the streets near the proect, specifically on Gibson Blvd.?

Typically, where significant negative environmental impacts are found, the agency proposes mitigation to lessen the impacts.

In our earlier comments, we proposed two; street paving and under grounding utilities. As we said in our early comment letter, paraphrased:

This developer has access onto Gibson Boulevard only because the Port sold a strip of land along the west side of the Boulevard to them, in about 2017. Prior to that sale, the parcel was completely landlocked. When the Port sold it, it knew or should have known, that development of the parcel would create impacts on the streets, utilities, and rail usage. We therefore believe the following mitigations should be included in any project approval.

Repave Gibson Blvd. The Port has regularly constructed terminals to accommodate high wheel loads, usually 60,000 pounds or more. While the Port has constructed a few roads, such as Bridges Blvd., to withstand such loads, but typically, trucks in the Port must.travel on 35,000 pound wheel load streets. This has severe impacts on the roads. Imagine the condition of Gibson, a designated scenic highway, after a year of trucks from this project after 654,000 trips a year [1794 trips x 365 days]. The Port should repave Gibson with adequate sub-base capable of withstanding the loads this project will generate.

Underground Utilities. The port regularly undergrounds utilities inside terminals but on Gibson, a designated Scenic Highway, it constructed above-ground power poles. Over time, these poles have had additional cross bars added, to accommodate expanding power demands. This project will add to the power demands and generate additional blight from the above-ground utilities along this Port-community interface.

Sincerely,

Raymons Regalado

President
Northwest San Pedro Neighborhood Council

Wilmington Neighborhood Council
544 N. Avalon Blvd., Suite 103, Wilmington, CA 90744
(310) 522-2013 wilmingtonnc@empowerla.org
wilmingtonneighborhoodcouncil.com

Gina Martinez, Chair
Gayle Fleury, Co-Chair
Jaime Bedolla, Treasurer
Alicia Baltazar, Secretary
Trishie Salas, Parliamentarian

December 11, 2023

Ms Lisa Wunder
Interim Director
Environmental Division
Port of Los Angeles

Via ceqacomments@portla.org

Dear Ms. Wunder,

Thank you for the opportunity to comment on the NOP for the Gibson Blvd. container truck parking lot as well as the overall approach the port has taken with regards to Wilmington and the effects it has on our community.

NOTICE OF PREPARATION

The Notice of Preparation [NOP] determined that an EIR is required for this project and identified 11 areas where there may be significant negative environmental impacts.

The project site is 18.63 acres, just northerly of the police station and the business adjacent to it, between Gibson Blvd. and the 110 Freeway. They propose a parking lot on about nine acres of the site, by grading and paving, constructing several 30' tall retaining walls and adding about 3,300 cubic yards of fill. There will be 393 parking stalls for containers on truck chassis. The lot will be used for staging trips to and from nearby terminals. They assert there will be no container storage on the lot but cite no control mechanisms to assure that is the case. It will operate 24/7, with two employees on site.

All ingress and egress to the site will be by right turn to and from Gibson Boulevard. They predict 1794 truck trips per day. **This is four times the number originally proposed when this project was presented two years ago as a mitigated negative declaration.**

The first step in preparing an NOP is an "initial study", where the Port tries to identify areas where there may be a significant negative environmental impact. The study identified eleven such areas, including aesthetics, biological resources, geology and soils, noise, cultural resources, greenhouse gas emissions, land-use and planning, transportation, air quality, energy, hazardous and hazardous materials.

The discussion of each of these seems fairly straight forward, with the exception of transportation, truck movements during operations.

Traffic impacts are analyzed in terms of "vehicle miles traveled" [VMT] or "level of service" [LOS] which looks at what crowding results at affected intersections. The problem is that the NOP believes that they are required to evaluate car traffic impacts only, not trucks.

The project that was before us last year was for 466 trucks per day. In our previous comment letter, dated January 18, 2022, we noted that the average length of a truck and semi-trailer is 72'. Placed end to end, those trucks would stretch a little over six miles. [466 x 72' = 33,552' = 6.35 miles. This new NOP says it will have 1,794 one-way truck trips per day. That's four times the traffic estimated two years ago.

By not evaluating truck traffic, we will not learn the answers to some of our earlier questions, which were:

,

- Will trucks be backed up on Gibson Blvd. southbound waiting to get into the parking lot? How long will that line be? How much will they interfere with traffic on Gibson? Harry Bridges? On Figueroa?

- If a truck leaving the lot needs to go to Terminal Island, how will it get there? South to Channel, then south on Gaffey, and then left onto the 47 freeway? Or south to the Harbor Blvd. onramp to the 47 Freeway?

- If a truck leaving the lot needs to access a terminal from Bridges Blvd, how will they get there? Since it will be right turn only, will they proceed south to Channel Street and try to make a U turn?

- What traffic light improvements will be necessary to accommodate this project? Will a traffic light be required at the entrance/exit to the lot because of the frequency and wide turning radius of the trucks? Note that LADOT permit approval is required and has not been issued.

- What impact, if any, will there be on visitor or police emergency access into and out of the Yang Ming offices and the police station just south of the parking lot?

- What wear and tear impact will there be on the streets near the project, specifically on Gibson Blvd.?

Typically, where significant negative environmental impacts are found, the agency proposes mitigation to lessen the impacts.

In our earlier comments, we proposed two; street paving and under grounding utilities. As we said in our early comment letter, paraphrased:

This developer has access onto Gibson Boulevard only because the Port sold a strip of land

along the west side of the Boulevard to them, in about 2017. Prior to that sale, the parcel was completely landlocked. When the Port sold it, it knew or should have known, that development of the parcel would create impacts on the streets, utilities, and rail usage. We therefore believe the following mitigations should be included in any project approval.

Repave Gibson Blvd. The Port has regularly constructed terminals to accommodate high wheel loads, usually 60,000 pounds or more. While the Port has constructed a few roads, such as Bridges Blvd., to withstand such loads, but typically, trucks in the Port must.travel on 35,000 pound wheel load streets. This has severe impacts on the roads. Imagine the condition of Gibson, a designated scenic highway, after a year of trucks from this project after 654,000 trips a year [1794 trips x 365 days]. The Port should repave Gibson with adequate sub-base capable of withstanding the loads this project will generate.

Underground Utilities. The port regularly undergrounds utilities inside terminals but on Gibson, a designated Scenic Highway, it constructed above-ground power poles. Over time, these poles have had additional cross bars added, to accommodate expanding power demands. This project will add to the power demands and generate additional blight from the above-ground utilities along this Port-community interface.

EFFECTS ON THE COMMUNITY

As we stated in our previous letters, Wilmington is already overburdened with container storage, chasis yards and other large truck and port related facilities . This project would be of no benefit to the community of Wilmington or its stakeholders. In fact, we fear it will do the exact opposite. The area in question is tantamount to the safety and wellbeing of our stakeholders for emergency services. This is the only way from Wilmington to the Police Station. Wilmington also has no hospital and utilizes Providence in San Pedro for emergency services. Gibson Blvd. is one of the quickest ways to get from Wilmington to San Pedro for emergency services. This is also a Tsunami Evacuation Route. Minimizing our ability to access this route endangers the safety of our community. Will the police even be able to go in and out of the police station effortlessly?

This road also connects trucks to the truck route on Harry Bridges. Blocking traffic as vehicles enter and out of this facility will create a traffic hazard. There are residences and a preschool right off Figueroa and harry Bridges that would be greatly affected. When Waterfront park and its surrounding areas were developed it was to provide a buffer from port activity and residences. Has the port forgotten this commitment? Although truck traffic may not be required when making a decision on a project, common sense dictates that the effects these trucks have on our community **should** be considered. The idling alone will only add to the already monumental amount of pollution our community suffers.

COMMENTS

To the Port of los Angeles this is one more project, to the community of Wilmington this is one more nail in our coffins, already adding to our extremely high cancer and asthma rates. We are surrounded by port projects from all sides of our community. There is the Phillips MOTEMS, ORCEM, VTB redecking, and Pier B projects just to name a few. Adding one more truck, container and chasis operations yard to a community where there are vast amounts of truck, container and chasis operations yards with a vast amount operating illegally and with a deficiency in the enforcement of regulations does not help our community at all and will only benefit private investors.

All it does for our stakeholders is to diminish our quality of life.

There are many things Wilmington needs and 1 more container yard is **not** one of them. The port and port related industries need to step up and be a good neighbor and should stop trying to put a container yard in every vacant space and nook and cranny available in Wilmington. The port should not sell property if that is the intended purpose nor should the Board of harbor Commissioners approve of this.

It is a curious dichotomy where the port will invest in our community with one hand with projects like the waterfront project and community improvements and then with the other hand want to place a cement factory next to the new park allowing our stakeholders to breath in and consume dangerous and toxic slag and then to also flood the entire area on all sides with truck and chasis operations allowing our access to our emergency facilities such as police, the hospital and our evacuation route to be obstructed . This is simply cruel and irresponsible to our stakeholders and lacks foresight and consideration.

We have asked repeatedly that no more container yards be approved in Wilmington. This includes chasis operations as well. We do not want anymore truck operations crammed into our community. We have enough! We have had enough! We have done enough! We invite the Port Commissioners to tour Wilmington with us. Let us show you what our concerns are and what we live with firsthand.

We also note that there is no mention of the use of union labor for this operation. This appears to be a method to bypass traditional union activities performed by union labor.

We have said it before, and we say it again in the hopes that we will be heard. The burden of the supply chain and port expansion should not rest on the back of the community of Wilmington.
Nor should we be expected to have to carry this burden. Just like every other Angeleno we want safe streets, clean air, clean water and expect those in the position to make those decisions to ensure that our wellbeing is being considered. WE OPPOSE THIS PROJECT IN THE STRONGEST TERMS POSSIBLE.

Sincerely,

Gina Martinez

Gina Martinez
Chair, Wilmington Neighborhood Council

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

October 26, 2023

Nicole Enciso
Los Angeles Harbor Department
425 Palos Verdes Street
San Pedro, CA 90731

Re: 2023100743, John S. Gibson Truck and Chassis Parking Lot Project, Los Angeles County

Dear Ms. Enciso:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

From:	pat nave
To:	Ceqacomments
Cc:	Thomas Norman; dillon.clark@centralsanpedronc.org; James Allen; Gina Martinez; havenick@cox.net
Subject:	Gibson truck parking lot
Date:	Monday, December 11, 2023 8:08:58 PM

In general, I adopt the comments of the Wilmington, Northwest, Central, and Coastal San Pedro Neighborhood Councils on the Gibson Parking Lot NOP, but have several additional comments.

First, rumor has it that the property owners plan to operate a non-union truck chassis repair and maintenance facility on the site. While that is mot typically an environmental concern, in this case use for such a purpose will tie up traffic with labor actions to the extent that it will become a significant negative environmental impact.

Second, with the Port just this week announcing an NOP for a 40 acre chassis storage and servicing facility on Terminal Island, is there any reason to amend the Port Master Plan to allow this site to be used for the same use?

Third, given the eleven cited potentially significant negative environmental impacts [twelve if you count trucks], the DEIR should include alternate uses for the site such as temporary housing [i.e. hotel] for visiting terminal executives from nearby terminals.

Thank you for your consideration.

Pleae acknowledge receipt of this comment by return email to sender.

From: pat nave
To: Enciso, Nicole
Subject: Gibson parking lot project
Date: Friday, November 17, 2023 11:09:14 AM

Good morning Nicole. I hope all i well with you.

I was not able to attend the pulic hearing for this project. Can you help me with one question? It concerns the height of the parking area. Are they building it up high with fill, or are they building it down low, street level, so it will be more of an excavation type project? I'm nt any good at reading the cross-sections in the NOP.

Thanks!

From: Albert Cervantes
To: Ceqacomments
Subject: John S. Gibson Truck and Chassis Parking Lot
Date: Thursday, October 26, 2023 11:50:40 AM

Hello I am a resident of Wilmington near where the proposed chassis and trailer parking site is being considered. I want to know what precautions will be made to cut down the noise of these trailers hitching and unhitching. I am near the corner of Figueroa, and the 110 freeway. There is already excessive noise coming from the south west end of the port. is the new proposed site going to be on the east side of Gibson Street? I understand it is Port owned property which would make sense because the west side of Gibson is hills. Again. Again, very concerned about excessive noise, traffic, and fumes.

Sent from my iPhone

From: Tony Martinovich
To: Ceqacomments
Subject: John S. Gibson Truck and Chassis Parking Lot
Date: Sunday, October 29, 2023 2:56:35 PM

Re chassis parking lot on John Gibson Street suggest locating chassis storage off the
47 Freeway between 405 Freeway and Sepulveda Street on vacant land.
Storage of chassis on Terminal Island. Storage of chassis at Berths 191-194. San Pedro
And Wilmington does not need additional contaminants in the air we breathe from Cement.
Have lived in San Pedro for 85yrs and currently in my home for 53yrs and just last week
I have had to power wash the exterior of my home from all the soot and grime originated
From the Harbor, Cargo and Container ships and Refineries, I am aware that we need the harbor and the jobs it provides but where do you draw the line ??? Just a thought, There
Is a lot of vacant Horsey land behind the gates at Rolling Hills Estates… I thought you might appreciate that….. HeHe

From: Bezmalinovich, Augie
To: Dean Pentcheff; Ceqacomments
Subject: RE: Request for extension of review period on Gibson Parking Lot Project
Date: Monday, December 4, 2023 12:41:50 PM

Hi Dean –

I hope all is well and that you enjoyed your weekend. The standard release time for a Notice of Preparation is 30 days. POLA offered an extended review period of 45 days for this item. The Notice of Preparation/Initial Study is the first part of the Environmental Impact Review process and another opportunity will be provided for public review and comment when the Draft Environmental Impact Report is released. As such, we will not be extending the review period at this time. Please let me know if you have further questions or concerns….

Kind regards,
Augie

From: Dean Pentcheff <pentcheff@gmail.com>
Sent: Thursday, November 30, 2023 11:52 AM
To: Ceqacomments <Ceqacomments@portla.org>
Cc: Bezmalinovich, Augie <ABezmalinovich@portla.org>
Subject: Request for extension of review period on Gibson Parking Lot Project

As you know, the monthly meeting schedule of neighborhood councils makes it nearly impossible for us to collect public comment, consider it, and formulate comments to a CEQA document in a few weeks.

We therefore request an extension to the public review period on the John S. Gibson Truck and Chassis Parking Lot project (IS/NOP review) to 90 days, rather than the current 45 days. This would change the end of the review period to 25 January 2024, allowing the Coastal San Pedro Neighborhood Council to consider its response at its January Board Meeting.

Thank you for your consideration.

-Dean
--
Dean Pentcheff
pentcheff@gmail.com
pentcheff@nhm.org
https://research.nhm.org/disco