



AMERICA'S PORT®

JOHN S. GIBSON TRUCK & CHASSIS PARKING LOT PROJECT FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)

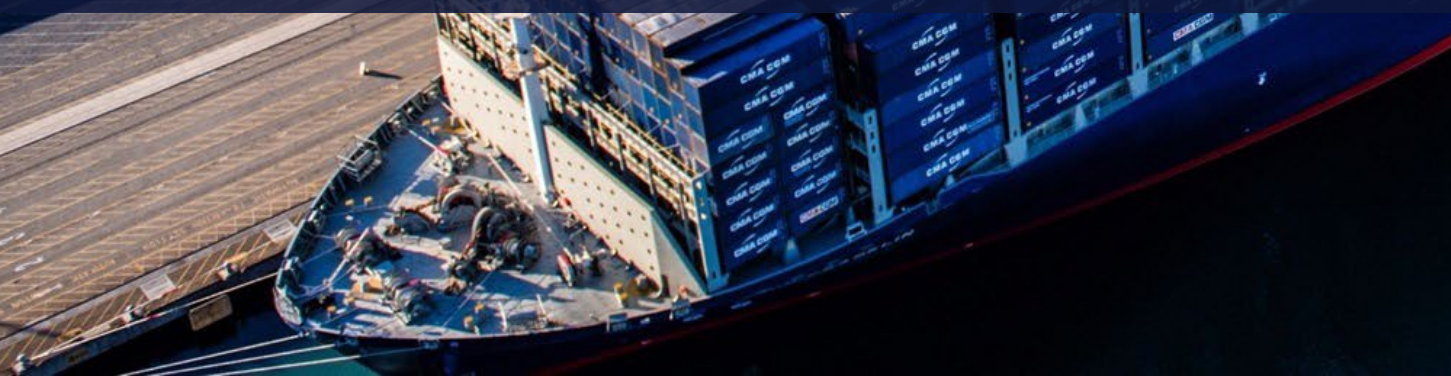
Presented by:

Nicole Enciso
Marine Environmental Supervisor

Presented to:

Board of Harbor
Commissioners

June 11, 2026



KEY RECOMMENDED ACTIONS

- Certify that the Final Environmental Impact Report for the John S. Gibson Truck and Chassis Parking Lot Project;
- Adopt the Findings of Fact;
- Adopt the Mitigation Monitoring and Reporting Program;
- Approve the proposed Project identified in the Environmental Impact Report including all feasible mitigation measures; and
- Adopt Resolution No. _____.

John S. Gibson Truck & Chassis Parking Lot Project Final Environmental Impact Report (FEIR)

Presented by:
Meaghan Truman
EPD Solutions, Inc.

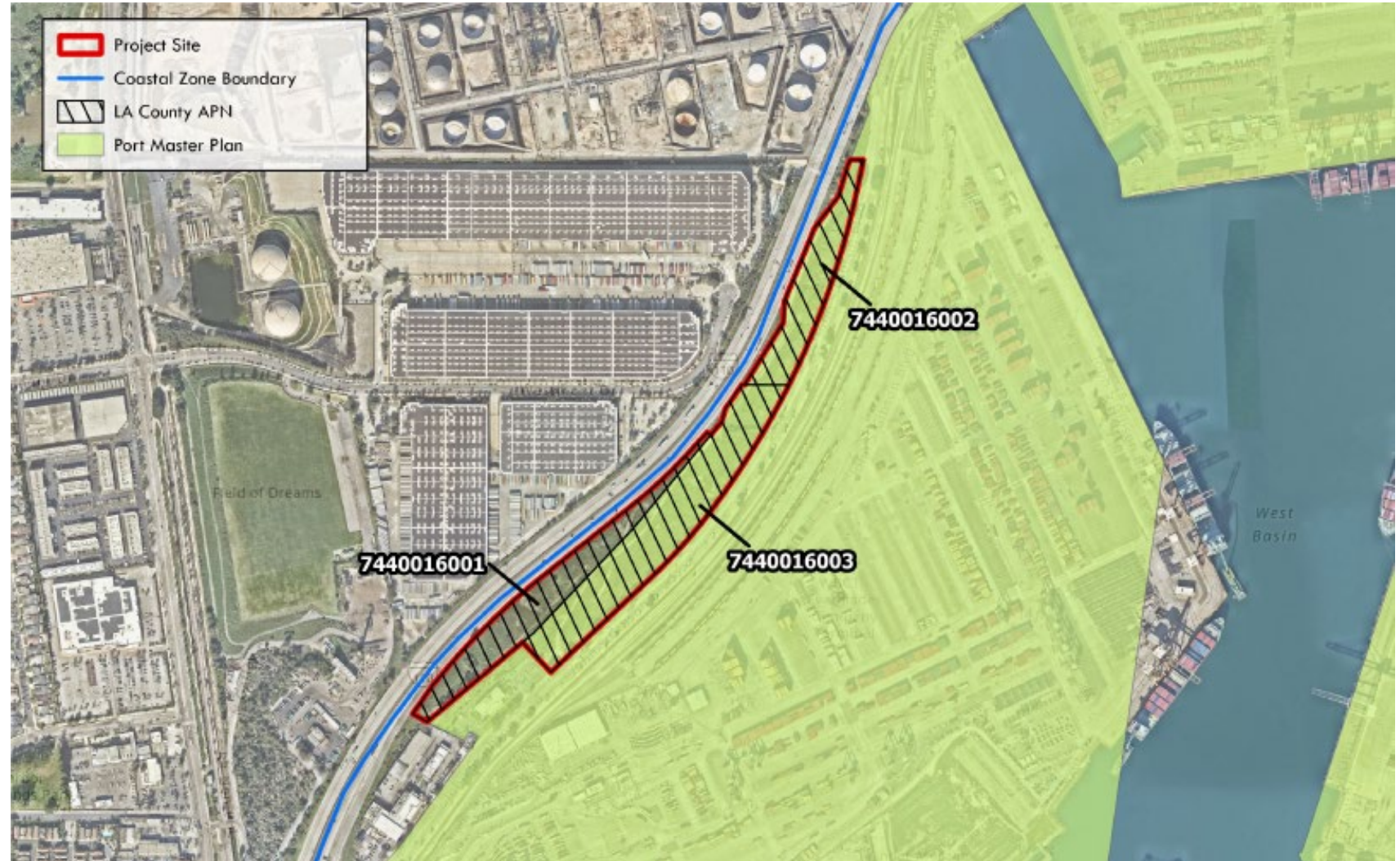
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PROJECT

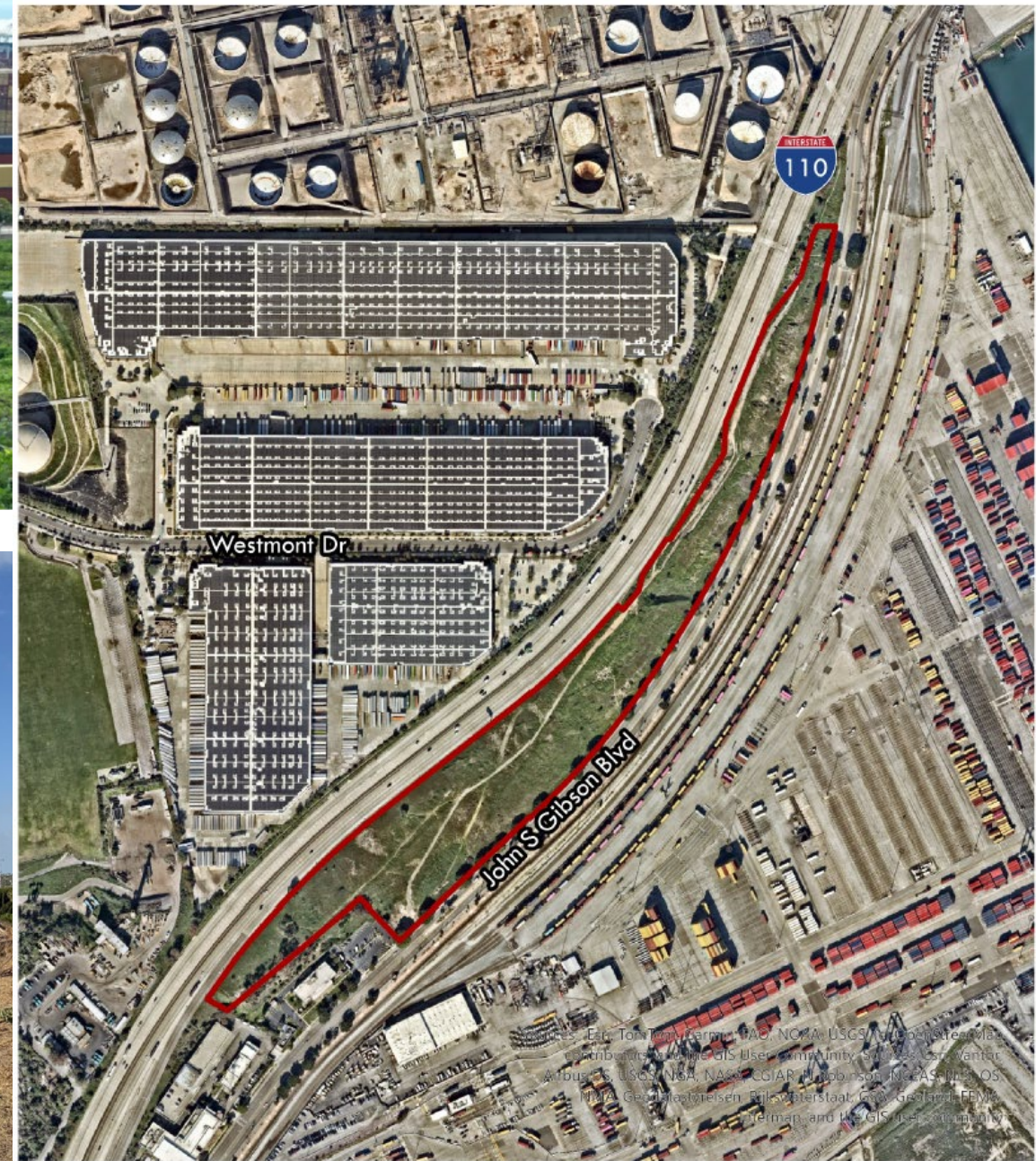
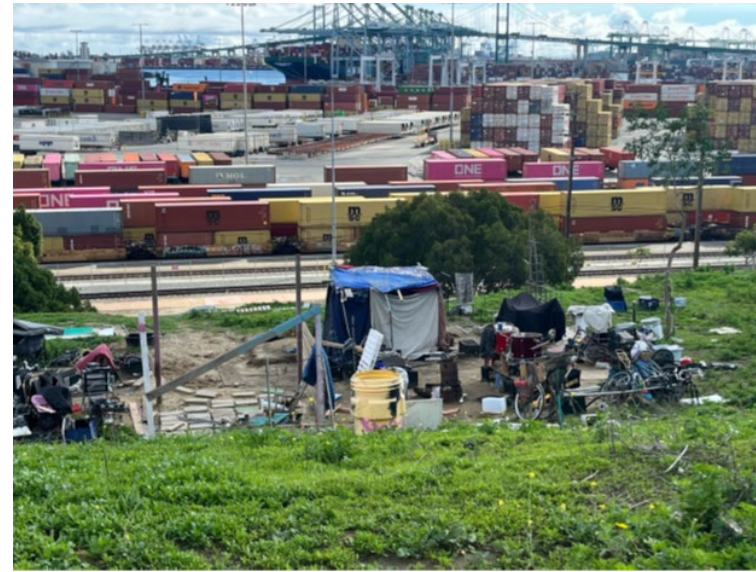
Location

- Project is partially within the Port of Los Angeles Master Plan Planning Area 2
- City of Los Angeles General Plan Designation: General/Bulk Cargo – Non-hazardous Industrial and Commercial



EXISTING Site Conditions

- Undeveloped and vacant, heavily disturbed
- Site requires consistent police presence currently and soils are contaminated onsite
- Vegetation consists of ice plant with sparse dry scrub vegetation
- Non-native fig trees along John S. Gibson Boulevard and eucalyptus trees adjacent to the office uses



Legend

Project Boundary

0 500 1,000 US Feet

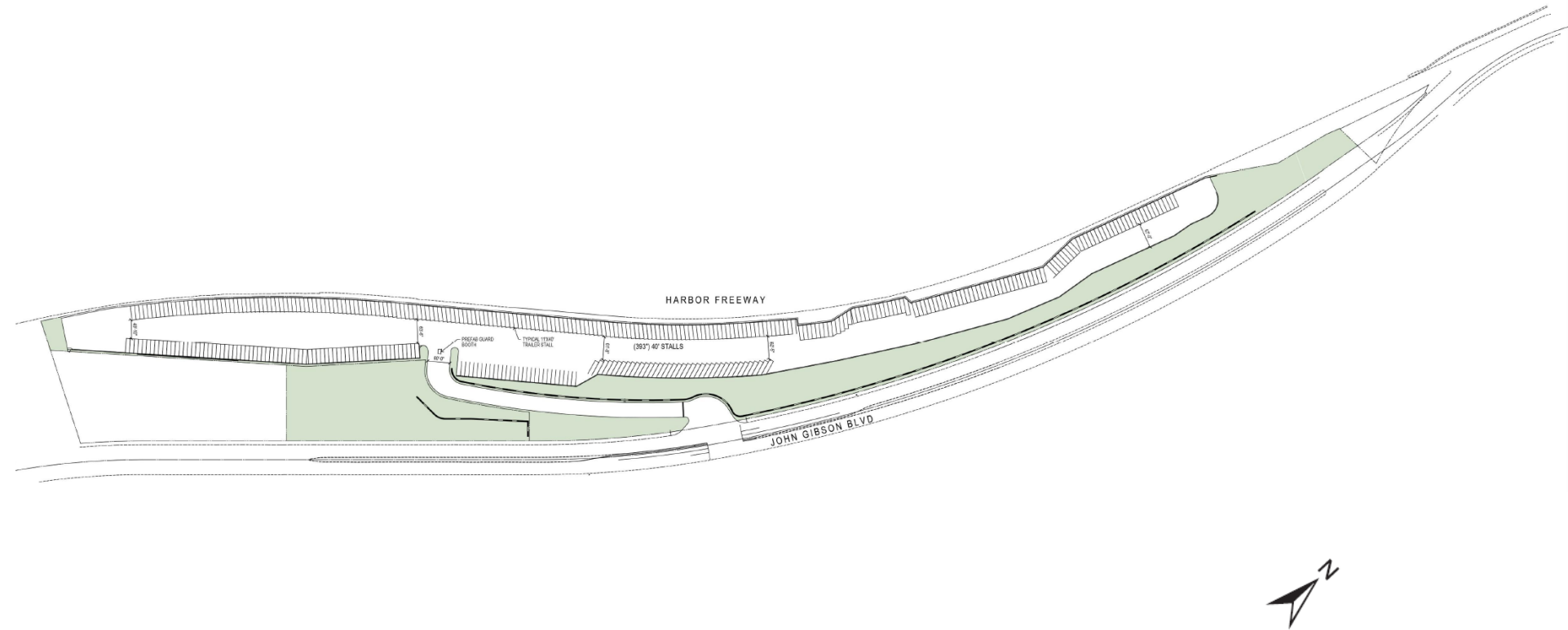


Source: Photographs on June 23, 2025, and July 20, 2025

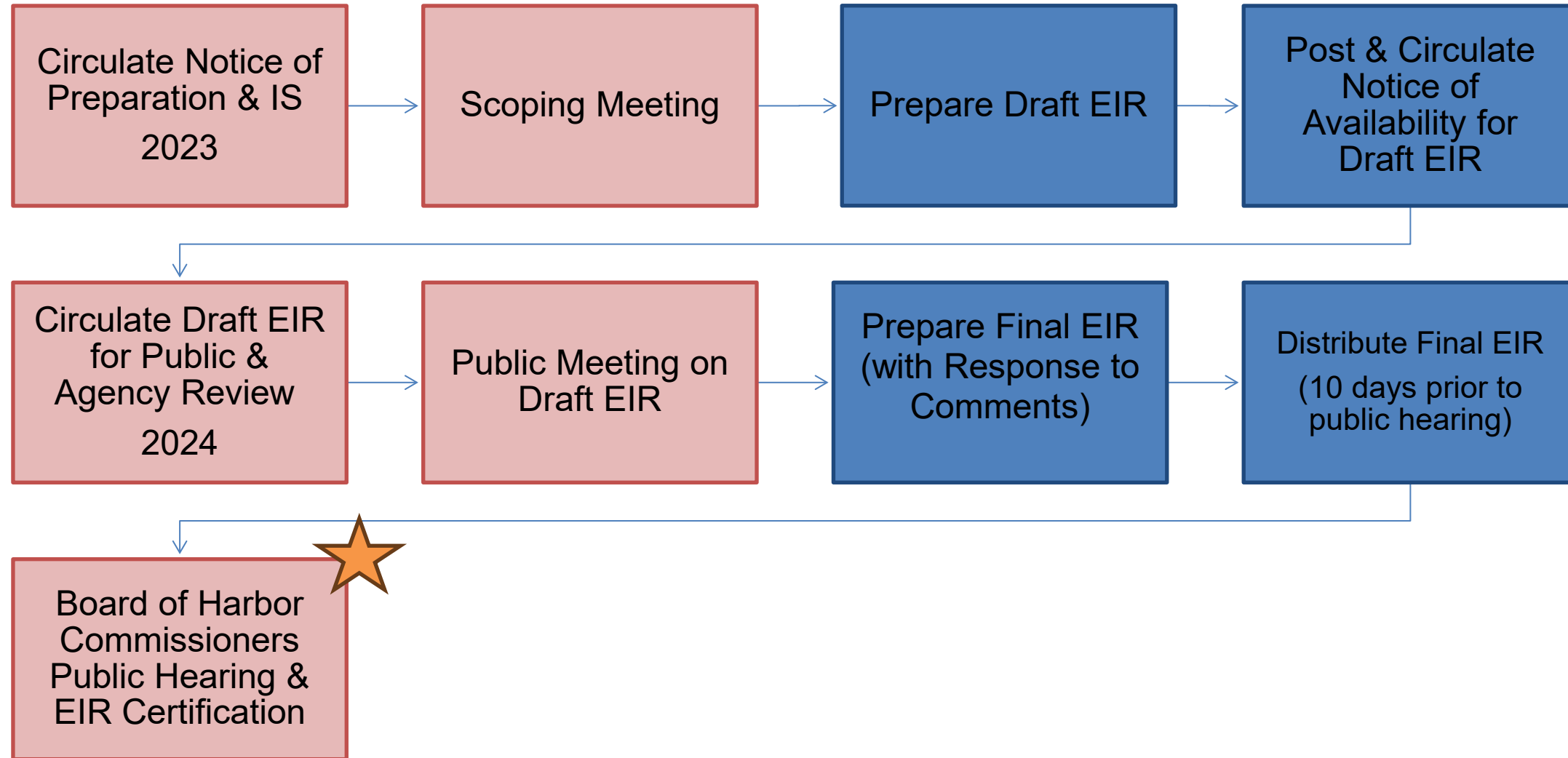
PROJECT

Overview

- 18.41 acres across 3 parcels
- PMP Amendment from Open Space to Maritime Support
- CDP from Los Angeles Harbor Department and City of Los Angeles to pave approximately 405,602 SF of the site and stripe 393 truck and chassis stalls



CEQA Process



PROJECT

Objectives

- Increase the efficiency of goods movement 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 will increase the efficiency of terminal operations by providing storage and staging of trucks and chassis;
- Provide a facility that alleviates truck traffic congestion and illegal parking in the area by providing truck and chassis parking; and
- Develop an underutilized property that is conveniently located in vicinity to the I-110 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement facilities within Southern California.

ENVIRONMENTAL ISSUES

Dismissed in NOP/IS

- The following resource areas were analyzed and found to have **No Impacts** or **Less-than-Significant Impacts** for the Proposed Project:
 - Agriculture & Forestry Resources
 - Hydrology & Water Quality
 - Mineral Resources
 - Population & Housing
 - Public Services
 - Recreation
 - Tribal Cultural Resources
 - Utilities & Service Systems
 - Wildfire

ENVIRONMENTAL ISSUES

Addressed in the Draft EIR

- The following resource areas were analyzed for the Proposed Project. Their impacts are listed below:
 - Aesthetics – *Less than Significant*
 - Air Quality – *Less than Significant*
 - Biological Resources – *Less than Significant with Mitigation Incorporated*
 - Cultural Resources – *Less than Significant with Mitigation Incorporated*
 - Energy – *Less than Significant*
 - Geology and Soils – *Less than Significant with Mitigation Incorporated*
 - Greenhouse Gases – *Less than Significant*
 - Hazards & Hazardous Materials – *Less than Significant*
 - Land Use & Planning – *Less than Significant*
 - Noise – *Less than Significant*
 - Transportation – *Less than Significant*

SUMMARY OF

Public Comments

- Draft EIR was released for public review on November 15, 2024
- Zero comments were presented at the public meeting held on December 11, 2024
- 81-day comment period ended on February 4, 2025
 - 12 comment letters were received
- Areas of environmental concern raised during the public review period:
 - Air quality and pollution
 - Local wildlife and Bixby Slough/Lake Machado
 - Transportation of hazardous materials near sensitive receptors
 - Noise impacts to school receptors
 - Safety and traffic congestion
 - Cultural and paleontological resources
- No changes to significance determinations

KEY RECOMMENDED

Actions

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Questions

Thank You!

Aesthetics

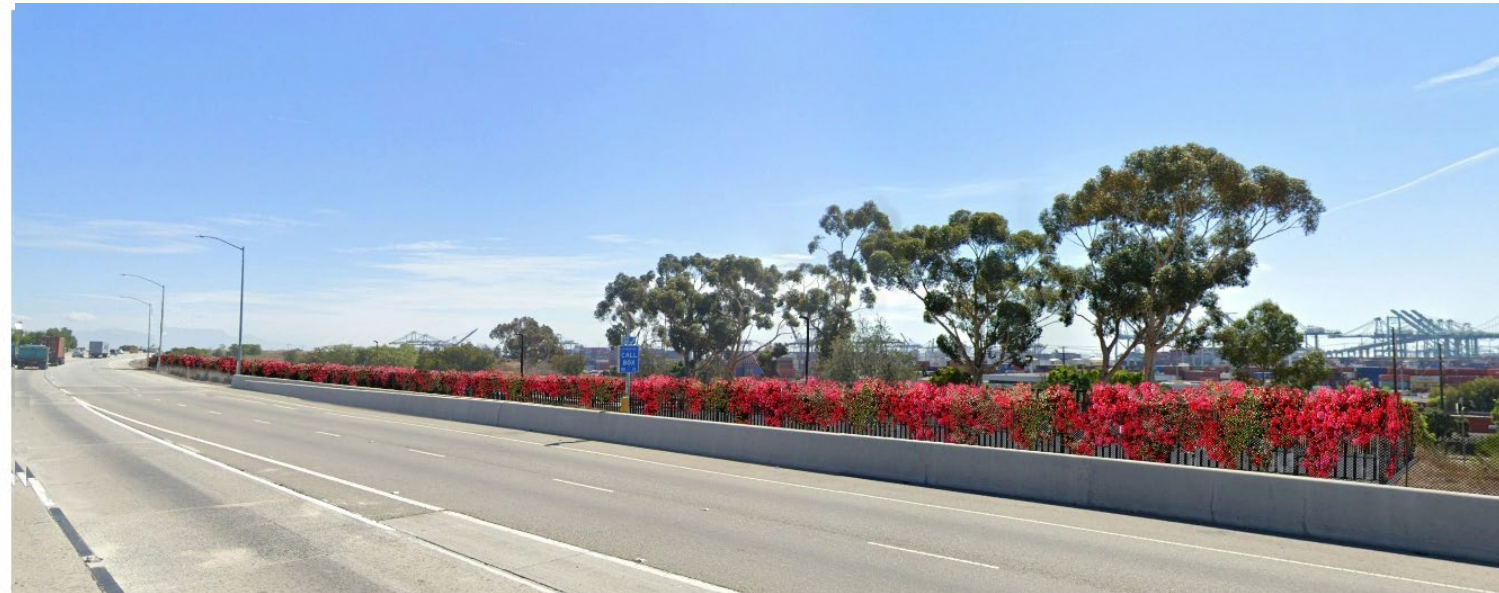
Less than Significant

- Renderings show that chassis and containers on chassis would be visible from I-110; long range views of the POLA complex would remain visible.
- Similar to views of the shipping containers within the Port.

Existing



Proposed



Air Quality

Less than Significant

- No sensitive receptors within 1,000 feet of the Project site. Closest residence is 1,366 feet west of the Project site.
- Construction emissions would not exceed SCAQMD thresholds for regional air quality emissions, localized air quality emissions, or health risk.
- Operational emissions would not exceed SCAQMD thresholds for regional air quality emissions, localized air quality emissions, or health risk.

Biological Resources

Less than Significant with Mitigation

- No habitat on-site for special-status plant species and no habitat for special-status animal species with the exception of the Southern California legless lizard and monarch, which have a low potential to be present on-site.
- MM BIO-1 requires a pre-construction survey and biological monitoring.
- MM BIO-2 requires a pre-construction nesting bird survey.

Cultural Resources

Less than Significant with Mitigation

- No significant subsurface intact resources exist; there is a potential for previously unknown archaeological resources to be below the soil surface.
- MM CUL-1 requires a Cultural Resources Monitoring Plan.

Noise

Less than Significant

- Construction and operational noise would be below City of Los Angeles noise thresholds and less than significant.
- Would not increase noise levels more than 5 dBA over the existing ambient noise level.

Transportation

Less than Significant

- Project would result in 980 opening year trips (966 truck trips) and 1,808 horizon year trips (1,794 truck trips).
- 80% of ingress trips would come directly from I-110 via John S Gibson Boulevard.
- 80% of egress trips would directly access I-110 via John S Gibson Boulevard.
- Driveway would provide an on-site queue length of 850 feet and Proposed Project would require a length of 362 feet for peak hour operations.

