

Chapter 2

Project Description

2.1 Introduction

This chapter provides background information related to the Proposed Project and describes the Proposed Project’s physical and operational elements. This section also provides a discussion of the California Environmental Quality Act (CEQA) baseline which sets the basis for the environmental setting of the impact analyses in Chapter 3, *Environmental Analysis*, and a description of the Project alternatives evaluated in this Environmental Impact Report (EIR).

2.2 Background and Project Overview

2.2.1. Background

The Los Angeles Harbor Department (LAHD) administers the Port of Los Angeles (Port or POLA) under the California Tidelands Trust Act of 1911 and the Los Angeles City Charter. LAHD develops and leases Port property to tenants who operate the facilities. The Port provides a major gateway for international goods and services. The Port includes 23 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities. In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, boat repair facilities, and recreational, community, and educational facilities.

The entire Port, including the proposed Terminal Island Maritime Support Facility (MSF), is part of the United States Department of Transportation designated National Multimodal Freight Network. Under the proposed Terminal Island MSF Project or “Proposed Project,” the Project site would be improved and expanded to provide approximately 73 net acres of chassis/empty wheeled container storage that could potentially be used by all 12 container terminals located in the POLA and Port of Long Beach (POLB). These terminals, combined, handle 35 percent of all waterborne containers entering and exiting the entire United States. With the development of this MSF, chassis can be stored off-terminal, allowing for additional storage of containers and increased efficiency on-terminal.

A variable amount of the MSF site area was previously used for the temporary storage of empty containers. See Section 2.6, *CEQA Baseline*, for a discussion of baseline conditions.

2.2.2. Project Overview

The Proposed Project consists of the development and operation of a chassis support facility on an approximately 89.2-acre site, including approximately 73 acres of usable space within “the loop” (Figure 2-3). The Proposed Project would construct and install up to two 10-foot by 40-foot office/welfare buildings, four 30-foot-tall canopy structures, eight restrooms, eight guard booths, Maintenance and Repair (M&R) facilities, chassis stalls (i.e., parking spaces), and appurtenant water and electrical infrastructure. The existing vacant Eldridge Street office building (750 Eldridge Street, San Pedro) would also be refurbished to support operations. The chassis support facility could be operated by multiple companies, each of which would likely conduct chassis support operations out of separately built infrastructure. While not certain at this time, it is assumed that multiple companies could operate on the site at once; however, use of the site by a single operator would yield the highest throughput and therefore is the case analyzed. For the purposes of CEQA, the analysis of the Proposed Project is based upon the use of the project site as a chassis support facility and ancillary empty wheeled container storage facility, operated by a single operator. Use of the site by multiple operating companies/tenants or for other maritime support operations, such as wheeled empty container storage (containers left on chassis during storage), would result in fewer daily truck trips to the site. The Proposed Project also involves the storage, repair, and maintenance of chassis as well as the operation of supporting office space(s) including office/welfare buildings and the Eldridge Street office building. The Proposed Project would be operated for up to 25 years.

2.3 Project Objectives

The objectives of the Project are the following:

- issue a Term Permit or Permits for the operations of a chassis support facility or facilities for up to 25 years;
- optimize the use of existing land to support chassis storage;
- reduce inefficient chassis trips: currently, bobtails (truck tractors) are sometimes not able to obtain a chassis in the terminal and need to go to another terminal to retrieve a chassis and then return to the same terminal to retrieve a container, thus resulting in additional inefficient truck trips and vehicle miles traveled;
- provide a full-service depot that would increase the efficiency of terminal operations by providing storage, maintenance, repair, and stop/start functions of chassis, and/or wheeled empty container storage;
- advance POLA’s zero-emission cargo-handling equipment goals by January 1, 2030.

2.4 Project Location and Setting

2.4.1. Regional Setting

The Proposed Project would be located at the Port, on Terminal Island, approximately 20 miles south of downtown Los Angeles (Figure 2-1). The Port encompasses 7,500 acres, including 3,300 acres of water and 43 miles of waterfront. It has approximately 270 commercial berths and 27 terminals, including leased facilities to handle containers, automobiles, dry bulk, breakbulk, and liquid bulk products, as well as cruise ships and extensive transportation infrastructure for intermodal cargo movement by truck and rail. The Port also accommodates boat repair yards and provides slips for 3,800 recreational vessels, 78 commercial fishing boats, 35 miscellaneous types of small-service craft, and 15 charter vessels for sport fishing and harbor cruises. Additionally, the Port accommodates water-dependent recreational, visitor-serving, community, and educational facilities, such as a public beach, the Cabrillo Beach Youth Waterfront Sports Center, Cabrillo Marine Aquarium, Los Angeles Maritime Museum, 22nd Street Park, and Wilmington Waterfront Park.

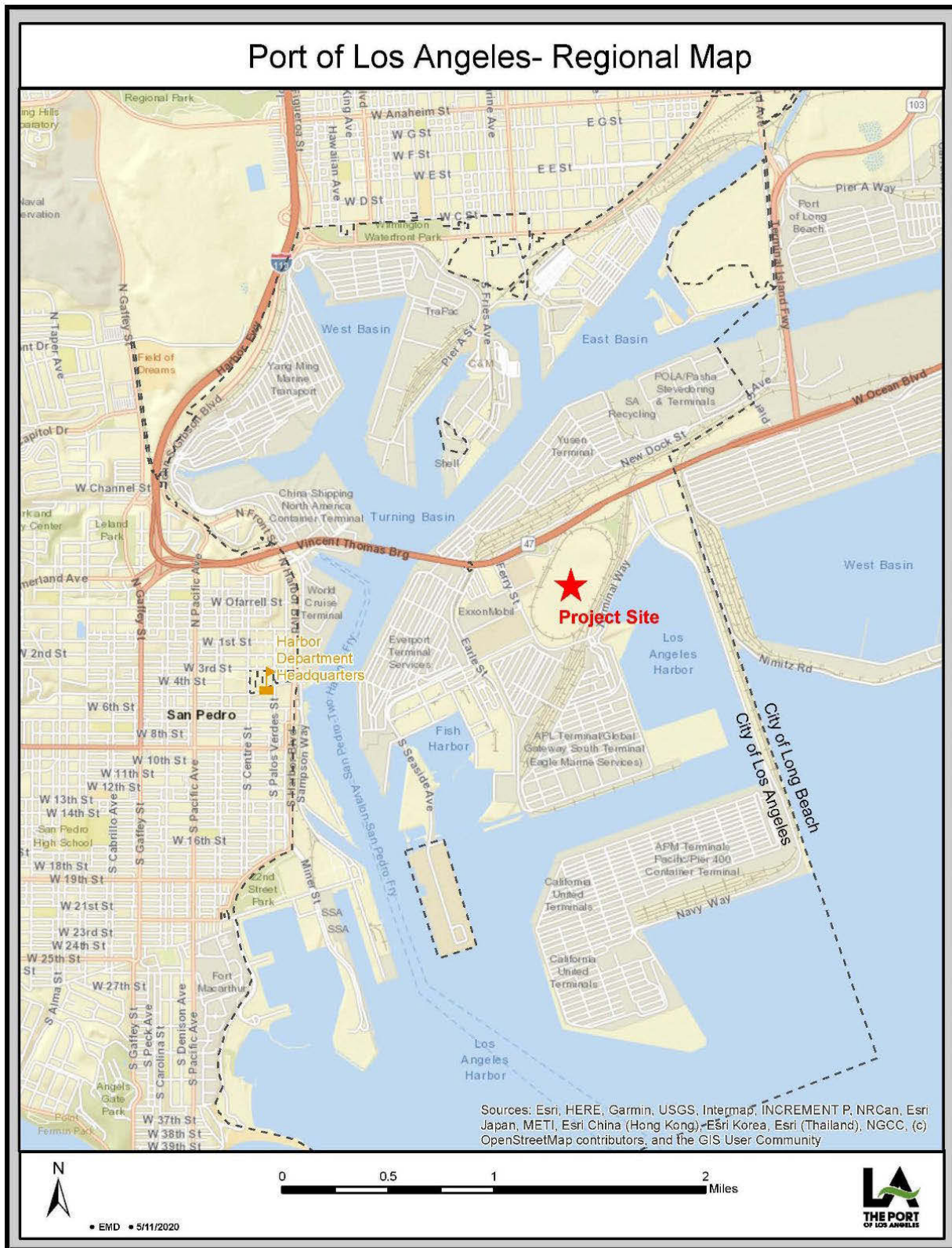
The LAHD, a proprietary department of the City, is charged with the operation, maintenance, and management of the Port. As a landlord, the LAHD leases properties to more than 300 tenants, including private terminal, tug, marine cargo, and cruise industry operators. The LAHD administers operations and projects at the Port under California Constitution Article X, California PRC Section 6306 (“Tidelands Trust Statute”), as granted by the City from the California legislature. The LAHD is therefore chartered to develop and operate the Port in a manner that benefits maritime uses, including the support and access facilities needed to accommodate the demands of import and export waterborne commerce.

2.4.2. Project Site and Surrounding Uses

The Project site is located at 740 Terminal Way, San Pedro, CA 90731. The site is bounded by Navy Way to the east, Ferry Street to the west, Terminal Way to the south, and State Route (SR) 47 to the north (Figure 2-3). The Port will be constructing a rail grade separation roadway to the western end of the site that would serve for site access (Figure 2-3). This grade separation is not part of the Proposed Project and was processed under CEQA and the National Environmental Policy Act through a Categorical Exemption by LAHD on January 2, 2024, and a Categorical Exclusion by the California Department of Transportation on December 27, 2023. The Project site is comprised of approximately 89.2 acres, with three supporting access roads: Terminal Way, Eldridge Street, and Ferry Street. The total acreage to be permitted for use under the Proposed Project is approximately 89.2 acres. Approximately 41.2 acres of the site were previously operated as an empty container storage yard with a roadability center, trailer office space, and guard shacks for security (Section 2.6, *CEQA Baseline*).

Operations staff would work in the existing single-story Eldridge Street office building (750 Eldridge Street, San Pedro), located immediately west and across the street from the Project site. The Eldridge Street office building was originally used as an administrative office for the petroleum coke plant formerly operated by the Los Angeles Export Terminal.

1 **Figure 2-1. Regional Location of the Proposed Project**



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1 The site is held in trust by LAHD on behalf of the State of California, is a part of the City
2 of Los Angeles General Plan and governed by the Los Angeles Board of Harbor Com-
3 missioners. The Port Master Plan (PMP) establishes policies and guidelines to direct the
4 future development of the Port (LAHD, 2018). The PMP includes five planning areas and
5 establishes the policies and guidelines to direct the future development of the Port
6 pursuant to the California Coastal Act and consistent with The State Tidelands Trust.

7 The Project site is within Planning Area 3 of the PMP. Planning Area 3 is the largest
8 planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable
9 waterfront. This planning area focuses on container operations. The Project site is subject
10 to both the Maritime Support and Liquid Bulk land use designations as indicated in the
11 PMP (LAHD, 2018). Of the 89.2-acre site, 23.6 acres are zoned Maritime Support, 53.3
12 acres are zoned Liquid Bulk, and 12.3 acres are zoned Container, as shown in Figure 2-2.
13 Under the Proposed Project, the land use designation of the site would be changed to a
14 dual designation of Container and Maritime Support through a PMP amendment. The
15 Project site is on Assessor's Parcel Number (APN) 7440-022- BRK, which is designated
16 General/Bulk Cargo – Non-Hazardous (Industrial and Commercial) and is zoned
17 qualified-heavy industrial ([Q]M3-1) under the City of Los Angeles Zoning Ordinance
18 (City of Los Angeles, 2024).

19 The Proposed Project is aligned with the California Coastal Act (CCA). The Proposed
20 Project is consistent with Article 2, Chapter 8 of the CCA and ensures that public access
21 and recreational use of the coast is unimpeded while maintaining marine and land
22 resources, including wetlands and environmentally sensitive areas. It does not eliminate
23 or reduce existing commercial fishing harbor space and increases the efficiency of chassis
24 does not involve vessels and therefore would not result in conflicts between vessels.
25 Existing land space within the harbor would be utilized for port purposes. Lastly, the
26 Proposed Project does not fall under any of the appealable categories of development
27 outlined in Section 30715 of the CCA.

28 The Proposed Project adheres to the CCA guidelines and policies, ensuring that
29 development within the coastal zone is conducted in a manner that protects and enhances
30 coastal resources. A detailed consistency analysis is provided in Appendix C.

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1 **Figure 2-2. Existing PMP Land Use Designations on the Project Site**



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2.5 Project Description

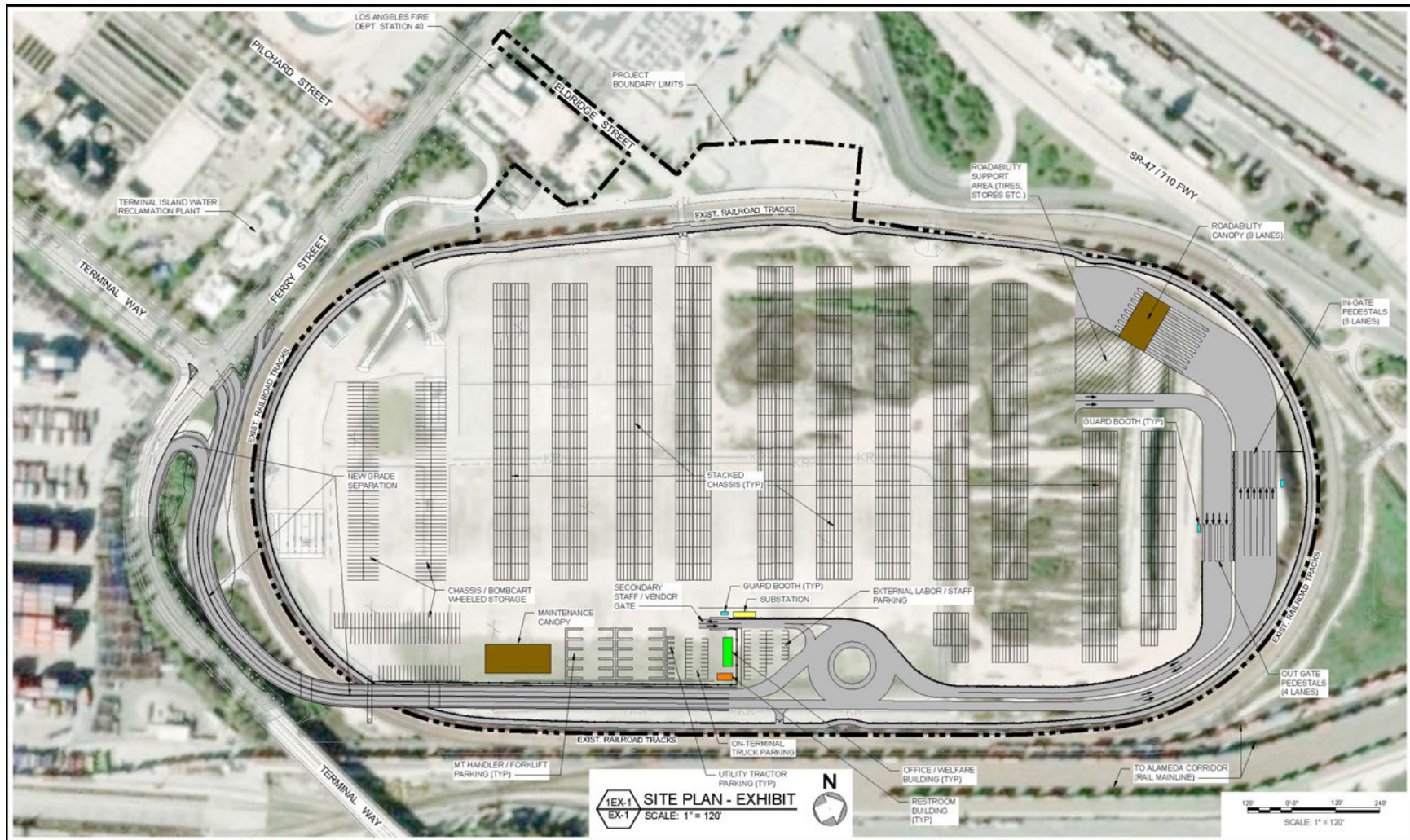
2.5.1. Overview

The Proposed Project includes construction and operation of a chassis support facility, which will provide ancillary support services for marine terminals, which may include operations such as chassis storage/support, and/or wheeled empty container storage on an approximately 89.2-acre site (Figure 2-3).

The site is located at 740 Terminal Way in San Pedro, CA 90731 on Terminal Island in the Port of Los Angeles (POLA or Port). The existing vacant Eldridge Street office building (750 Eldridge Street, San Pedro) would be refurbished to support operations. The Proposed Project would include a PMP amendment to change the land use designation to dual designation of Container and Maritime Support. Multiple companies could operate on the site at once utilizing separately built infrastructure, including separate charging stations and electric hookups at the site. Chassis support facilities operated by multiple companies would not generate more truck trips than with the site being operated by a single operator. This is because each operator would need to have its own separate infrastructure (such as ingress/egress gates, internal circulation roadways, and electrical infrastructure) which reduces the area available for chassis/wheeled empty container storage and other operational needs. This reduction equates to a reduced overall throughput for the Project site. As such, trucking assumptions are based on a single operator (i.e., worst-case condition).

The environmental review for the Proposed Project primarily assumes use of the site as a chassis support facility to ensure all potentially significant adverse impacts are identified. The site may also be used, entirely or in part, for wheeled empty container storage, in which case the resultant truck traffic (and related impacts) would be less than identified under the primary proposed use (chassis support). The Proposed Project, therefore, only analyzes the entire site being utilized as a chassis support facility, operated by a single operator. This EIR assumes 25 years of operations.

1 **Figure 2-3. Project Site Plan**



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 3 Note: The site plan presented is based on a single operator, which would result in the highest efficiency and therefore greatest potential air quality, greenhouse gas emissions, and
 4 transportation impacts during operations; however, the site may be leased to multiple operating companies/tenants resulting in lower operational impacts. The ‘new grade separation’
 5 identified on the western border of the Project site is not part of the Proposed Project and was processed under CEQA and the National Environmental Policy Act through a Categorical
 6 Exemption by LAHD on January 2, 2024, and a Categorical Exclusion by the California Department of Transportation on December 27, 2023.

2.5.2. Construction

The Proposed Project would include development of the approximately 89.2-acre site for use as a chassis and ancillary empty container storage facility. This chassis support facility may be operated by multiple operating companies/tenants. Proposed construction activities for the site include:

- installation of asphalt concrete to pave approximately 75 acres of the 89.2-acre site for backland storage use;
- installation of stormwater drainage and sewage systems in compliance with the City of Los Angeles Low Impact Development (LID) Ordinance and City of Los Angeles Bureau of Sanitation (LA Sanitation & Environment) requirements;
- installation of approximately 7,000 linear feet (lf) of chain-link fencing for the perimeter of the site (additional chain link fencing on k-rails would be required to separate areas for different operators, if necessary);
- installation of approximately 3,600 chassis stalls (e.g., parking spaces) at 90 degrees, plus chassis/bombcart wheeled storage stalls, forklift, and utility tractor rig (UTR) parking;
- installation of 40 high mast light poles (maximum height of 100 feet);
- as-needed installation of vaults, switchgears, transformers, associated concrete pads/foundations, and conduit for electrical connections;
- installation of approximately 40 fire hydrants;
- installation of charging and fueling infrastructure;
- construction of a Los Angeles Department of Water and Power (LADWP) substation;
- construction of up to two approximately 10-foot by 40-foot office/welfare buildings;
- installation of up to four corrugated metal M&R canopies;
- construction of up to four approximately 30-foot tall, 16,000 sf, neutral tone steel canopy structures above a concrete foundation for use as roadability canopies, an accompanying roadability support area, up to four approximately 200-sf longshore restrooms, and up to 12 approximately 300-sf guard booths; and
- interior modification (e.g., replace carpet, repair utilities, repaint interior, etc.) of an approximately 2,900-square-foot (sf) office building at 750 Eldridge Street that can be shared among multiple operating companies/tenants (existing potable water connection, toilets, sinks, and sanitary sewer are available).

The sewage system would include approximately 3,000 lf of 15-inch vitrified clay pipe. For the Proposed Project's potable water supply, construction would include 11,000 lf of 12-inch ductile iron pipe. Approximately 320,000 gallons of water would be used during construction activities.

Other Project-related construction activities include asphalt concrete repairs, 530,000 lf of four-inch striping, 4,000 sf of operational striping, and operational signage installation

1 on nonexclusive access roads leading to and from the Project site (Figure 2-3). Removal
2 of trees and brush would be performed. Based on the Terrestrial Biological Characteriza-
3 tion Survey for the Project site updated in September 2023 by Rincon Consultants, Inc.,
4 tree species observed include Australian wattle, Mexican fan palm, lemon-gum eucalyp-
5 tus, Canary Island pine tree, carrotwood, jacaranda, tree tobacco, willow, Peruvian
6 pepper, Brazilian pepper, and salt cedar (LAHD, 2023a). A total of 239 non-native
7 ornamental individual trees were recorded in the Project area; no protected tree or shrub
8 species were found (LAHD, 2023a). An approximately 3-acre laydown area at the Project
9 site would be utilized during construction. LID water drainage capture infrastructure
10 would be installed as needed throughout the site, including approximately 4,600 lf of
11 36-inch reinforced concrete pipe (RCP), 4,500 lf of 18-inch RCP, 4,500 lf of 8-inch
12 trench drains, 4,700 lf of longitudinal curb and gutter, 20 catch basins, seven maintenance
13 holes, and storm drain filtration trenches for LID compliance.

14 The LADWP substation would be constructed to provide expanded electricity supply at
15 the site to support operations. The proposed substation would connect to an existing
16 substation, IS3185, located southwest just outside of the Project site near Ferry Street,
17 using 480-volt (V) electrical lines. Alternatively, a 4,160V line could also be run and then
18 transformed down to 480V closer to the loads.

19 If electrical lines are routed underground beneath the existing railroad tracks to connect
20 to the existing IS3185 substation, horizontal directional drilling equipment is expected to
21 be used. A timeline of approximately 2 weeks is anticipated if horizontal directional
22 drilling is used under this option. Alternatively, if the electrical lines are routed through
23 the existing tunnel located at the southwest portion of the Project site, trenching would be
24 conducted and would likely take approximately 1 month to complete. The tunnel would
25 be closed to traffic during the temporary trenching activities, with construction access
26 maintained via the at-grade crossing on the north side of the Project site.

27 Under both scenarios (railroad track routing and tunnel routing), electrical lines would
28 remain underground until they reach the new LADWP substation.

29 Construction would regrade approximately 60,000 CY of material and require exporting
30 approximately 270,000 CY of material. Excavation depths are expected to be up to 5 feet.
31 The Environmental Baseline Investigation from 2017 indicates generally low levels of
32 contamination in the soil and groundwater within the property, including total petroleum
33 hydrocarbons (TPH), metals, volatile organic compounds (VOCs), semi-volatile organic
34 compounds (SVOCs), polycyclic aromatic hydrocarbons (PAHs), and polychlorinated
35 biphenyls (PCBs); although, some elevated contaminant levels exceeding environmental
36 screening levels were noted at the site (LAHD, 2017). As such, soil and groundwater at
37 the site are known to be contaminated to varying degrees.

38 LAHD would conduct additional data collection related to soil vapor, soil, and ground-
39 water contamination to provide additional characterization of the existing site conditions
40 to support the Proposed Project. Given the extent of ground improvement activity,
41 contaminated soils and groundwater would likely be encountered during the course of
42 construction. Accordingly, a soil management plan would be prepared in accordance with
43 applicable regulatory requirements. The plan would be developed by LAHD to direct the
44 management of the specific contaminated media that could reasonably be expected to be
45 encountered at the Project site, and implementation of the plan would be a permit condi-
46 tion. The plan would identify known site contaminants, specify protocols for handling
47 and managing contaminated media, including necessary personnel training, the use of

1 appropriate personal protective equipment for construction personnel, stockpiling and
2 testing of excavated soils, and appropriate containment and disposal at appropriate
3 licensed waste disposal facilities.

4 Construction of the Proposed Project would span approximately 24 months. Construction
5 activities would take place between 7:00 a.m. and 4:00 p.m. Monday through Friday and
6 between 8:00 a.m. and 4:00 p.m. on Saturdays, as needed. Up to 60 construction workers
7 would be needed. Temporary construction lighting would be required. While relocation
8 of existing utilities would not be required, new electrical connections and a new LADWP
9 substation would be constructed.

10 **2.5.3. Operation**

11 Under the Proposed Project, a chosen operating company/tenant (or multiple companies/
12 tenants) would operate a chassis support facility, which could provide chassis storage,
13 M&R facilities, and/or wheeled empty container storage, as noted above. Yard equipment
14 to support operations would include fourteen 30,000-pound forklifts, fourteen 10,000-
15 pound forklifts, and two UTRs. All yard equipment would be required to be zero
16 emissions by January 1, 2030. Any diesel operations would cease by December 31, 2029,
17 and would be tracked and enforced once an entitlement is issued. The Permit/Lease
18 would require a 100 percent transition to zero emissions by January 1, 2030, and any
19 non-conforming equipment would be a breach of the Permit/Lease.

20 Mobile fuel service trucks would provide diesel and propane for on-site equipment until
21 100 percent of yard equipment is transitioned to zero emissions by January 1, 2030.
22 Electric charging infrastructure would also be constructed to meet the energy demand of
23 on-site equipment and to meet zero emissions regulations. No additional on-site
24 equipment is anticipated to support Proposed Project operations.

25 A total of 80 employees is estimated for operation of the Proposed Project in 2027, with
26 approximately 105 employees under full buildout (year 2046) conditions. Additionally,
27 the Proposed Project would comply with the Clean Truck Program (CTP). Only drayage
28 trucks registered in the Ports Drayage Truck Registry or having a day pass would be
29 admitted to the Project site. This would be achieved by installing a Radio Frequency
30 Identification reader(s) at the entrance to the Project site or having a gate attendant
31 confirm truck status to ensure that only drayage trucks compliant with the CTP enter.

32 When operated entirely as a chassis yard, the MSF would serve up to an estimated 3,682
33 and 6,838 truck trips per day, under opening year (year 2027) and year 2046 conditions,
34 respectively. These are not new truck trips generated to/from the POLA-POLB within the
35 San Pedro Bay Ports complex. Rather, the MSF merely results in the minor geographic
36 diversion of existing bobtails, as trips are already occurring within the complex. The
37 diversion would direct bobtails to the MSF site to retrieve chassis. The bobtails would
38 then travel to their respective POLA-POLB container terminals. For example, existing
39 westbound bobtail trips on SR 47-Seaside Avenue destined for the adjacent Fenix Marine
40 Services (FMS) terminal in the POLA would proceed to the MSF via the driveway on
41 Ferry Street to retrieve chassis and then proceed back to the FMS terminal using Ferry
42 Street/Avenue/Terminal Way.

43 Operations would occur under a new entitlement(s) for up to 25 years.

2.6 CEQA Baseline

To determine whether the Proposed Project or Project alternatives would have significant impacts on the environment, impacts are compared to a baseline condition. The difference between the Proposed Project or Project alternatives and the baseline is then compared to a threshold to determine if the difference between the two is significant.

CEQA provides for an EIR to assess the significance of a project's impacts in comparison to a baseline that consists of the existing physical environmental conditions at and near the project site. Baseline conditions are normally, but not always, measured at the time of commencement of environmental review (i.e., the date of publication of the Notice of Preparation) of the Proposed Project.

State CEQA Guidelines Section 15125(a) provides that an EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation (NOP) is published, or if no NOP is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

LAHD's normal practice is to define the baseline as the conditions in the first full calendar year preceding publication of the NOP/Initial Study (IS), which was 2023. Since the NOP/IS was released in December 2023, the LAHD has determined that the full calendar year of 2023 serves as the appropriate baseline year for the EIR's CEQA analysis.

In Q1 of 2023, activity within the boundaries of the Project site (Figure 2-3) was comprised of empty container storage. Ancillary empty container storage operations began in 2021 and were operated Monday through Friday from 7:30 a.m. to 4:00 p.m., and 7:30 a.m. to 4:00 p.m. on Saturdays and Sundays as needed. Up to 7,090 containers were stored on the Project site as part of these past operations. The site was operating at full capacity in August 2022, with approximately 600 single gate-in moves (i.e., one gate-in occurs when a full cargo container is delivered to or shipped out of a terminal) occurring during peak operations. A roadability facility is located on site and consists of a corrugated metal shed and k-rail dividers. It was previously operated to verify that chassis were safe for the road. Approximately 11.2 acres were used for administrative purposes and queuing on site, where on-site trailers were used for office and administrative operations by approximately three employees. Guard shacks were also previously used for security at the site. As of Q2 2023, all activity within the boundaries of the Project site (Figure 2-3) has ceased as the site was vacated and is not operated by any entity. The existing conditions for specific resource areas are described in more detail in Chapter 3, *Environmental Analysis*. However, for purposes of defining the Project site's CEQA Baseline, it is considered that annual activities at the Project site during 2023 are primarily negligible and the majority of the baseline year experienced no activity, and operations at the site have ceased. Therefore, the Proposed Project would represent a new use at the site and include the operation of cargo-handling equipment.

2.7 Lead, Responsible, and Trustee Agencies

CEQA defines the “lead agency” as the public agency that has principal responsibility for carrying out or approving a project. The CEQA lead agency will decide whether an EIR or negative declaration will be required for the project and cause the document to be prepared (State CEQA Guidelines §15367). Several other agencies have special roles with respect to the Proposed Project and will use this EIR as the basis for their decisions to issue any approvals and/or permits that might be required. State CEQA Guidelines Section 15381 defines a “responsible agency” as:

“...a public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or negative declaration. For the purposes of CEQA, the term “responsible agency” includes all public agencies other than the lead agency which have discretionary approval power over the project.”

Additionally, State CEQA Guidelines Section 15386 defines a “trustee agency” as:

“...a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California.”

Table 2-1 lists the lead, responsible, and trustee state and local agencies that could rely on this EIR in a review capacity or as a basis for issuance of a permit or other approval for the Proposed Project.

Table 2-1: Agencies That May Use This EIR

Agency	Responsibilities, Permits, and Approvals
State Agencies	
California Coastal Commission (CCC)	Reviews environmental documents to ensure compliance with the federal Coastal Zone Management Act and consistency with the California Coastal Act. CCC certifies the Port Master Plan (PMP) and amendments to ensure Port land uses are consistent with the requirements of the Coastal Act. Under the Proposed Project, the PMP would be amended to create dual land use designation of Container/Maritime Support.
California Air Resources Board	Provides local regulations for criteria air pollutants and coordinates and oversees state and local air pollution control programs in California and implementation of the Clean Air Act.
California Department of Fish and Wildlife, Region 5	Reviews and submits recommendations in accordance with CEQA. Consultation in accordance with the Fish and Wildlife Coordination Act. Issuance of Memoranda of Understanding and permits pertaining to take of state-listed species under the California Endangered Species Act.
State Water Resources Control Board	Permitting authority for Construction General Permit and Industrial General Permit.
Regional Agencies	
South Coast Air Quality Management District	Provides local regulations for criteria air pollutants and acts as a permitting authority for Permits to Construct and Operate.

Agency	Responsibilities, Permits, and Approvals
Local Agencies	
City of Los Angeles Harbor Department (LAHD)	Lead agency for CEQA and the California Coastal Act for most projects within the Port of Los Angeles area (per the certified PMP). Other City departments (listed below) have various other approval and permitting responsibilities. Pursuant to its authority, LAHD issues permits and other approvals for projects (e.g., entitlements, coastal development permits, harbor engineer permits, leases for occupancy of Port land, approval of operating, and joint venture or other types of agreements for the operation of facilities). LAHD is also responsible for general regulatory compliance and activities of other City of Los Angeles departments.
City of Los Angeles Building and Safety Department	Permitting authority for building and grading permits. Approves, in conjunction with the Bureau of Sanitation, any required Standard Urban Stormwater Mitigation Plans or Site-Specific Mitigation Plans implementing requirements of the MS4 permit issued by Los Angeles RWQCB to the City of Los Angeles.
Los Angeles Department of Transportation	Reviews and approves changes in street design, construction, signalization, signage, and traffic counts within the City of Los Angeles.

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