U.S. Navy Commissary Building Demolition

Final Initial Study/Negative Declaration

APP No. 140214-018

State Clearinghouse Number 2014061048

Prepared by:

Los Angeles City Harbor Department
Environmental Management Division
San Pedro, California 90731

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FINAL INITIAL STUDY/NEGATIVE DECLARATION

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

PROPOSED PROJECT

This Initial Study/Negative Declaration (IS/ND) has been prepared to evaluate the potential environmental impacts that may result from the proposed Project. The proposed Project was deemed necessary as a result of the Los Angeles Harbor Department (LAHD) receiving a Fire/Life Safety Violation on February 4, 2013, by the City of Los Angeles Fire Department (LAFD). LAFD determined that the building is out of compliance with fire safety ordinances. LAHD is required to upgrade the building's fire suppression system (i.e., sprinkler system) and restore water and utilities to the site or remove the building in its entirety. LAHD has determined that the most cost-effective option for the vacant building is demolition as there is no future land use proposed at this time. Any future development of the site will be addressed in a subsequent California Environmental Quality Act (CEQA) analysis as necessary.

LAHD is currently under a temporary Special Permit through LAFD until October 20, 2014, to retain the building without the updated system until such time that demolition can occur. LAHD is complying with the provisions of this Special Permit by keeping the building boarded up, keeping the building vacant from contents and occupants and maintaining a fire access lane around the perimeter of the building for rooftop access.

The building is the former U.S. Naval Operation Support Center (NOSC) Commissary located at 390 Navy Way on Terminal Island (formerly referred to as 801 Reeves Avenue). The building itself is approximately 51,000 square feet. Demolition would include the removal of the entire structure including its foundation as well as planters and the perimeter sidewalk totaling approximately 78,000 square feet. Any existing utility lines will be capped and the transformer will be removed. Upon demolition completion, the vacant parcel will be graded, fill material will be added and gravel will be applied for fugitive dust and weed abatement. Demolition is anticipated to begin in fall 2014 and will take approximately six weeks.

DETERMINATION

Based on the analysis provided in this Final IS/ND, LAHD finds that the proposed Project would not have a significant effect on the environment.

FINAL IS/ND ORGANIZATION

This Final IS/ND has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR] 15000 et seq.). This Final IS/ND includes the following new information in the additional subsections below compared to the Draft Initial Study (IS)/ND circulated for public review:

Clarifications and Modifications. The Final IS/ND is provided in ~~strikeout~~/underline format to identify changes compared to the Draft IS/ND that include revisions since the public review. There are no substantive changes to the proposed project and/or any environmental analysis since the release of the Draft IS/ND.

The following sections were included in the Draft IS/ND and are included in whole in the Final document:

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

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 IS checklist for all impact areas and mandatory findings of significance.

Section 4. Potential Impacts and Mitigation Measures. 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. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. This document is a IS/ND because there are no impacts associated with the proposed Project that must be mitigated to be below significance thresholds.

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

Section 6. References. This section provides a list of reference materials used during the preparation of the IS/ND.

Section 7. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS/ND.

Section 8. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the IS/ND.

Appendix A: Air Quality Calculations. This appendix was also provided as it was in the Draft IS/ND. No changes were made.

RESPONSE TO COMMENTS

DISTRIBUTION OF THE DRAFT IS/ND

In accordance with the CEQA statutes and Guidelines, the Draft IS/ND was circulated for a period of 30 days for public review and comment. The public review period for the Draft IS/ND began on June 16, 2014, and closed on July 17, 2014.

The Draft IS/ND was distributed to interested and/or involved public agencies, organizations, and private individuals for review. Approximately 100 notices were sent to community residents, stakeholders, and local agencies. The Draft IS/ND was made available for general public review at the following locations:

- LAHD Environmental Management Division at 222 West 6th Street, San Pedro, CA
- Los Angeles City Library, San Pedro Branch at 931 S. Gaffey Street, San Pedro, CA
- Los Angeles City Library, Wilmington Branch at 1300 North Avalon Boulevard, Wilmington, CA

In addition, the Draft IS/ND was filed with Los Angeles County Clerk, City of Los Angeles Clerk, the State Clearinghouse, and made available online at http://www.portoflosangeles.org.

COMMENTS ON THE DRAFT IS/ND

During the 30-day public review period, the public had an opportunity to provide written comments on the information contained within this Draft IS/ND. Any public comments on the Draft IS/ND and responses to public comments are to be included in the record and considered by LAHD during deliberation as to whether or not necessary approvals should be granted for the proposed Project. The LAHD did not receive any comments on the Draft IS/ND.

As stated in Section 21064.5 of the CEQA Guidelines, a project would only be approved if LAHD "finds that there is no substantial evidence that the project will have a significant effect on the environment and that the IS/ND reflects the Lead Agency's independent judgment and analysis."

1.0 INTRODUCTION

The LAHD has prepared this IS/ND to address the potential environmental effects of the demolition of the former NOSC Commissary Building (hereafter referred to as the "proposed Project"). The proposed Project is located at 390 Navy Way on Terminal Island in the Port of Los Angeles (previously referred to as 801 Reeves Avenue, San Pedro, CA).

The former U.S. NOSC was located on approximately 23 acres with four buildings; all of which are now vacant. The NOSC vacated the site in 2010 and there have been no subsequent land uses.

Although there are four vacant buildings at 390 Navy Way, only one of the four buildings is proposed for demolition under the proposed project. The proposed Project was deemed necessary as a result of LAHD receiving a Fire/Life Safety Violation on February 4, 2013, by the LAFD. LAFD determined that the building is out of compliance with fire safety ordinances. LAHD is required to upgrade the building's fire suppression system (i.e., sprinkler system) and restore water and utilities to the site or remove the building in its entirety. LAHD has determined that the most cost-effective option for the vacant building is demolition as there is no future land use proposed at this time. Any future development of the site will be addressed in a subsequent CEQA analysis as necessary.

The LAHD is currently under a temporary Special Permit through LAFD until October 20, 2014, to retain the building without the updated system until such time that demolition can occur. LAHD is complying with the provisions of this Special Permit by keeping the building boarded up, keeping the building vacant from contents and occupants and, maintaining a fire access lane around the perimeter of the building for rooftop access (LAFD, 2013).

LAHD is the lead agency for this proposed Project under CEQA. The goal of the proposed Project is to demolish the former Navy Commissary building, which is approximately 51,000 square feet. The total demolition area is approximately 78,000 square feet because it includes perimeter sidewalks and planters. The building was constructed in 1983 and is approximately 31 years old. It was vacated in 2010 and has remained empty since that time.

Construction activities would involve the demolition of the existing structure and immediate perimeter as well as the capping off of any existing utilities and removal of a transformer. The building is reinforced concrete masonry with steel beams. The foundation is approximately two feet deep. As a result, fill material would be imported to the site to level off the area after foundation removal. The exposed graded surface area would be covered with recycled gravel as the final step in the demolition process for both fugitive dust and weed abatement and to prevent soil erosion. Debris will be recycled and transported to one of two Port of Los Angeles (Port) recycling centers; the farthest of which is less than two miles from the project site. Demolition of the former U.S. Navy Commissary and stabilization of the building pad is anticipated to take approximately six weeks.

1.1 CEQA PROCESS

LAHD determined that an IS/ND is the appropriate level of environmental documentation for this Project. An IS/ND is prepared when no significant impacts are anticipated or if the potential impact can be reduced to a level of insignificance through project revisions. This document has been prepared in accordance with CEQA, Public Resources Code Section 21000 *et seq*. and the State CEQA Guidelines, California Code of Regulations (CCR) Section 15000 *et seq*. One of the main objectives of CEQA is to disclose to the public and decision-makers the potential environmental effects of proposed activities. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. This IS/ND includes a discussion of the proposed Project's effects on the existing environment, including the identification of avoidance and minimization measures. This document is an IS/ND because there are no impacts associated with the proposed Project that must be mitigated in order to be below significance thresholds.

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section 15367, the CEQA lead agency for the proposed Project is the LAHD. LAHD has prepared an environmental document that complies with CEQA. LAHD will consider the information in this document when determining whether to approve the proposed Project, including whether to issue a Coastal Development Permit.

The preparation of initial studies is guided by Section 15063 of the State CEQA Guidelines, whereas Sections 15070–15075 guide the process for the preparation of a Negative or Mitigated Negative Declaration. Where appropriate and supportive to an understanding of the issues, reference will be made to the statute, the State CEQA Guidelines, or appropriate case law.

This IS/ND meets CEQA content requirements by including a project description; a description of the environmental setting; potential environmental impacts; discussion of consistency with plans and policies; and names of the document preparers.

In accordance with the CEQA statutes and Guidelines, the IS/ND is being circulated for a period of 30 days for public review and comment. The public review period for this IS/ND began on ~~is scheduled to begin on~~ June 16, 2014 and ~~will~~ concluded on July 17, 2014. The IS/ND has specifically been distributed to interested or involved public agencies, organizations, and private individuals for review. The IS/ND has been made available for general public review at Los Angeles Harbor Department Environmental Management Division at 425 S. Palos Verdes Street, San Pedro; the Los Angeles City Library San Pedro Branch at 931 Gaffey Street, San Pedro; and at the Los Angeles City Library Wilmington Branch at 1300 North Avalon, Wilmington.

In addition, the IS/ND was filed with the Los Angeles County Clerk, City of Los Angeles Clerk, the State Clearinghouse and was made ~~In addition, the IS/ND is~~ available online at http://www.portoflosangeles.org.

Approximately 100 notices were sent to community residents, stakeholders, and/or local agencies.

During this 30-day public review period, the public had an opportunity to provide written comments on the information contained within this IS/ND. Any public comments on the IS/ND and responses to public comments are to be ~~will be included~~ in the record and considered by LAHD during deliberation as to whether necessary approvals should be granted for the proposed Project. A project will only be approved when LAHD "finds that there is no substantial evidence that the project will have a significant effect on the environment and that the IS/ND reflects the lead agency's independent judgment and analysis."

In reviewing the IS/ND, affected public agencies and interested members of the public reviewed ~~should focus on~~ the sufficiency of the document in identifying and analyzing potential project impacts on the environment. Comments on the IS/ND were to be ~~should be~~ submitted in writing prior to the end of the 30-day public review period to: ~~and must be postmarked by July 17, 2014. Please submit written comments to:~~

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

Written comments were also accepted via email to ceqacomments@portla.org. ~~Comments sent via email should include the project title in the subject line and a valid mailing address in the email.~~

The public was also directed to ~~For additional information, please~~ contact the LAHD Environmental Management Division for additional information at (310) 732-3675.

The LAHD did not receive any comments on the Draft IS/ND.

1.2 DOCUMENT FORMAT

This IS/ND contains eight sections.

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

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. Potential Impacts and Mitigation Measures. 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. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. This document is an IS/ND because there are no impacts associated with the proposed Project that must be mitigated in order to be below significance thresholds.

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

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Section 8. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the IS/ND.

The environmental analyses included in Section 4 are consistent with the CEQA IS/ND format 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 may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. Given that this is an IS/ND, no impacts were identified that fall into this category.

***Less than Significant After Mitigation Incorporated*.** This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced). Given that this is an IS/ND, no impacts were identified that fall into this category.

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

No Impact. This category applies when a proposed 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, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the proposed project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2.0 PROJECT DESCRIPTION

This IS/ND is being prepared to evaluate the potential environmental impacts that may result from the proposed Project. The proposed Project was deemed necessary as a result of LAHD receiving a Fire/Life Safety Violation on February 4, 2013, by the City of Los Angeles Fire Department (LAFD). LAFD determined that the building is out of compliance with fire safety ordinances. LAHD is required to upgrade the building's fire suppression system (i.e., sprinkler system) and restore water and utilities to the site or remove the building in its entirety. LAHD has determined that the most cost-effective option for the vacant building is demolition as there is no future land use proposed at this time. Any future development of the site will be addressed in a subsequent California Environmental Quality Act (CEQA) analysis as necessary.

LAHD is currently under a temporary Special Permit through LAFD until October 20, 2014, to retain the building without the updated system until such time that demolition can occur. LAHD is complying with the provisions of this Special Permit by keeping the building boarded up, keeping the building vacant from contents and occupants and, maintaining a fire access lane around the perimeter of the building for rooftop access.

The building is the former U.S. NOSC Commissary located at 390 Navy Way on Terminal Island (formerly referred to as 801 Reeves Avenue). The building itself is approximately 51,000 square feet. Demolition would include the removal of the entire structure including its foundation as well as planters and the perimeter sidewalk totaling approximately 78,000 square feet. Any existing utility lines will be capped and the transformer will be removed. Upon demolition completion, the vacant parcel will be graded, fill material will be added and gravel will be applied for fugitive dust and weed abatement. Demolition is anticipated to begin in fall 2014 and will take approximately six weeks. This chapter discusses the location, description, background, and objectives of the proposed Project. This document has been prepared in accordance with CEQA, Public Resources Code (PRC) Section 21000 *et seq*. and the State CEQA Guidelines, CCR Section 15000 *et seq*.

2.1 PROJECT LOCATION

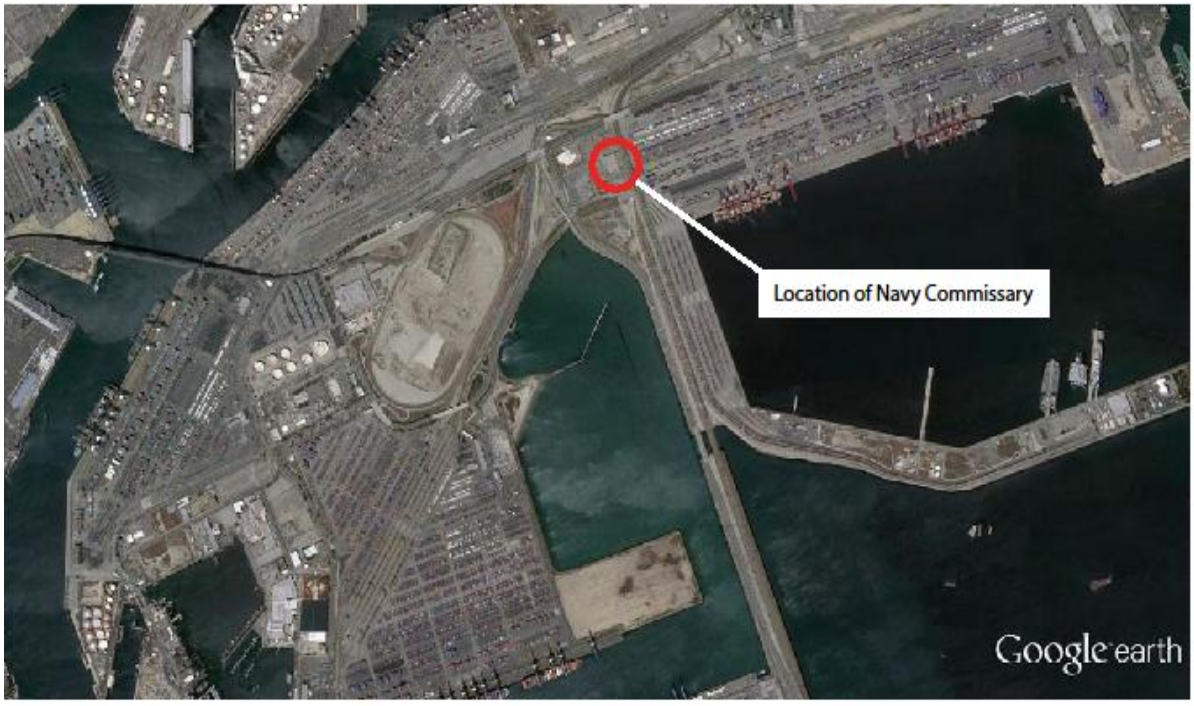
2.1.1 Regional Setting

The Port of Los Angeles (Port) is located at the southernmost portion of the City of Los Angeles and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is approximately 23 miles south of downtown Los Angeles and is surrounded by the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. Figure 2-1, *Location of Navy Commissary within the Port of Los Angeles*, shows the regional location and depicts the location of the Project site. The Port is an area of mixed uses, supporting various maritime-related activities. Port operations are predominantly centered on shipping activities, including containerized, break-bulk, dry-bulk, liquid-bulk, auto, and intermodal rail shipping. In addition to the large shipping industry at the Port, the Port also supports a cruise ship industry and a commercial fishing fleet. In addition, the Port accommodates boat repair yards and

provides slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants, primarily along the west side of the Main Channel. It also accommodates recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

2.1.2 Project Setting

Access to and from the proposed Project site is provided by a network of freeways and arterial routes. The freeway network consists of the Harbor Freeway (Interstate [I]-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), the Terminal Island Freeway (State Route [SR]-103), and Seaside Avenue/Ocean Boulevard (SR-47). The proposed Project is located on Terminal Island and is bounded by SR-47 to the north, Reeves Avenue to the south, Terminal Way to the east and Navy Way to the west. A railroad right of way also borders the property to the east along with the Port of Long Beach. Figure 2-2 highlights the location relative to this network of freeways and arterial routes. Figure 2-3 highlights the proposed Project, which is the currently vacant Navy Commissary building.



Location of Navy Commissary within the Port of Los Angeles

Figure 2-1

2.1.3 Land Use and Zoning

The proposed Project site is 390 Navy Way (formerly referred to at 801 Reeves Avenue) on Terminal Island. Terminal Island is Planning Area 3, as designated in the Port Master Plan (POLA, 2013). Planning Area 3 is the largest planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable waterfront (excluding Seaplane Lagoon). Of the Port's nine container terminals, six are located in Planning Area 3. This planning area focuses on container operations. Limited open space is currently located along the southern tip of Pier 400, as an environmentally protected nesting site for the California least terns and at the urban forest area north of the existing rail loop.

The Project site was vacated as the NOSC in 2010 and has remained vacant since that time. Although the site is approximately 23 acres with four buildings, only one building, (former Navy Commissary) is being demolished at this time.

The 2013 Port Master Plan identified the NOSC as a possible future location for maritime support services, such as a trucking facility with a possible restaurant (POLA, 2013). However, there are no plans to proceed with such uses at this time. Any future development (i.e., truck stop or any other land use) would be analyzed in a separate environmental document.

The proposed Project site is identified as Los Angeles County Assessor's Parcel Number (APN) 7440012902 and is zoned for heavy industrial uses ([Q] M3-1) by the City of Los Angeles Zoning Ordinance (City of LA, 2014).

The overall character of Terminal Island is industrial with much of the area immediately surrounding the proposed Project vacant at this time. The proposed Project site is located on the 23-acres Naval Reserve site at 390 Navy Way. The site consists of four buildings total. All of the buildings and the project site are vacant at this time except for new vehicles being stored at the property on a temporary basis. The property is located off SR-47 at Navy Way at the border of the Ports of Los Angeles and Long Beach. North of the 710 Freeway is the Terminal Island Container Transfer Facility (TICTF) which consists of railroad tracks, asphalt surface and roadways and top soil. A railroad right of way (ROW) borders the property to the east. Further east of the ROW is the Port of Long Beach Pier T. This site is a container terminal predominately operated by Total Terminals International (TTI). Reeves Avenue borders the south of the property and contains a vacant lot. Navy Way to the west of the property is also a railroad ROW and also contains vacant lots. Further west of Navy Way is a vacant parcel that was at one time proposed to be a marine oil terminal.

Figure 2-2
Site Vicinity Map

Figure 2-3
West Side of Navy Commissary Building
390 Navy Way

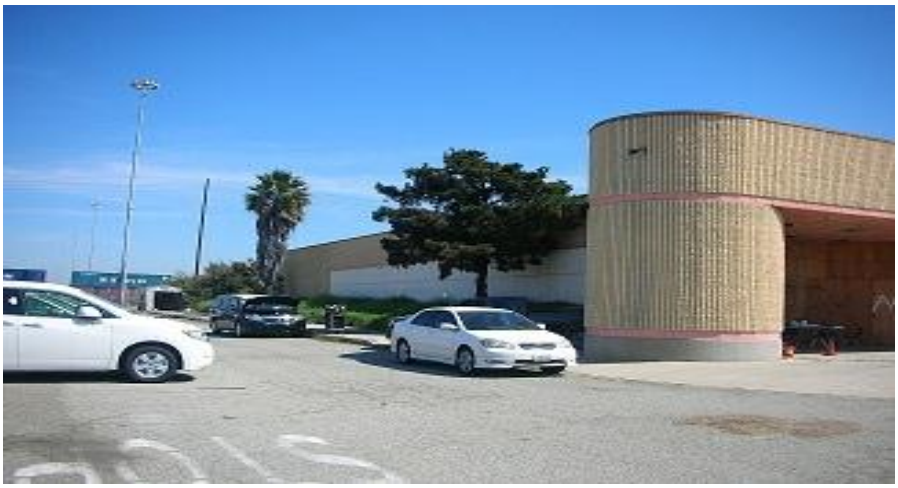


Figure 2-4
North Side of Navy Commissary Building
390 Navy Way

2.2 PROJECT BACKGROUND AND OBJECTIVES

2.2.1 Project Background

390 Navy Way - U.S. Naval Operation Support Center's Commissary

The NOSC has had a long history at 390 Navy Way (formerly 801 Reeves Avenues). The Navy established a Naval Air Reserve Training Facility at the site, which was known as Allen Field, in 1927. The Navy began leasing the air field from the City of Los Angeles and renamed it Reeves Field in the 1930s. In the early 1940s, the training facility relocated and the site was renamed Naval Air Station Terminal Island (NAS). In 1947, NAS was disestablished but the property was then operated as an auxiliary airfield by adjacent Long Beach Naval Station. In 1951, the Navy discontinued the use of the airfield. In the early 1980s, the property became the Navy and Marine Corps Reserve Training Facility/Naval Operation Support Center Los Angeles. It was at this time that four buildings were constructed at the support center, including the proposed Project site which is the former Navy Commissary. The four buildings that made up the support center are the only remaining buildings at the site. This facility operated from 1982 until the Navy and Marine Corps relocated and all facilities were vacated in June 2010. The property has remained vacant since that time (POLA, 2011).

2.2.2 Goals and Objectives

The primary goal and objective of the proposed Project is to comply with the LAFD's Fire/Life Safety Violation that LAHD received regarding the vacant site. The LAFD inspected the former Navy Commissary vacant building in 2013 and determined that the site was not adequately protected against potential fire hazards. Among other things, the water to the building had been shut off, there was no active alarm system connected to a central station, and the sprinkler system that was installed in the early 1980s needed retrofits (LAFD 2013). As a result of the inspections, LAHD was faced with either costly retrofits on a vacant building or demolition of the structure. LAHD determined that the best approach given that there are no future plans for the building would be demolition.

2.3 PROJECT DESCRIPTION

The proposed Project solely involves the demolition of the vacant Navy Commissary building located at 390 Navy Way on Terminal Island. There are no operational phases to this project and no future land use or development implications. The components of the proposed Project demolition are summarized in Table 2-1.

Table 2-1
Summary of Project Components

Project Element	Description
Demolish 51,000 square foot structure and perimeter	The building will be demolished including its foundation, planters and perimeter sidewalk.
Utilities	There is still electricity at the site. This and all other utilities will be capped off and the existing transformer will be removed.
Debris Haul	All demolished debris will be removed from the site and taken to a nearby recycling facility.
Import Fill	Approximately 1600 cubic feet of fill will be brought to the site in approximately 45 truck trips from Corona, California, in an effort to level the site after the 2' foundation is removed.
Gravel	Gravel will be brought to the site and applied to the graded area for dust and weed abatement and to minimize soil erosion.

There are currently no operations associated with the existing building or proposed Project. The building is vacant and will be removed for LAFD compliance. There will be nothing in its place upon project completion. Any future development for the site will be evaluated in a separate CEQA analysis.

2.4 CONSTRUCTION SCENARIO

Construction activities would involve the demolition and removal of the vacant Navy Commissary building located at 390 Navy Way. The building is approximately 51,000 square feet and constructed of reinforced concrete masonry with steel beams. In addition, the surrounding planters and perimeter sidewalk will also be removed making the total square footage of demolition approximately 78,000 square feet. All existing utilities will be capped off and the transformer will be removed by Los Angeles Department of Water and Power. It is estimated that a maximum of 20 construction workers will be needed at the site and project completion will take approximately six weeks. All debris materials will be transported to one of two recycling facilities; the farthest of which is less than two miles away.

There will be minor grading of the site after the foundation is removed as well as the installation of 1,600 cubic feet of fill material to level the site where the foundation was located. Gravel will be applied on top of the fill for weed and dust abatement and to prevent soil erosion.

Construction is anticipated to begin in Fall 2014 and will take approximately six weeks.

2.5 ANTICIPATED PROJECT PERMITS AND APPROVALS

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section 15367, the CEQA lead agency for the proposed Project is LAHD. Anticipated permits and approvals that may be required to implement the proposed Project are listed below:

- LAHD Coastal Development Permit

3.0 INITIAL STUDY CHECKLIST

1.	**Project Title:**	U.S. Navy Commissary Building Demolition
2.	**Lead Agency:**	City of Los Angeles Harbor Department Environmental Management Division 425 S. Palos Verdes St. San Pedro, CA 90731
3.	**Contact Person:**	Tara Tisopulos, Project Manager, Environmental Management Division
4.	**Project Location:**	The proposed project site is located at the former Naval Reserve Center on Planning Area 3 – Terminal Island, as designated in the Port Master Plan. Planning Area 3 is the largest planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable waterfront (excluding Seaplane Lagoon). The proposed Project is bounded by SR-47 to the north, Reeves Avenues to the south, a railroad right of way (ROW) and the Port of Long Beach Pier T to the east and Navy Way to the west. The proposed Project site is identified as Los Angeles County APN 7440021913.
5.	**General Plan Designation:**	Port of Los Angeles (Commercial, Industrial/Non-Hazardous, General/Bulk Cargo)
6.	**Zoning:**	(Q)M3-1 – Industrial Uses; ZI No. 2130 Harbor Gateway State Enterprise Zone
7.	**Description of Project:**	The City of Los Angeles Harbor Department (LAHD) is the lead agency under CEQA. The project was deemed necessary to comply with a LAFD Fire/Life Safety violation that LAHD received on the building in 2013. The key objective is to demolish the vacant building as it is out of compliance with fire safety code and the LAHD determined that retrofitting the vacant building is not cost-effective or necessary at this time. Upon project completion, the building site will be vacant and covered with gravel. There are no future land uses proposed for the site at this time.
8.	**Surrounding Land Uses/Setting:**	The overall character of the surrounding area is primarily industrial with several vacant parcels. The proposed Project is a vacant building located on approximately 23 acres of the former U.S. Naval Reserve Center at 390 Navy Way. The property is located off SR-47 at Navy Way at the border of the Ports of Los Angeles and Long Beach. North of the 710 Freeway is the Terminal Island Container Transfer Facility (TICTF). A railroad right of way (ROW) borders the property to the east. Further east of the ROW is the Port of Long Beach Pier T; which is a container terminal. Reeves Avenue borders the south of the property and contains a vacant lot. Navy Way to the west of the property is also a railroad ROW and also contains vacant lots. Further west of Navy Way is a vacant parcel that was at one time proposed to be a marine oil terminal. The site is within the Port of Los Angeles Community Plan area in the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles south of downtown Los Angeles. Access to and from the proposed Project site is provided by a network of freeways and arterial routes. The freeway network consists of the Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), and the Terminal Island Freeway (SR-103/SR-47).

9.	**Other Public Agencies Whose Approval is Required:**	• Coastal Development Permit

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	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation and Traffic	☐ Utilities and Service Systems	☐ Mandatory Findings of Significance

3.2 DETERMINATION

Based on 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 EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

June 10, 2014

Signature

Date

Christopher Cannon, Director
Environmental Management Division
City of Los Angeles Harbor Department

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?				X
e. Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?				X
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. 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?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management 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?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	
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 Game or U.S. Fish and Wildlife Service?			X	
b. 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 Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?				X

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?				X
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to 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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
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?				X
7. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
8. 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?			X	

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?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. 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?				X
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 for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?				X
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				X
e. 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?				X
f. Otherwise substantially degrade water quality?				X

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X
k. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the sea level rise?				X
10. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
11. 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?				X
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?				X
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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 expose people residing or working in the project area to excessive noise levels?				X

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
13. POPULATION AND HOUSING. Would the project:				
a. Induce substantial 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)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
14. PUBLIC SERVICES.				
a. 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:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X
15. 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?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

16. TRANSPORTATION AND TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?				X
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e. Result in a determination by the wastewater treatment provider that 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?				X
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	

18. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to 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, 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?			X	
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.			X	
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

4.0 IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS

The purpose of this section is to identify and evaluate key visual and aesthetic resources in the proposed Project area and to determine the degree of visual and aesthetic impacts that would be attributable to the proposed Project.

Would the Project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. The proposed Project site does not include any protected or designated scenic vistas. The proposed Project is located at Planning Area 3 – Terminal Island, as designated in the Port Master Plan. Planning Area 3 – Terminal Island is the largest planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable waterfront (excluding Seaplane Lagoon). It comprises all of Terminal Island, with the exception of Fish Harbor. Of the Port's nine container terminals, six are located in Planning Area 3. This planning area focuses on container operations.

The overall character of the surrounding area is primarily manufacturing with no scenic vistas surrounding the project. The properties surrounding the proposed Project as well as the vacant space are also designated as [Q] M3-1.

The proposed Project site consists of an existing vacant building with a paved parking lot area. Construction activities would involve strictly demolition of the vacant building, planters and perimeter. There is no replacement building or land use proposed so there is no potential for a substantial adverse effect on a scenic vista. The site will be vacant upon project completion.

The proposed Project would remove a vacant building and leave the site vacant upon project completion. Therefore, no impacts related to scenic vistas would occur. No mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. Per the California Department of Transportation (Caltrans), the nearest officially designated state scenic highway is located approximately 34 miles north of the proposed Project (State Highway 2, from approximately 3 miles north of I-210 in La Cañada to the San Bernardino County Line). The nearest eligible state scenic highway is approximately 10 miles northeast of the proposed Project site (State Highway 1, from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) (Caltrans 2011).

In addition to Caltrans' officially designated and eligible state scenic highways, the City of Los Angeles has city-designated scenic highways that are considered for local planning and development decisions. The proposed Project site is approximately 0.25 mile south of the Vincent Thomas Bridge and is not visible from any city-designated scenic highways. There are no other scenic resources, such as trees, rock outcroppings, or historic buildings, within a scenic highway that could be affected by the proposed Project. Therefore, no impacts related to scenic resources within a state scenic highway would occur. No mitigation is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. The proposed Project is a vacant building located on Terminal Island at 390 Navy Way. The proposed Project site is zoned for heavy industrial uses ([Q]M3-1) and is completely within LAHD property. The building would be removed to alleviate fire safety concerns and comply with a Fire/Life Safety Violation that LAHD received in 2013. The building pad would be vacant upon demolition completion. There are no operations at the project site and the site would remain consistent with the industrial/commercial visual landscape and character of the area. Because the site will be vacant upon demolition and may be considered by some to be less aesthetically pleasing than the previous vacant building, impacts related to existing visual character and quality of the site would be less than significant. No mitigation is required.

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

No Impact. The proposed Project site consists of a 51,000 square foot Navy Commissary building and surrounding paved area within an urban industrial setting. The building is unoccupied and lighting is minimal. The proposed Project would demolish the building and leave the site vacant. The proposed Project would not result in any light or glare from the site. No mitigation is required.

e) Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?

No Impact. The proposed Project would involve the demolition of a 51,000 square foot structure and its perimeter sidewalks and planters. The building is not being replaced. There is no new structure and no operations associated with the proposed Project. The proposed Project would lessen any shadow or shade and would have no potential to adversely affect daytime views in the area. No mitigation is required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

The purpose of this section is to identify and evaluate agricultural and forestry resources in the proposed Project area and to determine the degree of impacts that would be attributable to the proposed Project.

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?

No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies categories of agricultural resources that are significant and therefore require special consideration. According to the Department of Conservation's Important Farmland Map, the project site is not located in an area designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. The proposed Project site consists of a building demolition within an urban industrial setting. When the project is complete, an empty lot will be all that remains. No farmland currently exists on or anywhere near the project site (California DOC, 2014). Therefore, none would be converted to accommodate the proposed Project. No mitigation is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments, which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

The proposed Project site is identified as Los Angeles County APN 7440021913 and is zoned for heavy industrial uses ([Q] M3-1). The proposed Project site is not located within a Prime Farmland designation, nor does it consist of more than 40 acres of Farmland. The proposed Project site is not within a Williamson Act contract. Thus, the proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. No impacts would occur. No mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production?

No Impact. The proposed Project is located on fully developed land within LAHD property. The site does not contain any property designated as forest or timberland. Although currently vacant, the proposed Project site is zoned for industrial uses and is not in the vicinity of any forest or timberland. Further, the proposed Project would not result in a change in the use of the existing

site or surrounding area. Therefore, the proposed Project would not conflict with existing zoning or cause rezoning of forest or timberland. No impacts would occur and no mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed in the response to Question 4.2(c), the proposed Project site does not contain any forest land or property designated as forest land. Therefore, the proposed Project would not result in the loss of forest land, nor would it convert forest land to a non-forest use. No impacts would occur and no mitigation is required.

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

No Impact. Please see the response provided in 4.2 (a) and (b).

4.3 AIR QUALITY

This section includes a description of existing air quality conditions in the proposed Project area and analyses of potential short-term air quality impacts of the proposed Project. The methods of analysis for construction, operational, local mobile source, odor, and toxic air contaminant (TAC) emissions are consistent with the guidelines of the South Coast Air Quality Management District (SCAQMD) and LAHD's standard air quality protocols.

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The proposed Project is located within the South Coast Air Basin (Basin), which includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Due to the combined air pollution sources within the Basin and meteorological and geographical effects that limit dispersion of air pollution, the Basin can experience high air pollutant concentrations. The Basin is currently classified as an extreme nonattainment area for the 8-hour national ambient air quality standard (NAAQS) for ozone (O_3), and a nonattainment area for the NAAQS for particulate matter less than 2.5 microns ($PM_{2.5}$). On June 12, 2013, the U.S. Environmental Protection Agency (USEPA) redesignated the Basin as a maintenance area for the NAAQS for particulate matter less than 10 microns (PM_{10}). The Basin is also classified as a maintenance area for the NAAQS for carbon monoxide (CO). The Basin is also classified as a nonattainment area for the California ambient air quality standards (CAAQS) for O_3, $PM_{2.5}$, and PM_{10}.

The SCAQMD is responsible for the development and implementation of air quality plans and programs. Air quality plans describe air pollution control strategies to be implemented within the Basin designed to attain and maintain the NAAQS and CAAQS in accordance with the

requirements of the federal and California Clean Air Acts. The most recent AQMP was adopted on December 7, 2012 (SCAQMD, 2012). The 2012 AQMP proposes emission reduction strategies and provides a demonstration that the Basin would attain the federal $PM_{2.5}$ standard in 2014 with implementation of all feasible control strategies. The AQMP also includes specific additional control measures to implement the ozone strategy within the 2007 AQMP that are designed to achieve attainment of the 8-hour NAAQS by 2023. The additional measures are also designed to demonstrate attainment of the revoked 1-hour O3 NAAQS, which is required by the USEPA.

LAHD provides input to SCAQMD regarding its projected mobile source emissions, including truck trips that would be associated with the proposed Project. This project would have no operational impacts as there is no land use proposed for the site upon demolition. Therefore, the proposed Project would be consistent with the assumptions regarding land use and motor vehicle emissions within the 2012 AQMP. Any short-term construction vehicles would be subject to the requirements of the San Pedro Bay Port's Clean Air Action Plan (CAAP), including the Port of Los Angeles' Clean Trucks Program.

To summarize, the proposed Project would not conflict with or obstruct implementation of the AQMP. Based on the discussion provided above, the proposed Project would have less than significant impacts on applicable air quality plans or clean air programs and no mitigation is required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. The SCAQMD provides guidance on analysis of the air quality impacts of proposed projects in its CEQA Handbook (SCAQMD 1993). Table 4.3-1 shows the SCAQMD thresholds of significance for potential air quality impacts.

Table 4.3-1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds[a]		
Pollutant	Construction[b]	Operation[c]
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
Sox	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Proposed project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality Standards for Criteria Pollutants[d]		

NO_2 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)
PM_{10} 24-hour average Annual average	 10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation) 1.0 µg/m^3
$PM_{2.5}$ 24-hour average	 10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation)
SO_2 1-hour average 24-hour average	 0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)
Sulfate 24-hour average	 25 µg/m^3 (state)
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)
Lead 30-day average Rolling 3-month average Quarterly average	 1.5 µg/m^3 (state) 0.15 µg/m^3 (federal) 1.5 µg/m^3 (federal)

[a] Source: SCAQMD CEQA Handbook (SCAQMD 1993)
[b] Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).
[c] For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.
[d] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[e] Ambient air quality threshold based on SCAQMD Rule 403.
KEY: lbs/day = pounds per day ppm = parts per million µg/m3 = microgram per cubic meter
≥ = greater than or equal to
Source: SCAQMD 2011

The SCAQMD has also developed Localized Significance Thresholds (LSTs) to assist CEQA lead agencies in analyzing localized air quality impacts from proposed projects (SCAQMD, 2009). LSTs were developed based on a calculation of the maximum emissions from a project that would not cause or contribute to a violation of the most stringent applicable federal or state ambient air quality standard. Accordingly, the LSTs were derived based on the ambient concentration of pollutant versus distance to receptor for each source-receptor area within the Basin. LSTs have been developed for NOx, CO, and particulate matter (PM_{10} and $PM_{2.5}$). The SCAQMD has developed LST look-up tables that apply to projects with an area of 5 acres or less. The proposed Project is 1.8 acres so it is appropriate to use the Localized Significance Thresholds to evaluate ambient air quality impacts from the proposed Project construction activities.

Demolition of the vacant Navy Commissary building involves 78,000 square feet of concrete with steel beams. The site would be graded once the foundation is removed. Fill dirt will be brought in and the exposed area will be covered with gravel. Minimal grading would be required at the site and the exposed area upon removal of the foundation would be filled with gravel. The building to be demolished is approximately 51,000 square feet but will include planters and sidewalks around the perimeter of the structure bringing the square footage total to 78,000 square feet.

Table 4.3-2
SCAQMD Air Quality Localized Significance Thresholds

Pollutant	Threshold (lbs/day)
NOx	165
CO	2,783
PM_{10}	65
$PM_{2.5}$	25
SCAQMD, *Final Localized Significance Threshold Methodology*, Tables C-1, C-2, C-4, and C-6 based on Source Receptor Area 3 (Southwest Coastal LA County), approximately 2 acres construction area, and more than 200 meters to nearest receptor.	

Construction emissions are short term and temporary in duration. Construction activities involve the demolition of a vacant structure at 390 Navy Way which is approximately 51,000 square feet plus the perimeter planters and sidewalks for a maximum of 78,000 square feet. The proposed Project will follow the *Sustainable Construction Guidelines* prepared by LAHD for reducing air emissions from all LAHD-sponsored construction projects (POLA, 2008).

Emissions associated with construction activities and vehicles were calculated using the CalEEMod Model, Version 2013.2.2 (CARB 2013). The model is conservative and assumes all 78,000 square feet are part of the structure to be removed as debris and/or recycled. In actuality, the building is approximately 51,000 square feet with planters and sidewalks around the perimeter bringing the square footage to 78,000. Default construction equipment, worker trips and truck trips are input based on the size of the building. However, the proposed Project has a lot of detailed information available regarding workers, equipment and haul trips so these data have been included for better accuracy. In addition, the project has been analyzed as if all demolition activities were occurring as one phase for a more conservative analysis although it is unlikely that all pieces of equipment and workers will be in use every day. The model has also been run to include implementation of all CAAP construction requirements, the Port's Sustainable Construction Practices and Clean Trucks Program and the requirements of SCAQMD Rule 403 for fugitive dust.

The CalEEMod Model outputs are provided in Appendix A. The model incorporates standard practices such as such as replacing ground cover, watering exposed areas and reducing wind speed on unpaved roads. These are common practices that are incorporated into all construction projects. They are not mitigation measures, but rather, are standard components of every project and will be adhered to with the proposed Project. Any references to "mitigation measures" found in the CalEEMod Model outputs (Appendix A) refer to standard practices; rather than actual mitigation measures.

Table 4.3-3 provides a summary of the emissions associated with proposed Project construction. As shown in Table 4.3-3, the peak daily emissions generated by all aspects of the proposed Project construction would not exceed any of the LST thresholds, nor would they exceed the

SCAQMD daily significance thresholds. Accordingly, proposed Project construction would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and impacts would be less than significant. No mitigation is required.

Table 4.3-3
Daily Emissions from Construction of the Proposed Project

	Peak Daily Emissions, lbs/day					
Construction Activity	ROG	NOx	CO	SOx	PM10	PM2.5
Peak Daily Construction Impacts	9.2	93.8	59.3	0.1	15.6	9.6
Localized Significance Threshold	NA	165	2783	NA	65	25
SCAQMD Daily Significance Threshold	75	100	550	150	150	55
Significance Threshold Exceeded	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

lbs/day = pounds per day

[a] Peak daily emissions calculated within CalEEMod as the maximum daily emissions, considering simultaneous construction activities.

c) 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact. As discussed under Question 4.3(a), the Basin is currently classified as an extreme nonattainment area for the 8-hour NAAQS for O_3, and a nonattainment area for $PM_{2.5}$. The Basin is also classified as a nonattainment area for the CAAQS for O_3, $PM_{2.5}$, and PM_{10}.

As discussed under Question 4.3(b), construction of the proposed Project would result in the temporary generation of O_3 precursors which are reactive organic gases (ROG) and NOx, and emissions of nonattainment pollutants $PM_{2.5}$ and PM_{10}. Based on the analysis, construction of the proposed Project would not result in emissions that exceed the LSTs or the SCAQMD's daily significance thresholds. Accordingly, the proposed Project construction would not contribute to a cumulatively considerable air quality impact. No mitigation is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, school, or convalescent facility where sensitive receptors could be exposed to substantial pollutant concentrations. Commercial and industrial facilities are not included in the definition of sensitive receptors because employees do not remain on-site for a full 24 hours, and are not considered sensitive.

The nearest sensitive receptors are residential areas within the community of Wilmington, which is approximately 1.6 miles away. These include properties zoned One-Family (R-1) and Restricted Density Multiple Dwelling (RD). However, liveaboard boat tenants (someone who makes a boat their primary residence) were identified as located approximately 0.7 mile from the proposed Project across the Cerritos Channel at the Cerritos Channel Marina. For the purposes of this analysis, the liveaboard boat tenants are the nearest sensitive receptors.

Impacts to sensitive receptors are evaluated in terms of the greatest potential for exposure to toxic air contaminants (TACs). Diesel particulate matter (DPM) is the most prevalent TAC that would be emitted from equipment used in the demolition of the proposed Project site, and from diesel-powered vehicles. DPM is considered to be a carcinogenic TAC, and also is considered to have the potential for adverse non-cancer health effects with chronic (i.e., long-term) exposure. According to SCAQMD methodology, health effects from carcinogenic TACs are usually described in terms of individual excess cancer risk based upon a lifetime of exposure, which is based on 70 years.

Construction activities would occur over a short-term period, anticipated to be approximately six weeks. The construction period would be much lower than the 70-year exposure period for which carcinogenic risks are evaluated. Further, the proposed Project's emissions during construction would not exceed the SCAQMD's LSTs for PM_{10} and $PM_{2.5}$ during construction. The proposed Project would follow the *Sustainable Construction Guidelines* prepared by the LAHD for reducing air emissions from all LAHD-sponsored construction projects. The Guidelines require that all on-road heavy-duty diesel trucks with a gross vehicle weight of 19,500 pounds or greater used at LAHD would comply with the USEPA 2007 on-road emission standards for PM_{10} and NOx (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively). Furthermore, the Guidelines require that off-road construction equipment be equipped with engines that meet Tier 3 emission standards. Because the use of off-road heavy-duty diesel equipment would be temporary, and because sensitive receptors are located 0.7 mile from the proposed Project site across the Cerritos Channel, construction-related emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. In addition, there are no operational land uses associated with the site. Impacts would be less than significant, and no mitigation is required.

e) Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. The proposed Project involves the demolition of a vacant structure at 390 Navy Way previously used as a Navy Commissary. As discussed below, there may be minimal odor impacts anticipated as a result of the proposed Project. Construction activities associated with the proposed Project could result in emissions of odor compounds within diesel exhaust from heavy construction equipment operating on-site. As discussed under Question 4.3(d), the nearest sensitive receptors are liveaboard boat tenants that are approximately 0.7 mile from the project site at the Cerritos Channel Marina.

Due to the temporary nature of the construction activities and the distance to the nearest sensitive receptor, construction would not have the potential to create objectionable odors affecting a substantial number of people. Impacts would be less than significant, and no mitigation is required.

4.4 BIOLOGICAL RESOURCES

LAHD conducted biological baseline surveys of the Port area in 1988, 2000, and 2008. Several candidate, sensitive, or special-status species were identified in the Port area. The following description of biological resources incorporates information from the previous environmental documents, including information from the most recent surveys. The goal of the biological baseline surveys conducted in 1988, 2000, and 2008 was to provide quantitative information on the physical/chemical and biological conditions within the different marine habitats of both the POLA and the Port of Long Beach. Because it is paved and used for industrial activities, the entire facility contains no terrestrial 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?

Less than Significant. According to the biological baseline surveys, several candidate, sensitive, or special-status species have been identified in the Port area, which include adult and juvenile fish, ichthyoplankton, benthic invertebrates, riprap-associated organisms, kelp and macroalgae surface canopy, eelgrass, birds, and various exotic species. Two state and federally listed endangered species, the California least tern (*Sterna antillarum browni*) and the state-listed endangered American peregrine falcon (*Falco peregrinus anatum*) regularly use the harbor area (U.S.FWS, 2013). California least tern are a migratory species that nest at Pier 400 between April and September and forage within the shallow waters of the Port. Peregrine falcons have been known to nest on bridges within the Port. Additionally, several other migratory birds protected by the Migratory Bird Treaty Act (MBTA) are known to use the harbor area.

The plants found at the site were ornamental trees and bushes planted around the perimeter of the building. A review of the trees and bushes at the site indicates that they include the following: Mexican Palm, Australian Tee Tree, Black Pine and Metalucas (POLA, 2014). These trees will be removed as part of the demolition of the Navy Commissary building. As called for in LAHD policy, all trees will be thoroughly inspected prior to removal to ensure that they contain no nests or residents. No in- or over-water construction is proposed and there are no operations associated with the project.

Impacts are considered less than significant and no mitigation is required.

b) 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 US Fish and Wildlife Service?

No Impact. As discussed in Question 4.4(a), the proposed Project site is fully developed and had been historically operated as a NOSC. The proposed Project site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA). The proposed Project site contains no riparian habitat. As such, no impacts to riparian habitat or sensitive natural community would occur as a result of the proposed Project. No mitigation is required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The proposed Project site does not contain any federally protected wetlands. The closest recognized wetland, a freshwater emergent wetland of 2 acres, is one mile to the north across the Port of Los Angeles Cerritos Channel on industrial land (USFW, 2014).

Proposed construction activities would be confined to the immediate Project site. No in- or over-water construction is proposed and there are no operations associated with the project. No activities would occur within or near wetlands. Thus, the proposed Project would not affect this or any other federally protected wetlands as defined by Section 404 of the CWA. No mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Los Angeles and Long Beach Harbors provide valuable habitat for foraging, resting, and breeding by numerous species and individuals of birds. Per the baseline surveys, over 100 avian species use the various habitats within the Ports seasonally, year-round, or during migration. A total of 96 species representing 30 families were observed within the Ports during the 2008 study. Of these species, 68 are dependent on marine habitats. Species numbers varied seasonally, with a greater variety of birds present in fall and winter and fewer species during summer, consistent with large-scale migratory patterns. Bird abundance was more variable and was attributed to differences in bird migratory patterns and nesting activities. Bird abundance along the Southern California coast typically follows a seasonal pattern, with the greatest numbers of individuals and species occurring during fall and winter. The highest numbers of birds were noted in the Long Beach West Basin and main shipping channel of Los Angeles Harbor, with counts being approximately an order of magnitude lower at small basin and channel zones at inner harbor locations.

The proposed Project site is an existing structure on a paved surface so it does not contain habitat suitable for wildlife species and is not used by native resident or migratory species for movement or nursery purposes. However, there are some non-native ornamental trees and bushes along the perimeter of the structure that could be used for nesting. The trees are proposed for removal along with the demolition of the structure. Before any trees are trimmed or removed, LAHD staff and contractors will perform a thorough visual inspection of all trees and branches to confirm no presence of nests or other habitats. After demolition, the proposed Project site will be vacant and as such will not interfere with wildlife movement.

As such, no impacts related to the movement of wildlife species or the use of wildlife nursery sites would occur from implementation of the proposed Project. No mitigation is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The only biological resources protected by City of Los Angeles ordinance pertain to certain tree species. A permit is required for removal or relocations of the following trees:

- Oak tree including valley oak (*Quercus lobata*)
- California live oak (*Quercus agrifolia*)
- Any other tree of the oak genus indigenous to California but excluding the scrub oak (*Quercus dumosa*)
- Southern California black walnut (*Juglans californica* var. *californica*)
- Western Sycamore (*Platanus racemosa*)
- California bay (*Umbellularia californica*).

The proposed Project site is located in a heavily industrial region of the City of Los Angeles. The Project site is entirely paved and contains only small amounts of non-native ornamental vegetation including Mexican Palms, Black Pines, Australian Tea Trees and Metalucas. This vegetation will be removed as part of the demolition process. . None of these plants is protected under the City of Los Angeles tree ordinance. As such, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would occur and no mitigation is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Habitat Conservations Plans (HCPs) are administered by the US FWS and are intended to identify how impacts would be mitigated when a project would impact an endangered species (U.S. FWS, 2011). There are no HCPs currently in place at the Port of Los Angeles. The County of Los Angeles has established Significant Ecological Areas (SEAs) to preserve a variety of biological communities for public education, research, and other nondisruptive outdoor uses. The proposed Project is not located in a SEA.

The nearest Natural Community Conservation Plan (NCCP) to the proposed Project site, the Palos Verdes Peninsula Sub-Regional Plan, is located approximately six miles from the proposed site. Neither the proposed Project site nor any adjacent areas are included as part of an NCCP. No impact would occur and no mitigation is required.

4.5 CULTURAL RESOURCES

Methodology

This section addresses potential impacts on cultural resources that could result from implementation of the proposed Project. Cultural resources customarily include archaeological resources, ethnographic resources, and those of the built environment (architectural resources). Though not specifically a cultural resource, paleontological resources (fossils predating human occupation) are also considered in this evaluation, as they are discussed in Appendix G of the State CEQA Guidelines (Environmental Checklist Form).

Regulatory Framework

CEQA provides a definition of what constitutes a cultural or historical resource. Cultural resources can include traces of prehistoric habitation and activities, historic-era sites and materials, and places used for traditional Native American observances or places with special cultural significance. In general, it is required to treat any trace of human activity more than 50 years in age as a potential cultural resource.

CEQA states that if a project would have significant impacts on important cultural resources, then alternative plans or mitigation measures must be considered. However, only significant cultural resources (termed "historical resources") need to be addressed. The CEQA Guidelines define a historical resource as a resource listed or eligible for listing on the California Register of Historical Resources (CRHR) (PRC Section 5024.1) (California State Parks, 2014).

Cultural resources in California are protected by a number of federal, state, and local regulations, statutes, and ordinances. The determination of CRHR significance of a resource is guided by specific legal context outlined in Sections 15064.5 (b), 21083.2, and 21084.1 of the Public Resources Code (PRC), and the CEQA Guidelines (CCR Title 14, Section 15064.5). A cultural resource may be eligible for listing in the CRHR if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage:
2. Is associated with the lives of persons important in our past;
3. 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; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the above criteria, historical resources eligible for listing in the CRHR must retain enough of their historic character or appearance to be able to convey the reasons for their significance. Such integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

The CEQA Guidelines also require consideration of unique archaeological resources (Section 15064.5). As used in the PRC (Section 21083.2), the term "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. The National Park Service guidance asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties constructed fewer than 50 years ago must be proven to be "exceptionally important" (criteria consideration G) to be considered for listing. The California Register of Historic Resources guidance states a resource less than 50 years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance. The Navy Commissary building was constructed in 1982 and would not be eligible for listing on the HRHP, CRHR or as LAHCM unless it possesses exceptional properties.

In 2004, the four building at the Naval Reserve Center, including the Navy Commissary, were found not eligible for inclusion on the NRHP because of age, less than 50-years old, and lack of "exceptional significance" (Naval Facilities Engineering Command, 2004). In 2011, the Naval Reserve Center was re-evaluated and found not edible for the NRHP, CRHR or LAHCM because of its buildings were than 50-years of age (POLA, 2011).

SWCA was retained in 2011 and prepared the *Built Environment Evaluation Report for Properties on Terminal Island* (POLA, 2011). Because it was then proposed for demolition, the Navy Commissary building was again reexamined to determine whether the building possessed exceptional properties warranting inclusion on a historic register despite its recent construction.

The reexamination concluded that the Navy Commissary building did not possess exceptional properties warranting inclusion in the NRHP, CRHR or as a LAHCM.

For the reasons described above, the proposed Project would have no impact on historical resources. No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact. The proposed Project is located on Terminal Island, which is comprised of man-made fill material and was created in the 20th Century. The site possesses no unique geologic features. Further, no paleontological resources are known to exist in or around the project site. Activities associated with the proposed Project will occur at the site of an existing vacant structure only. Very little area will be disturbed; all of which is at the surface area with no extensive digging or dozing associated with demolition. Because the site is composed of fill and is extensively disturbed, there is extremely low potential for discovering archaeological or ethnographic cultural resources. Based on the above analysis, proposed Project demolition activities are not anticipated to result in significant impacts to known archaeological or ethnographic cultural resources under CEQA.

Although impact to unknown resources is remote given the high degree of previous disturbance and the presence of man-made fill materials, archaeological or ethnographic cultural resources have been encountered throughout the Port in the past. The proposed Project would adhere to CEQA Guidelines (CCR Title 14, Section 15064.5), which states that construction activities would cease in the affected area in the event an archaeological discovery is made. For the reasons discussed above, the proposed Project would have no impact to archaeological resources with adherence to applicable regulatory requirements. No mitigation measures are required.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. As mentioned in 4.5 (b) above, the proposed Project is located on Terminal Island, which is made mostly of man-made fill material and is paved. The proposed Project site is fully developed. There would be an extremely low potential for buried resources as construction activities would involve only minimal surface area grading with no digging or trench work. Surface disturbance activities associated with demolition would be limited to the proposed Project area. As such, the proposed Project would not encounter paleontological resources, which are typically found in underlying bedrock and geologic formations. The proposed Project would have no impacts related to paleontological resources. No mitigation is required.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The proposed Project is located on man-made fill area, created in the 20th Century. The location is on Terminal Island which has been subject to extensive previous construction activity. There are no human remains known to exist within the Port boundary. Activities associated with the proposed Project will occur at or near the surface within the footprint of previous construction activity and does not have the potential to disturb any human remains. There is no digging or trenching associated with the proposed Project.

Discovery of human remains is governed by the California Health and Safety Code, and PRC Sections 5097.94 and 5097.98, and can fall within the jurisdiction of the Native American Heritage Commission (NAHC). Section 7052 of the Health and Safety Code establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives. Under Section 7050.5 of the Health and Safety Code If human remains are discovered no further excavation or disturbance at the site shall stop and the county coroner contacted. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

There are no potential impacts to the disruption of human remains as a result of the proposed Project. No mitigation is required.

4.6 GEOLOGY AND SOILS

This section describes the regional and local geologic and soil characteristics of the proposed Project area.

Would the Project:

a) Expose people or structures to 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 proposed Project site is located within the seismically active Southern California region and has the potential to be subjected to ground shaking hazards associated with earthquake events on active faults. The proposed Project site is within 1mile of the Palos Verdes fault zone. The City of Los Angeles General Plan does not identify the proposed Project site as located within an Alquist-Priolo Earthquake Fault Zone or in a Fault Rupture Study Area. The Palos Verdes Fault, which is not identified by the Alquist-Priolo Earthquake Fault Zoning Map lies one mile to the west of the site. The proposed Project involves demolition of an existing structure and will comply with all City building and safety guidelines,

restrictions, and permit regulations as well as other applicable building safety requirements. Therefore, the proposed Project would result in less than significant impacts related to the risk of surface rupture due to faulting. No mitigation is required.

ii) Strong seismic ground shaking?

Less than Significant Impact. The proposed Project site is located within the seismically active Southern California region and could experience effects of ground shaking. The proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone or in a Fault Rupture Study Area. Construction activities would not involve significant earth removal activities, digging or trench work. The Palos Verdes Fault, which is not identified by the Alquist-Priolo Earthquake Fault Zoning Map lies one mile to the west of the site. The proposed Project would also not involve permanent construction of any infrastructure. All demolition activities would comply with Port and City of Los Angeles building and safety guidelines, restrictions, and permit regulations, which are designed to address the risks associated with seismic ground shaking. Compliance with existing regulations would ensure a less than significant impact. No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is the process in which saturated silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by an earthquake. Earthquake waves cause water pressures to increase in the sediment and the sand grains to lose contact with each other, leading the sediment to lose strength and behave like a liquid.

Per the City of Los Angeles, Department of City Planning, Parcel Profile Report, the project site is located in an area identified as being susceptible to liquefaction. The area is designated as a "Liquefiable Area (recent alluvial deposits; ground water less than 30 feet deep)." The proposed Project involves demolition only and would comply with all City building and safety guidelines, restrictions, and permit regulations. These regulations and guidelines include requirements for structure design that address safety and stability on sites potentially at risk of liquefaction. Adherence to these requirements would result in less than significant impacts related to liquefaction. No mitigation is required.

iv) Landslides?

No Impact. Landslides occur when masses of rock, earth, or debris move down a slope. Landslides are caused by disturbances in the natural stability of a slope. They can accompany heavy rains or follow droughts, earthquakes, or volcanic eruptions. Construction activities, such as grading, can accelerate landslide activity.

The proposed Project site is flat with no significant natural or graded slopes. According to the City of Los Angeles, Department of City Planning, Parcel Profile Report, the proposed Project site is not located within an area susceptible to landslides. The potential for seismically induced landslides in the proposed Project site is considered remote. As such, no impacts would occur and no mitigation is required.

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

Less than Significant. Construction activities would be limited to demolition with no subsequent construction at the site. Grading is minimal and only involves earth preparation for the imported fill material to even out the area after the foundation is removed and gravel to allow infiltration of stormwater, prevent soil erosion as well as serve as dust and weed abatement. The proposed Project would also not involve construction of any infrastructure. In addition, the surrounding area, including the parking lot, is already paved and would not be disrupted as a result of the project.

Surface runoff water and drainage from the proposed Project site are directed generally toward the existing municipal storm drains and sewers. The proposed Project would not create new areas of impervious surface or generate new sources of runoff. The proposed Project would obtain and comply with a General Construction Activity NPDES permit and the City of Los Angeles Low Impact Development Ordinance to prevent soil erosion (City of LA, 2012). Compliance with these regulations and placement of gravel at the site will reduce impacts to less than significant. No mitigation is required.

c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact. As discussed in the response to Question 4.6(a)(iv) above, the proposed Project site is not located within an area susceptible to landslides. As discussed in Question 4.6(a)(iii), the proposed Project site is located in an area identified as being susceptible to liquefaction. Adherence to these requirements would result in less than significant impacts related to unstable geologic units or soils. No mitigation is required.

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

Less than Significant Impact. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away.
However, the proposed Project involves the demolition of an existing structure only with no new construction or land uses. Impacts would be less than significant. No mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed Project site has been vacant since 2010. There is no need for septic tanks or alternative wastewater disposal systems as a result of the project as there is no land use or operation associated with the project.

During demolition of the Navy Commissary, portable toilets will be brought to the site for the construction crew and discharged wastewater disposed of into the sewer system. After project completion, the need for wastewater disposal from the site will be eliminated. Therefore, no impacts associated with use of wastewater disposal systems would occur. No mitigation is required.

4.7 GREENHOUSE GASES

This section includes a description of the potential effects of greenhouse gases (GHGs) and analyses of potential GHG emissions and impacts of the proposed Project. The methods of analysis for construction and operational emissions are consistent with the guidelines of the SCAQMD and LAHD's standard protocols.

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. A portion of the solar radiation that enters the atmosphere is absorbed by the surface of the earth and a portion of this energy is reflected back toward space as infrared radiation. This infrared radiation released from the earth that otherwise would escape back into space is instead absorbed or "trapped" by GHGs, resulting in a warming of the atmosphere.

GHGs occur in the atmosphere naturally or are emitted by human sources or are formed by secondary reactions in the atmosphere. The most common GHGs emitted from natural processes and human activities include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Examples of GHGs created and emitted primarily through human activities include fluorinated gases (hydro fluorocarbons and per fluorocarbons) and sulfur hexafluoride. Each GHG is assigned a global warming potential (GWP), which is the ability of a gas or aerosol to trap heat in the atmosphere. The GWP rating system is standardized to CO_2, which has a value of one. For example, CH_4 has a GWP of 21, which means that it has a global warming effect 21 times greater than CO_2 on an equal-mass basis. Total GHG emissions from a source are often reported as a CO_2 equivalent (CO_2e). The CO_2e is calculated by multiplying the emissions of each GHG by its GWP and adding the results together to produce a single, combined emission rate representing all GHGs.

The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year of CO_2e for industrial projects where SCAQMD is the lead agency. For the purpose of this IS/ND, this analysis used the SCAQMD GHG threshold identified above to evaluate proposed project GHG emissions under CEQA. Consistent with SCAQMD guidelines, construction emissions for the proposed Project are amortized over the life of the project (defined as 30 years), added to operational annual

emissions, and then compared to this threshold. If estimated GHG emissions remain below this threshold, they would be expected to produce less than significant impacts to GHG levels.

Would the Project:

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

Less than Significant Impact. As discussed in Section 4.3, construction emissions are associated with the demolition of the existing structure at 390 Navy Way. Upon demolition completion, the site will be graded and gravel will cover the exposed soil for dust and weed abatement. The construction activities are limited to demolition as there is no construction of subsequent land use associated with the site. The proposed Project would follow the *Sustainable Construction Guidelines* prepared by LAHD for reducing air emissions from all LAHD-sponsored construction projects (POLA, 2008).

Construction GHG emissions were calculated using the CalEEMod Model, Version 2013.2.2 (please see Appendix A). Table 4.7-1 presents a summary of the construction emissions estimated for the proposed Project. As can be seen in Table 4.7-1, GHG emissions are below SCAQMD significance thresholds. There are no operational emissions associated with the proposed Project. Therefore, impacts from the proposed Project are less than significant and no mitigation is required.

Table 4.7-1

Total GHG Emissions from Construction of the Proposed Project

Construction Activity	CO_2	CH_4	N_2O	CO_2e[b]
	Total Emissions (Metric Tons/year[a])			
Total Emissions	262[d]	0	0	263
Amortized Emissions[c]				8.7
Significance Threshold				10,000
Exceed Significance Threshold				**NO**

Notes:

a) One metric ton equals 1,000 kilograms, 2,205 lbs, or 1.1 U.S. (short) tons.

b) CO2e = the carbon dioxide equivalent emissions of all GHGs combined. The carbon dioxide equivalent emission rate for each GHG represents the emission rate multiplied by its global warming potential (GWP). The GWPs are 1 for CO2; 21 for CH4; and 310 for N2O.

c) SCAQMD recommends amortizing construction emissions over a 30-year period to evaluate the contribution of construction to GHG emissions over the lifetime of the project.

d) GHG emissions from page 4 of 17 from CalEEMod run.

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

Less than Significant Impact. Statewide GHG emissions must adhere to the requirements of Assembly Bill (AB) 32, first signed by Governor Arnold Schwarzenegger in 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions.

In May 2007, the City of Los Angeles Mayor's Office released the Green LA Plan, which is an action plan to lead the nation in fighting global warming. The Green LA Plan presents a citywide framework for confronting global climate change to create a cleaner, greener, sustainable Los Angeles. The Green LA Plan directs the Port to develop an individual Climate Action Plan, consistent with the goals of Green LA, to examine opportunities to reduce GHG emissions from Port operations. In accordance with this directive, LAHD prepared a Harbor Department Climate Action Plan that details GHG emissions related to municipally controlled Port activities (such as Port buildings and Port workforce operations) and outlines current and proposed actions to reduce GHGs from these operations. The Port is a founding member of The Climate Registry (TCR). LAHD completed annual GHG emissions inventories for LAHD-controlled operations beginning in 2006, and they submitted annual GHG inventories for trucks, ships, and rail to TCR (formerly the California Climate Action Registry) beginning in 2008 for year 2006. LAHD is developing a Sustainability Plan in accordance with the Mayor's Office Directive that would incorporate Port environmental programs and reports, including the Port's Climate Action Plan.

As shown in Table 4.7-1, demolition of the vacant Navy Commissary building would not result in significant GHG emissions. Thus, the proposed Project would not conflict with AB 32, Executive Directive No. 10, the City of Los Angeles Green LA Plan, or the Port's Climate Action Plan. Accordingly impacts would be less than significant. No mitigation is required.

4.8 HAZARDS AND HAZARDOUS MATERIALS

This section discusses the potential for the proposed Project to expose people to hazards and hazardous materials. Hazardous substances are defined by state and federal regulations as substances that must be regulated to protect the public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be hazardous. CCR Title 22, Chapter 11, Article 2, Section 66261 provides the following definition:

> A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of or otherwise managed.

According to CCR Title 22 Chapter 11, Article 3, substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or stored prior to disposal.

Toxic substances may cause short-term or long-term health effects, ranging from temporary effects to permanent disability or death. Examples of toxic substances include most heavy metals, pesticides, benzene, petroleum, hexane, natural gas, sulfuric acid, lye, explosives, pressurized canisters, and radioactive and biohazardous materials. Soils may also be toxic because of accidental spilling of toxic substances.

Would the Project:

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

Less than Significant Impact. Construction activities would be limited to the demolition of a 51,000 square foot structure along with its perimeter sidewalks and planters. Upon completion of building demolition, the area will be graded and filled and gravel will be deposited for weed and dust abatement and to minimize soil erosion. Only clean fill material will be brought to the site pursuant to LAHD standards. No digging or trench work would occur as a result of the project and minimal grading is involved.

Construction activities would be temporary in nature and would not involve the transport, use or disposal of any hazardous materials. Asbestos and lead-based paint was identified at the site and will be discussed below.

Demolition activities involve standard construction materials that are not acutely hazardous. Further, all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances (DTSC), USEPA, the Occupational Safety & Health Administration (OSHA), and the Los Angeles City and County Fire Departments. If there were any hazardous materials used or identified at the site, their disposal would occur in conformance with all applicable federal, state, and local regulations governing such activities.

There is no building construction associated with the proposed Project and no new land uses that would have the potential to store, utilize or transport hazardous materials. Demolition impacts would be less than significant with adherence to required regulations and standards. No mitigation is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. Construction activities would not involve the use of hazardous materials. Any potential hazardous materials found on site would be related to the temporary construction vehicles at the site. Thus, the most likely spills or releases of hazardous materials during construction would involve petroleum products, such as diesel fuel, oils, and lubricants. All storage, handling, and disposal of these materials are regulated by DTSC, USEPA, OSHA, and the Los Angeles City and County Fire Departments. As such, impacts related to the release of hazardous materials into the environment during construction would be less than significant with adherence to required regulations and standards. No mitigation is required.

Asbestos-Containing Materials (ACM)

The Navy Commissary building that is being proposed for demolition in order to comply with city fire ordinances was constructed in 1983. Buildings of this time period have the potential for asbestos containing material (ACM). LAHD Engineering staff contracted with ENV America Incorporated to prepare an Asbestos Survey Report of the Navy Commissary building and neighboring building 239-24. The building inspection was conducted on May 15 and 16, 2013 (POLA, 2013). The objective of the survey was to identify friable and non-friable asbestos-containing building materials and to document the location, material type, asbestos content, friability and the estimated total quantity (POLA 2013).

The laboratory analysis of the Navy Commissary building confirmed the presence of asbestos in the floor tile and sections of the roof. Based on this finding, LAHD engineering staff has contracted with a California-licensed asbestos abatement contractor to remove all ACM prior to

demolition. Further, LAHD is required to comply with South Coast Air Quality Management District procedures regarding asbestos abatement and will notify the agency prior to building demolition.

LAHD and its contractors are accustomed and trained in the safe and appropriate removal of ACM from construction/demolition sites. With safety procedures in place and the survey report indicating where the ACMs exist in the structure, impacts from ACMs are less than significant with no mitigation necessary.

Lead-Based Paint (LBP)

LAHD Engineering staff contracted with ENV America Incorporated to prepare a Lead Survey Report for the Navy Commissary Building as well as Building 239-24 both of which are located at 390 Navy Way. The lead survey was conducted on May 15 and 16, 2013 (POLA, 2013). The purpose of the survey was to identify lead-based paint and to document the location, paint type (i.e., color), substrate, total lead content, condition and estimated total quantity for each LBP identified.

The survey was conducted in accordance with the County of Los Angeles lead-based paint standard which considers any paint containing greater than or equal to 0.7 mg/cm^2 of lead to be a lead-based paint.

ENV America obtained approximately 190 samples from the structures and identified lead in quantities greater than 0.7 mg/cm^2 in 36 of the tests. In total, eight paints were identified in the Navy Commissary building that contained lead. All of the identified lead-based paints were found to be in good condition.

LAHD will comply with all regulations regarding the proper removal and disposal of LBP. Prior to demolition, any identified damaged LBP will be removed and stabilized to prevent environmental contamination. The extent of paint film stabilization or intacting required will be evaluated prior to demolition and included in the contractor's specifications. The contractor will also be informed of all locations of LBP, regardless of condition, prior to the commencement of any interior demolition.

LAHD and its contractors are accustomed and trained in the safe and appropriate removal of LBP from construction/demolition sites. With safety procedures in place and the survey report indicating where the LBP exists in the structure, impacts from LBP are less than significant with no mitigation necessary.

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

No Impact. The proposed Project location is not within one-quarter mile of an existing or proposed school. The closest school is Port of Los Angeles (POLA) High School which is

approximately 3 miles west of the proposed Project. Due to distance from local schools and adherence to all regulatory requirements related to handling and use of hazardous materials, no impacts would occur. Further, there is no construction or future land use or operation associated with the proposed Project. No mitigation is required.

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

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) to compile and update as appropriate, but at least annually, a list of all of the following:

(1) All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.

(2) All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.

(3) All information received by DTSC pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.

(4) All sites listed pursuant to Section 25356 of the Health and Safety Code.

(5) All sites included in the Abandoned Site Assessment Program.

The California Environmental Protection Agency (CalEPA) maintains these lists, which collectively make up the Cortese list, on their website at http://www.calepa.ca.gov/sitecleanup/corteselist/. The proposed Project site is not identified on the Cortese list (Government Code Section 65962.5) (CalEPA 2010). Thus, no impact would occur and no mitigation is required.

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

No Impact. The proposed Project site is not located within 2 miles of a public airport or private airstrip, nor is it located within an airport land use plan. The nearest airport facilities are helicopter-landing pads at Berth 95 (2.64 miles from the proposed Project site) and at 1175 Queens Highway, in Long Beach (over 5 miles to the east of the proposed Project site). Given the distance of the heliport and the fact that no buildings will be constructed as a result of the project, there would be no potential safety hazards associated with aircraft as a result of the demolition. Therefore, no impacts would occur and no mitigation is required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. Please see the response provided in Question 4.8(e).

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project is being proposed to address fire safety issues associated with leaving a vacant structure unattended with no access to water in the event of an emergency. The project will demolish the structure at 390 Navy Way with no construction or operation involved. All demolition activities would conform to the City of Los Angeles Municipal Code and LAHD contractor specifications. As such, there would be no impacts to any adopted emergency response plan or emergency evacuation plan. No mitigation is required.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. Per the Safety Element of the City of Los Angeles General Plan, Exhibit D, the proposed Project site is not located in an area designated as Very High Fire Hazard Severity Zone nor are there any wildlands near the vicinity of the site. The nearest wildland (Very High Fire Hazard Severity Zone) is approximately 4 miles to the west of the Project site. Upon project completion, there would be no structures at the site and the site would be covered with gravel. Therefore, there would be no potential for wildland fires due to lack of flammable vegetation. There is no aspect of project demolition that would create the potential for wildland fires to occur within the vicinity. Therefore, no impacts related to wildland fires would occur. No mitigation is required.

4.9 HYDROLOGY AND WATER QUALITY

This section describes the existing conditions relating to hydrology and water quality and the potential impacts associated with the proposed Project. In addition, this analysis includes a discussion on the potential sea-level rise (SLR) impacts that may result with implementation of the proposed Project.

Would the Project:

a) Violate any water quality standards or waste discharge requirements?

Less than Significant Impact. The proposed Project involves the demolition of the vacant Navy Commissary building at 390 Navy Way on Terminal Island. Demolition includes the 51,000 square foot concrete structure as well as the perimeter planters and sidewalks for a total of 78,000

square feet. Demolition activities would involve importing fill material to the site and covering the area with gravel upon project completion. Because the demolition requires a building permit and exceeds 500 square feet of impervious surface, the project must comply with the City of Los Angeles' Low Impact Development (LID) ordinance. LID is a storm water management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution as close to its source as possible. The LID BMP include the use of permeable pavements or porous pavement systems, which is being installed on top of the fill dirt upon removal of the building's foundation.

The proposed Project has been designed to include the use of gravel; which is a porous surface. Upon project completion, a pervious surface will exist (i.e., gravel) where it was formerly an impervious surface (i.e., building and foundation). As such, impacts to water quality or waste discharge requirements would be less than significant with no mitigation necessary.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. Groundwater in the harbor area is south of the Dominquez Gap Barrier and generally impacted by saltwater intrusion (salinity) and is, therefore, unsuitable for use as drinking water. No groundwater extraction will take place as part of the project. In addition, the proposed Project site will utilize a porous pavement system (i.e., gravel) which supports surface recharge of groundwater. No impacts would occur and no mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact. The proposed Project is paved and is not within the course of a stream or a river. As such, construction and operation of the proposed Project would not alter the course of a stream or river. Construction would not result in substantial erosion or siltation as no areas of soil would be exposed. Once the foundation is removed, it will be leveled off with fill and gravel placed on top to keep the surface pervious and able to accommodate drainage at the site better than under existing conditions with the vacant building. Surface improvements of portions of the proposed Project site would not substantially alter the drainage pattern of the currently paved site and would continue to direct runoff to the existing storm drain system. No impacts would occur and no mitigation is required.

d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. The drainage pattern of the site would not be adversely impacts by the proposed Project. The use of permeable pavement (i.e., gravel) would allow for better drainage and an incremental decrease in flow from the project site.

e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. Please see the response for Question 4.9(a).

f) Otherwise substantially degrade water quality?

Less than Significant Impact. As discussed in Question 4.9(a), the construction of the proposed Project would not violate any water quality standards or waste discharge requirements. The proposed Project would comply with the City of Los Angeles Municipal Code and all other applicable federal, state, and local regulations prior to project approval and would result in less than significant impacts. No mitigation is required.

g) Place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed Project is the demolition of the Navy Commissary building and it is not within a 100-year flood hazard area. No housing will be built as part of the project. No mitigation is required.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact: Please see response provided in 4.9 (g).

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The proposed Project is the demolition of the Navy Commissary. No dams or levees are near the Project site. The Project would not expose people or structures to a significant risk of loss, injury or death from flooding. No mitigation is required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact: The proposed Project is within the coastal setting of the Port of Los Angeles. The topography of the site is surrounding area is flat with the nearest hillside area approximately 2 miles to the west, across the Main Channel of the Port of Los Angeles in San Pedro. The site is not susceptible to mudflows. There is no impact from the Project on mudflow. No mitigation is required.

Seiches are oscillations generated in enclosed bodies of water usually as a result of earthquake related ground shaking. A seiche wave has the potential to overflow the sides of a containing basin to inundate adjacent or downstream areas. However, the proposed Project site is not situated on the waterfront and is not susceptible to flooding by seiche. There are no impacts from the Project to a potential seiche. No mitigation is required.

Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption, and affect low-lying areas along the coastline. The Port is open to the ocean and not entirely closed, allowing entry of seismically induced waves. According to the Safety Element of the City of Los Angeles' General Plan, the proposed Project site is located within an area susceptible to tsunami and subject to possible inundation as a result. However, there proposed Project involves the demolition of an existing structure on Terminal Island. There is no construction or operation associated with the project that would influence a tsunami in any way. No mitigation is required.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the sea level rise (SLR)?

No Impact. Due to its geographic location, the infrastructure and operations of the Port would be vulnerable to SLR by nature. Wharves and piers may be damaged in strong storms, waves or surges resulting from SLR.

The Project seeks to demolish an existing and vacant building over the course of six weeks and not replace it with any new structure. There are no impacts to people or structures as a result of SLR from the proposed Project. No mitigation is required.

4.10 LAND USE AND PLANNING

This section contains a description and analysis of the land use and planning considerations that would result from proposed Project implementation.

Would the Project:

a) Physically divide an established community?

No Impact. The proposed Project is the demolition of a vacant structure on Terminal Island. The area is industrial with no communities within one mile of the project site. Implementation of the proposed Project would not divide an established community as there are no communities near the site. No impacts would occur and no mitigation is required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan,

local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed Project would not conflict with a specific plan, general plan, or zoning ordinance. The proposed Project site is zoned for industrial uses ([Q]M3-1). The removal of the vacant building at 390 Navy Way would still be consistent with that land use designation as there is no new development planned that is inconsistent with this designation. The proposed Project would not alter the land use of the proposed Project site or surrounding area, and would not conflict with any applicable land use plans. Therefore, no impact would occur and no mitigation is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As discussed in response to question 4.4(f), the site is not part of any HCP or NCCP.

4.11 MINERAL RESOURCES

The purpose of this section is to identify and evaluate key mineral resources in the proposed Project area and to determine the degree of impacts that would be attributable to the proposed Project.

Would the Project:

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

No Impact. The proposed Project is located on Terminal Island, which is made mostly of man-made fill material. No known valuable mineral resources would be impacted by the proposed Project. According to the California Department of Conservation Division of Mines and Geology mineral resource maps, the nearest non-petroleum mineral resources area is located in the San Gabriel Valley (California Department of Conservation 2014). No impact would occur and no mitigation is required.

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

No Impact. As discussed in Question 4.11(a), the proposed Project site is not located within a mineral resource recovery site delineated in the Port of Los Angeles Master Plan (POLA, 2014). As such, no loss of availability to mineral resources would occur. No mitigation is required.

4.12 NOISE

The purpose of this chapter is to identify sensitive noise receptors in the proposed Project area and to determine the degree of noise impacts that would be attributable to the proposed Project.

Existing Noise Environment

The site is within the Port of Los Angeles Community Plan area in the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles south of downtown Los Angeles. Existing noise levels within the Port complex are from a wide array of sources that include ship engines, operations of bulk loading facilities, container terminal uses, truck traffic, train operations, and vehicle traffic on the local street network and freeways. The proposed Project is located on Terminal Island within an area designated as "heavy industrial" ([Q] M3-1) uses. The City of Los Angeles' Municipal Code permissible ambient noise levels within areas zoned [Q] M3-1 are 65 A-weighted decibels (dBA) during daytime and nighttime due to light and heavy industrial uses.

There is no noise associated with the existing site as it has been vacant since 2010 although there is some activity associated with the storage of new vehicles on another portion of the Naval Reserve site. Other sources of noise surrounding the proposed Project area include terminal operations and vehicular traffic on SR-47, train movement, activity at the adjacent gravel recycling facility, and activity at the Port of Long Beach's nearby Pier T directly across the West Basin.

The nearest sensitive receptors are residential areas within the community of Wilmington approximately 1.6 miles from the project site. In addition, there are liveaboard boat tenants identified approximately 0.7 mile from the site across the Cerritos Channel in the Cerritos Channel Marina.

Chapter 11 of the Municipal Code sets forth noise regulations, including regulations applicable to construction noise impacts, within 500 feet of a residence. Section 112.05 establishes maximum noise levels for powered equipment or powered hand tools. The closest receptors to the proposed Project are liveaboard boat tenants located approximately 0.7 miles away in the Cerritos Channel Marina. The nearest residences were identified approximately 1.6 miles away in Wilmington.

Would the Project Result In:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. The overall surrounding area is primarily industrial. The proposed Project site is zoned for heavy industrial uses ([Q] M3-1). The surrounding properties are also designated as [Q] M3-1.

The nearest sensitive receptors are liveaboard boat tenants at the Cerritos Channel Marina which is approximately 3,700 feet from the project site. There is an intervening elevated roadway with heavy truck traffic directly north of the site between the proposed Project site and the nearest noise-sensitive receptor. To the west of the site is a highway, again with heavy truck traffic, and to the east of the site are

railroad tracks. Typical traffic noise at 50-feet is between 70-80 dBA and heavy duty diesel truck at 50-feet 85 dBA.

The nearest sensitive receptors are livaboard boat tenants at the Cerritos Channel Marina approximately 3,700 feet from the project site. There is an intervening elevated roadway (Ocean Ave. / Seaside Ave.) with heavy traffic directly north of the site between the proposed project site and the nearest noise-sensitive receptor. To the west of the site is an elevated highway and to the east of the site are railroad tracks. Both highways have a large percentage of heavy duty diesel trucks from the surrounding container terminals. Typical traffic noise at 50-feet is between 70-80 dBA and heavy duty diesel truck at 50-feet 85 dBA.

Construction is anticipated to begin in Fall 2014 and take approximately 6 weeks. Construction activities involve the demolition of an existing structure with no construction or operation following demolition. Table 4.12-1 highlights the typical decibel rating for the pieces of construction equipment being used for the proposed Project.

Table 4.12-1
Typical Noise Levels for Construction Equipment

Construction Equipment Type	Typical Noise Level (dBA) 50 feet from Source
Tractors/Loaders	85
Excavator	N/A
Skiploader	85
Rollers	74
Trucks	88

(U.S. DOT, 2006)

The construction equipment will generate noise in the range of that from existing traffic. As stated above, the nearest sensitive receptors are the liveaboard boat tenants identified approximately 3,700 feet northwest of the proposed Project, across the Cerritos Channel. There is an elevated highway and a body of water between the proposed Project site and the nearest noise-sensitive receptor (i.e., the liveaboard boat tenants). Construction noise for the proposed Project would fall within the typical range for daytime existing ambient noise in an industrial setting. Given the background noise, obstructions and distance to the closest receptor, it is unlikely that short-term project-related noise would be perceptible. Further, construction activities would be limited to between 8:00 a.m. and 5:00 p.m. on weekdays, and no construction would occur on weekends or evenings. The proposed Project would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Noise impacts would be less than significant and no mitigation is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No Impact. Construction is approximately six weeks and would involve the demolition of one vacant building. Construction would result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, with low rumbling sounds; detectable at moderate levels; and damaging to nearby structures at the highest levels. The construction activities that typically generate the highest levels of vibration are blasting and impact pile driving, which are not required for this proposed Project.

Liveaboard boat tenants, identified as located approximately 3,700 feet northwest of the proposed Project, would not be impacted as they are across the Cerritos Channel. No vibration impacts would occur and no mitigation is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. There are no operations or future land uses associated with the proposed Project. No mitigation is required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. As stated in 4.12(a) above, construction noise for the proposed Project would fall within the typical range for daytime existing ambient noise. The nearest sensitive receptors are 3,700 feet away and are not expected to experience any noise impacts due to construction activities. Further, construction activities would be limited to between 8:00 a.m. and 5:00 p.m. on weekdays, and no construction would occur on weekends. The proposed Project would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Construction noise impacts would be less than significant and no mitigation is required.

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

No Impact. The proposed Project site is not located within 2 miles of a public airport or private airstrip, nor is it located within an airport land use plan. The nearest airport facilities are helicopter-landing pads at Berth 95 (across the East Basin Channel) and at 1175 Queens Highway, in Long Beach (over 5 miles to the east of the proposed Project site). Small helicopters operate from these locations and transit primarily via the Main Channel of the Port. Given the distance of the heliport and the existing noise environment, as well as the distance from the

proposed Project to the nearest receptors, there is no impact to people residing or working in or near the Project. No mitigation is required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Please see response provided in Question 4.12(e).

4.13 POPULATION AND HOUSING

This section describes potential impacts to population and housing associated with the proposed Project.

Would the Project:

a) Induce substantial 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 is the demolition of a vacant structure in an industrial-zoned region on Terminal Island with no proposed future use or development of the site. The proposed Project has no potential to increase the population of the region necessitating the construction of additional housing, businesses, or infrastructure. No impacts on population growth would occur. No mitigation is required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. There is no housing or replacement housing associated with the proposed Project. Upon Project completion, the building will be demolished and the site will be vacant. No impacts would occur and no mitigation is required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As discussed in the response to Questions 4.12 (a) and (b) above, the proposed Project would not displace any people. No impacts would occur and no mitigation is required.

4.14 PUBLIC SERVICES

This section evaluates public services impacts associated with the implementation of the proposed Project in terms of fire protection, police protection, schools, parks, and other public services.

Would the Project:

a) 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 following public services:

i) Fire Protection?

No Impact. The City of Los Angeles Fire Department (LAFD) provides fire protection and emergency services for the proposed Project site. Fire protection capabilities are based on the distance from the emergency to the nearest fire station and the number of simultaneous emergency or fire-related calls.

LAFD facilities in the vicinity of the proposed Project site include land-based fire stations and fireboat companies. In the Harbor area, Battalion 6 is responsible for all of Wilmington and its waterfronts, Terminal Island and all of the surrounding water, San Pedro, Harbor City, and Harbor Gateway.

The proposed Project is being implemented to comply with LAFD fire safety ordinances regarding the former Navy Commissary building at 390 Navy Way. The building is a fire hazard being out of compliance with fire safety ordinances..

The proposed Project is beneficial to fire protection as it removes a fire hazard from the region and complies with fire safety ordinances. There is no impact to fire protection. No mitigation is required.

ii) Police protection?

No Impact. The Los Angeles Police Department (LAPD) provides police protection to the entire City of Los Angeles. The proposed Project site is located within the LAPD Harbor Division Area, which includes a 27.5-square-mile area including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island.

Demolition of the vacant Navy Commissary building will have no impact on law enforcement. Trip generation during demolition related to equipment and material deliveries or hauling activities by truck, would not be substantial. The proposed Project will not result in roadway closures. There would be no temporary loss of pedestrian access, bus stops, rerouting of transit service, or loss of on-street parking, because none of these elements are currently present. Therefore, proposed Project construction would not affect demand for law enforcement such that new facilities would be required. No mitigation is required.

iii) Schools?

No Impact. No new students would be generated and no increase in demand on local schools would result from implementation of the proposed Project. No impacts to schools would occur and no mitigation is required.

iv) Parks?

No Impact. The proposed Project does not include development of any residential uses and would not generate any new permanent residents that would increase the demand on local parks. Therefore, no impacts related to parks would occur and no mitigation is required.

v) Other public facilities?

No Impact. The proposed Project does not include development of residential uses and would not generate any new permanent residents that would increase the demand on other public facilities. Therefore, no impacts would occur and no further analysis is required. No mitigation is required.

4.15 RECREATION

This section evaluates recreation impacts associated with the implementation of the proposed Project. The analysis addresses construction-related and operational impacts and the associated potential impact to any surrounding local parks or other recreation facilities that would occur as a result of the proposed Project.

Would the Project:

a) 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. The proposed Project does not include development of any residential uses and would not generate new permanent residents. Thus, the proposed Project would not result in an increased demand on existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated. Therefore, no impact would occur. No mitigation is required.

b) 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 any recreational facilities. The proposed Project does not include development of any residential uses and, thus, would not generate new permanent residents that would increase the demand on local recreational facilities. Further, the proposed Project would not promote or indirectly induce new development that would require the construction or expansion of recreational facilities. Therefore, no impact would occur. No mitigation is required.

4.16 TRANSPORTATION AND TRAFFIC

This section provides a summary of the existing and future traffic conditions. Regional and local access to 390 Navy Way is provided by a network of freeways and arterial routes. The freeway network consists of Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), the Terminal Island Freeway (SR-103), and Seaside Avenue/Ocean Boulevard (SR-47). The proposed Project is located on Terminal Island and is bounded by SR-47 to the north, Reeves Avenue to the south, Terminal Way to the east and Navy Way to the west.

There are no land uses at the proposed Project site other than the temporary storage of new vehicles waiting to be relocated to local car dealerships. The rest of the site is vacant. Existing land uses in the vicinity are composed of port-related uses that generate on-site traffic and associated traffic from west and south of the Project site. The Project site and surrounding properties are zoned for heavy industrial uses ([Q] M3-1).

Would the Project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant Impact.

Demolition is anticipated to begin in Fall 2014 and take approximately six weeks. As summarized in Table 2-1, construction involves the demolition of a 51,000 square foot building as well as its perimeter sidewalks and planters for a maximum total of 78,000 square feet. No more than 20 workers would be associated with construction activities related to the proposed Project and there is no construction or operations once demolition is complete.

Trip generation during construction would be related to construction workers commuting to the site, truck trips associated with brining in equipment and removing debris and truck trips brining in the fill dirt and gravel. Truck trips are not significant and are short-term in nature. The proposed Project will not result in roadway closures. There would be no temporary loss of pedestrian access, bus stops, rerouting of transit service, or loss of on-street parking, because none of these elements is currently present. Operation of nearby arterials would be preserved during construction. The impacts during demolition would be less than significant. No mitigation is required.

The proposed Project would not result in traffic impacts and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the

circulation system. The impact would be less than significant and no mitigation measures are required.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. Pursuant to the Los Angeles County Congestion Management Program (CMP), administered by the Los Angeles County Metropolitan Transportation Authority (Metro), a traffic impact analysis is required at the following:

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed Project would add 50 or more trips during either the AM or PM weekday peak hours.
- CMP freeway monitoring locations where the proposed Project would add 150 or more trips during either the AM or PM weekday peak hours.

Construction activities would involve no more than 20 workers a day (8:00 a.m. – 5:00 p.m.) for a period of approximately six weeks. However, this is a worst-case scenario and not all workers would be needed daily throughout this period. In addition, there are approximately 250 total haul trips associated with the project spread out throughout the six weeks of construction. The trips involve taking debris out of the site and bringing in fill dirt into the site to level off the area once the foundation is removed.

When combined with a maximum of 20 workers per day, project-related truck trips are estimated to be less than 30 trips per day. Because these trips are spread out over six weeks and will not exceed 30 trips per day, the proposed Project would result in less than significant impacts related to applicable congestion management plans during construction. No mitigation measures are required.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed Project would not result in a permanent aerial structure. No change to air traffic patterns would occur. As such, no impacts would occur and no mitigation measures are required.

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

No Impact. The proposed Project does not include any alterations to access points or routes to the site or interfere with any existing accesses. Therefore, the proposed Project would not

substantially increase hazards due to a design feature. As such, no impacts would occur and no mitigation measures are required.

e) Result in inadequate emergency access?

No Impact. The proposed Project does not involve the construction or operation of any land use at the site. The site will be vacant upon project completion. Therefore, the proposed Project would not result in inadequate emergency access. No mitigation measures are required.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. There are no land use activities related to the proposed Project and minimal construction related to demolition. As such, the Project would not alter the land use of the site or surrounding area, and would not conflict with any applicable land use plans. Therefore, the proposed Project would not conflict with policies, plans, or programs supporting alternative transportation, (e.g., bicycles, buses, carpools, vanpools, ridesharing, walking, etc.) Impacts would be less than significant. No mitigation measures are required.

4.17 UTILITIES AND SERVICE SYSTEMS

This section evaluates impacts related to utilities and service systems associated with the implementation of the proposed Project in terms of water service, wastewater, solid waste and stormwater.

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed Project site is serviced by the City of Los Angeles Bureau of Sanitation's Terminal Island Water Reclamation Plant (TIWRP). The proposed Project does not involve any industrial process that might require an Industrial Waste Permit from the Bureau of Sanitation. The proposed Project would not alter the current discharge from TIWRP and would not exceed wastewater treatment requirement as no new areas of impervious surface or sources of polluted runoff would be created. The proposed Project would not exceed or alter wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. There are no wastewater treatment impacts associated with the proposed Project and no mitigation measures are required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. Please see the response to 4.17 (a) above.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed Project site will remain vacant upon demolition of the existing structure at 390 Navy Way. Construction activities associated with the proposed Project would not result in an alteration of flows directed to the stormwater drainage system or alterations to the system itself. The vacant site will be covered with gravel upon project completion creating a pervious site that allows for the infiltration of water. The building is currently on a concrete foundation that is impervious in nature.

The proposed Project would not be subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Stormwater Program. The proposed Project would comply with the City of Los Angeles Municipal Code and well as the Low Impact Development (LID) Best Management Practices prior to project approval. Thus, there are no impacts to stormwater drainage facilities as a result of demolition of the Navy Commissary building. No mitigation measures are required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. There is minimal water usage associated with the project. Usage is associated with watering the graded area twice daily prior to the gravel being delivered to the site. The time between grading completion and gravel delivery is not expected to be more than a few days as a worst-case scenario. As such, water usage would be minimal with adequate water supply and facilities to service the site. Therefore, impacts would be less than significant and no mitigation measures are required.

e) 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?

No Impact. As discussed in response to Question 4.17(a), the proposed Project is a demolition only with no new development or land uses. No mitigation measures are required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. The Solid Waste Integrated Resource Plan is a long-range master plan for solid waste management in the City of Los Angeles. It proposes an approach for the City to achieve a goal of diverting 70 percent of solid from landfills by 2013 and 90 percent by 2025. The Solid Waste Integrated Resource Plan recommends a series of policies, programs, and

facilities to be implemented over the next 20 years. Minimal solid waste would be generated during demolition as most debris would be recycled. LAHD's Construction and Maintenance Division recycles asphalt and concrete demolition debris by crushing and stockpiling the crushed material to use on other Port projects. Very little to no material would need to be disposed of as a result of the proposed Project. Further, there is no operation associated with the proposed Project so there is no long-term solid waste generated from the site upon completion of project demolition.

As such, the impact would be less than significant and no mitigation measures are required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. The proposed Project would be required to conform to the policies and programs of the Solid Waste Integrated Resource Plan. Compliance with the Solid Waste Integrated Resource Plan would ensure sufficient permitted capacity to service proposed Project. As such, the impact would be less than significant. Further, there is minimal solid waste associated with project-related demolition and no subsequent construction or operation. No mitigation measures are required.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than Significant. As described above, the proposed Project would not impact biological resources. The proposed Project site is fully developed and had been vacant since 2010. The site is not suitable for use by any biological species. The proposed Project site is entirely paved and no vegetation occurs on-site. The proposed Project would not interfere 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. It does not contain habitat suitable for wildlife species and is not used by native resident or migratory species for movement or nursery purposes. The proposed Project site does not contain any federally protected wetlands as defined by Section 404 of the CWA. Proposed demolition activities would be confined to the immediate proposed Project site. No in- or over-water construction is proposed.

The proposed Project would not have a significant impact on historic resources. The vacant building was constructed in 1983, which is outside the period considered for significance. It was further reviewed and found to have no historic significance. Therefore, this resource does not meet the criteria for listing in the CRHR and is not considered a historical resource per CEQA.

The proposed Project would not have a significant impact on cultural resources. A visual inspection conducted in February 2014 identified that the entire Project site is fully developed and has been extensively disturbed. Construction activities would involve minimal earth removal activities and grading which is limited to the pad under an existing structure. There would not be below-surface disturbance that could damage or destroy unknown buried cultural resources. Because the site is composed of fill and is extensively disturbed, there is extremely low potential for discovering archaeological or ethnographic cultural resources. Based on the above analysis, proposed Project construction activities are not anticipated to result in significant impacts to known archaeological or ethnographic cultural resources under CEQA.

The proposed Project would not degrade the quality of the environment. The impact would be less than significant to biological and cultural resources. As such, the proposed Project would not have the potential to substantially degrade the quality of the environment. No mitigation measures are required.

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.)

Less than Significant Impact. The proposed Project would not result in cumulatively considerable impacts. Several other development projects are currently under construction, are planned, or have recently been completed within the Port, including container terminal developments, industrial developments, and other waterfront plans. Future projects, including anything proposed at the existing site, would be evaluated in a separate environmental document.

As discussed throughout the Chapter 4 analysis, the proposed Project would result in no impacts to aesthetics, agricultural and forestry resources, biological resources, land use and planning, mineral resources, public services, population and housing, cultural resources and recreation. Thus, these topics have no potential to contribute to a cumulative impact.

The proposed Project would result in less than significant impacts to air quality, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic and utilities.

The proposed Project would not result in significant impacts or require mitigation measures. The proposed Project site was previously developed and contains four buildings formerly used as the U.S. NOSC on approximately 23 acres. This site was vacated by the Navy in 2010 and no buildings have been occupied since that time. The only current operational use of the site is the temporary storage of new vehicles waiting to be relocated to automobile dealerships. Because the area was previously developed, the modifications that would occur result in minimal environmental effects as shown in the IS/ND analysis. Because of the small scale and localized

effects of the proposed Project, the potential incremental contribution from the proposed Project would not be cumulatively considerable. The analysis has determined that the proposed Project would not have any individually limited but cumulatively considerable impacts. No mitigation measures are required.

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

Less than Significant Impact. The proposed Project would not result in substantial adverse effects on human beings, either directly or indirectly. The proposed Project would demolish one vacant building on a parcel of land with no operational activity. Adverse effects on human beings resulting from implementation of the proposed Project would be less than significant. No mitigation measures are required.

5.0 PROPOSED FINDING

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

6.0 PREPARERS AND CONTRIBUTORS

Preparation and Oversight

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- Christopher Cannon, Environmental Director
- Lisa Ochsner, Marine Environmental Manager
- Laura Masterson, Marine Environmental Supervisor
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Environmental Consultants

- Shannon Carmack, SWCA Environmental Consultants, Historic Assessment
- Arthur Ackerman, ENV America, Lead Survey Report
- Jack Samuels, ENV America, Asbestos Survey Report

7.0 ACRONYMS AND ABBREVIATIONS

[Q]M3-1	Heavy Industrial Uses
AB	Assembly Bill
ACM	Asbestos Containing Material
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
CARB	California Air Resources Board
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CMP	Congestion Management Program
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	CO_2-equivalents
CRHR	California Register of Historical Resources
CWA	Clean Water Act
D/C	demand/capacity
dBA	A-weighted decibel
DPM	diesel particulate matter
DOT	Department of Transportation
DTSC	Department of Toxic Substances
FEMA	Federal Emergency Management Agency
g/bhp-hr	grams per brake-horsepower hour
gpd	gallons per day
GHG	greenhouse gas
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
I	Interstate
IPCC	International Panel on Climate Change
IS	Initial Study
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
lbs/day	pounds per day
LST	Localized Significance Threshold
LBP	Lead Based Paint
LID	Low Impact Development
Metro	Los Angeles County Metropolitan Transportation Authority
MGD	million gallons per day

MW	megawatt
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAS	Naval Air Station
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NOSC	Naval Operations Support Center
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NRC	National Research Council
O_3	ozone
OSHA	Occupational Safety & Health Administration
PCB	polychlorinated biphenyl
PHL	Port Harbor Line
PM_{10}	diesel-emitted particulate matter less than 10 microns
$PM_{2.5}$	directly emitted particulate matter less than 2.5 microns
PRC	Public Resources Code
POLA	Port of Los Angeles
ROG	reactive organic gases
RTG	rubber tired gantry
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Area
SLR	sea-level rise
SO_X	sulfur oxides
SR	State Route
TACs	toxic air contaminants
TCR	The Climate Registry
TICTF	Terminal Island Container Transfer Facility
TIWRP	Terminal Island Water Reclamation Plant
TSCA	Toxic Substances Control Act
TTI	Total Terminals International
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VDECS	Verified Diesel Emissions Control Strategy
ZI-1192	2000 ft. Buffer Zone for Border Zone Property Site

8.0 REFERENCES

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APPENDIX A
AIR QUALITY CALCULATIONS

390 Navy Way, Terminal Island

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	78.60	1000sqft	1.80	78,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2014
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Gravel and landscaped surface

Construction Phase - No new building or paving. 1600 cubic yards fill brought in (about 128 trucks at 10 - 15 cubic yards per truck).

Off-road Equipment - No new building

Off-road Equipment - 75,000 sq ft demolition

Off-road Equipment - Grading 1600 cu yd fill

Off-road Equipment - Site prep 1600 cubic yard fill

Trips and VMT - Soil hauling assumes 55 miles from Corona to Terminal Island. Most demolition recycled. About 128 haul trips based on 1600 cubic yards and 10 - 15 cubic yards per trip. No new building or paving.

Demolition - Demo 75,000 square foot building (34.5 feet high)

Grading - 1,600 cubic yards file brought from Corona in 10 - 15 cubic yard truckloads. 1.8 acre site.

Architectural Coating - No new building

Road Dust -

Area Coating - No new building

Construction Off-road Equipment Mitigation - Comply with Rule 403. % Reduction for mitigation from SCAQMD CEQA handbook.

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	117900	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	55	61
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	55	61
tblConstructionPhase	NumDays	4.00	15.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	PhaseEndDate	2/25/2015	2/20/2015
tblConstructionPhase	PhaseStartDate	2/5/2015	1/31/2015
tblGrading	AcresOfGrading	7.50	1.80
tblGrading	AcresOfGrading	2.50	1.80
tblGrading	MaterialImported	0.00	1,600.00
tblOffRoadEquipment	HorsePower	80.00	255.00
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	55.00
tblTripsAndVMT	WorkerTripNumber	18.00	15.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	9.2473	93.8335	59.3696	0.0932	11.2020	4.3639	15.5659	5.6787	4.0148	9.6935	0.0000	9,646.0662	9,646.0662	2.0103	0.0000	9,688.2822
Total	**9.2473**	**93.8335**	**59.3696**	**0.0932**	**11.2020**	**4.3639**	**15.5659**	**5.6787**	**4.0148**	**9.6935**	**0.0000**	**9,646.0662**	**9,646.0662**	**2.0103**	**0.0000**	**9,688.2822**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	9.2407	93.7577	59.3214	0.0931	11.5006	4.3601	15.8606	3.9227	4.0112	7.9339	0.0000	9,640.0056	9,640.0056	2.0085	0.0000	9,682.1836
Total	**9.2407**	**93.7577**	**59.3214**	**0.0931**	**11.5006**	**4.3601**	**15.8606**	**3.9227**	**4.0112**	**7.9339**	**0.0000**	**9,640.0056**	**9,640.0056**	**2.0085**	**0.0000**	**9,682.1836**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.0721**	**0.0807**	**0.0813**	**0.0644**	**-2.6655**	**0.0878**	**-1.8936**	**30.9233**	**0.0877**	**18.1522**	**0.0000**	**0.0628**	**0.0628**	**0.0900**	**0.0000**	**0.0629**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.5571	8.0000e-005	8.3900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0183
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.5571**	**8.0000e-005**	**8.3900e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0172**	**0.0172**	**5.0000e-005**	**0.0000**	**0.0183**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.5571	8.0000e-005	8.3900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0183
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.5571**	**8.0000e-005**	**8.3900e-003**	**0.0000**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**		**0.0172**	**0.0172**	**5.0000e-005**	**0.0000**	**0.0183**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/28/2015	5	20	
2	Site Preparation	Site Preparation	1/29/2015	2/4/2015	5	5	
3	Grading	Grading	1/31/2015	2/20/2015	5	15	

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Off-Highway Trucks	6	4.00	400	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rollers	3	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Rubber Tired Dozers	1	6.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	11	28.00	0.00	341.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	7	15.00	0.00	200.00	14.70	6.90	55.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2015

Unmitigated Construction On-Site

Acres of Grading: 1.8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.6913	0.0000	3.6913	0.5589	0.0000	0.5589			0.0000			0.0000
Off-Road	6.1587	66.0936	38.4368	0.0640		3.2561	3.2561		3.0266	3.0266		6,657.6997	6,657.6997	1.8743		6,697.0596
Total	**6.1587**	**66.0936**	**38.4368**	**0.0640**	**3.6913**	**3.2561**	**6.9474**	**0.5589**	**3.0266**	**3.5855**		**6,657.6997**	**6,657.6997**	**1.8743**		**6,697.0596**

3.2 Demolition - 2015

Unmitigated Construction Off-Site

Acres of Grading: 1.8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.7408	5.4099	3.6880	0.0128	0.2969	0.0892	0.3860	0.0813	0.0820	0.1633		1,297.6613	1,297.6613	0.0106		1,297.8829
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6322	0.1736	2.1409	4.0700e-003	0.3130	3.1300e-003	0.3161	0.0830	2.8700e-003	0.0859		355.9980	355.9980	0.0203		356.4247
Total	**1.3730**	**5.5834**	**5.8289**	**0.0168**	**0.6098**	**0.0923**	**0.7021**	**0.1643**	**0.0849**	**0.2492**		**1,653.6593**	**1,653.6593**	**0.0309**		**1,654.3075**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.3676	0.0000	1.3676	0.2071	0.0000	0.2071			0.0000			0.0000
Off-Road	6.1530	66.0330	38.4015	0.0640		3.2531	3.2531		3.0238	3.0238	0.0000	6,651.5916	6,651.5916	1.8726		6,690.9154
Total	**6.1530**	**66.0330**	**38.4015**	**0.0640**	**1.3676**	**3.2531**	**4.6207**	**0.2071**	**3.0238**	**3.2309**	**0.0000**	**6,651.5916**	**6,651.5916**	**1.8726**		**6,690.9154**

3.2 Demolition - 2015

Mitigated Construction Off-Site

Acres of Grading: 1.8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.7408	5.4099	3.6880	0.0128	4.5798	0.0892	4.6690	1.1326	0.0820	1.2146		1,297.6613	1,297.6613	0.0106		1,297.8829
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6322	0.1736	2.1409	4.0700e-003	0.3130	3.1300e-003	0.3161	0.0830	2.8700e-003	0.0859		355.9980	355.9980	0.0203		356.4247
Total	**1.3730**	**5.5834**	**5.8289**	**0.0168**	**4.8928**	**0.0923**	**4.9851**	**1.2156**	**0.0849**	**1.3005**		**1,653.6593**	**1,653.6593**	**0.0309**		**1,654.3075**

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

Acres of Grading: 1.8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.6511	0.0000	5.6511	2.9377	0.0000	2.9377			0.0000			0.0000
Off-Road	2.5362	26.8886	17.0107	0.0171		1.4671	1.4671		1.3497	1.3497		1,801.7440	1,801.7440	0.5379		1,813.0398
Total	**2.5362**	**26.8886**	**17.0107**	**0.0171**	**5.6511**	**1.4671**	**7.1182**	**2.9377**	**1.3497**	**4.2874**		**1,801.7440**	**1,801.7440**	**0.5379**		**1,813.0398**

3.3 Site Preparation - 2015

Unmitigated Construction Off-Site

Acres of Grading: 1.8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1806	0.0496	0.6117	1.1600e-003	0.0894	8.9000e-004	0.0903	0.0237	8.2000e-004	0.0245		101.7137	101.7137	5.8000e-003		101.8356
Total	**0.1806**	**0.0496**	**0.6117**	**1.1600e-003**	**0.0894**	**8.9000e-004**	**0.0903**	**0.0237**	**8.2000e-004**	**0.0245**		**101.7137**	**101.7137**	**5.8000e-003**		**101.8356**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0937	0.0000	2.0937	1.0884	0.0000	1.0884			0.0000			0.0000
Off-Road	2.5339	26.8639	16.9951	0.0171		1.4657	1.4657		1.3484	1.3484	0.0000	1,800.0910	1,800.0910	0.5374		1,811.3765
Total	**2.5339**	**26.8639**	**16.9951**	**0.0171**	**2.0937**	**1.4657**	**3.5594**	**1.0884**	**1.3484**	**2.4369**	**0.0000**	**1,800.0910**	**1,800.0910**	**0.5374**		**1,811.3765**

3.3 Site Preparation - 2015

Mitigated Construction Off-Site

Acres of Grading: 1.8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1806	0.0496	0.6117	1.1600e-003	0.0894	8.9000e-004	0.0903	0.0237	8.2000e-004	0.0245		101.7137	101.7137	5.8000e-003		101.8356
Total	**0.1806**	**0.0496**	**0.6117**	**1.1600e-003**	**0.0894**	**8.9000e-004**	**0.0903**	**0.0237**	**8.2000e-004**	**0.0245**		**101.7137**	**101.7137**	**5.8000e-003**		**101.8356**

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6559	0.0000	4.6559	2.4982	0.0000	2.4982			0.0000			0.0000
Off-Road	4.7390	55.6768	35.5798	0.0457		2.7042	2.7042		2.4879	2.4879		4,804.2328	4,804.2328	1.4343		4,834.3524
Total	**4.7390**	**55.6768**	**35.5798**	**0.0457**	**4.6559**	**2.7042**	**7.3601**	**2.4982**	**2.4879**	**4.9862**		**4,804.2328**	**4,804.2328**	**1.4343**		**4,834.3524**

3.4 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4528	11.1255	5.0205	0.0269	0.6379	0.1900	0.8279	0.1746	0.1748	0.3494		2,747.6625	2,747.6625	0.0214		2,748.1126
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3387	0.0930	1.1469	2.1800e-003	0.1677	1.6800e-003	0.1693	0.0445	1.5300e-003	0.0460		190.7132	190.7132	0.0109		190.9418
Total	**1.7915**	**11.2185**	**6.1674**	**0.0291**	**0.8056**	**0.1917**	**0.9973**	**0.2191**	**0.1763**	**0.3954**		**2,938.3757**	**2,938.3757**	**0.0323**		**2,939.0544**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7250	0.0000	1.7250	0.9256	0.0000	0.9256			0.0000			0.0000
Off-Road	4.7347	55.6257	35.5472	0.0457		2.7018	2.7018		2.4856	2.4856	0.0000	4,799.8252	4,799.8252	1.4330		4,829.9171
Total	**4.7347**	**55.6257**	**35.5472**	**0.0457**	**1.7250**	**2.7018**	**4.4268**	**0.9256**	**2.4856**	**3.4112**	**0.0000**	**4,799.8252**	**4,799.8252**	**1.4330**		**4,829.9171**

3.4 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4528	11.1255	5.0205	0.0269	7.4248	0.1900	7.6148	1.8405	0.1748	2.0153		2,747.6625	2,747.6625	0.0214		2,748.1126
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3387	0.0930	1.1469	2.1800e-003	0.1677	1.6800e-003	0.1693	0.0445	1.5300e-003	0.0460		190.7132	190.7132	0.0109		190.9418
Total	**1.7915**	**11.2185**	**6.1674**	**0.0291**	**7.5924**	**0.1917**	**7.7841**	**1.8849**	**0.1763**	**2.0613**		**2,938.3757**	**2,938.3757**	**0.0323**		**2,939.0544**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.535275	0.058759	0.178478	0.127034	0.038632	0.006246	0.015618	0.028471	0.002426	0.003171	0.003696	0.000547	0.001645

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5571	8.0000e-005	8.3900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0183
Unmitigated	1.5571	8.0000e-005	8.3900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0183

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5563					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.5000e-004	8.0000e-005	8.3900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0183
Total	**1.5571**	**8.0000e-005**	**8.3900e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0172**	**0.0172**	**5.0000e-005**		**0.0183**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5563					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.5000e-004	8.0000e-005	8.3900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0172	0.0172	5.0000e-005		0.0183
Total	**1.5571**	**8.0000e-005**	**8.3900e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0172**	**0.0172**	**5.0000e-005**		**0.0183**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation