4. Environmental Setting

The purpose of this section is to provide a description of the environmental setting of the Proposed Project, as it existed at the time the Notice of Preparation (NOP) was published on October 26, 2023, from both a local and a regional perspective. In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Chapter 5 of this EIR.

4.1 REGIONAL SETTING AND LOCATION

The Project site is located at 1599 John S. Gibson Boulevard in the community of San Pedro in the southwestern portion of the City of Los Angeles partially within the Port of Los Angeles Master Plan (POLA PMP) planning area. The Project site is adjacent to San Pedro Bay, approximately 20 miles south of downtown Los Angeles. The community of San Pedro is bounded by Harbor City and Wilmington to the north, the Pacific Ocean to the south, Long Beach to the east, and Rancho Palos Verdes to the west. Access to the Project site is provided by State Route 47 (SR-47) and Long Beach Freeway (I-710) to the east, Harbor Freeway (I-110) to the west, and San Diego Freeway (I-405) to the north. Figure 3-1, *Regional Location*, shows the Project location.

4.2 LOCAL SETTING AND LOCATION

A portion of the Project site is in the western portion of the POLA PMP Planning Area 2, which encompasses the West Basin and Wilmington areas. The Project site is bounded by I-110 to the north and west, John S. Gibson Boulevard to the east, and existing container terminals to the south. Facilities near the Project area include Berths 121 - 131, which consists of container terminals (POLA, 2019). The Project site is adjacent to and north of a commercial office building (2001 John S. Gibson Boulevard #1) and the Harbor Community Police Station (2175 John S. Gibson Boulevard). The local vicinity map and Project site aerial are provided in Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial View*, respectively.

The Project site is comprised of four parcels encompassing approximately 18.63 acres. These parcels are identified as Assessor's Parcel Numbers (APN) 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007. The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. Three culverts cross under I-110 and outlet to the Project site (LGC, 2019). The site is vegetated and consists of sour fig (ice plant) and sparse dry scrub vegetation with a mix of native and non-native species. Most of the vegetation is composed of non-native species such as brome grasses, Russian thistle, tree tobacco, and acacia. Native species such as telegraph weed, cudweed, and big saltbush are also present but in limited numbers. Non-native fig trees border the southern portion of the site adjacent to John S. Gibson Boulevard, and eucalyptus trees border the adjacent development. Site topography consists of a nearly level terrace area adjacent to I-110 with an approximately 2:1 slope along the southeastern side of the site descending to John S. Gibson Boulevard (LGC, 2019). The Project site's existing conditions are shown in Figure 3-4, *Existing Site Photos*.

4.3 SURROUNDING LAND USES AND DEVELOPMENT

The Project site's vicinity is developed. The surrounding land uses are described in Table 4-1.

Table 4-1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	I-110 followed by industrial warehouses	Heavy Industrial (HI) Heavy Manufacturing	Light Industrial (M2)
West	I-110 followed by a City of Los Angeles vehicle storage facility to the North. Police Station to the South	Light Industrial (LI) Public Facilities (PF)	Light Industrial (M2) Public Facilities (PF)
South	John S. Gibson Boulevard followed by container storage and terminal storage.	General/Bulk Cargo	Heavy Industrial (M3)
East	John S. Gibson Boulevard followed by container storage and terminal storage.	General/Bulk Cargo	Heavy Industrial (M3)

Source: City of Los Angeles Department of City Planning, n.d.

4.4 APPLICABLE LOCAL AND REGIONAL PLANS AND POLICIES

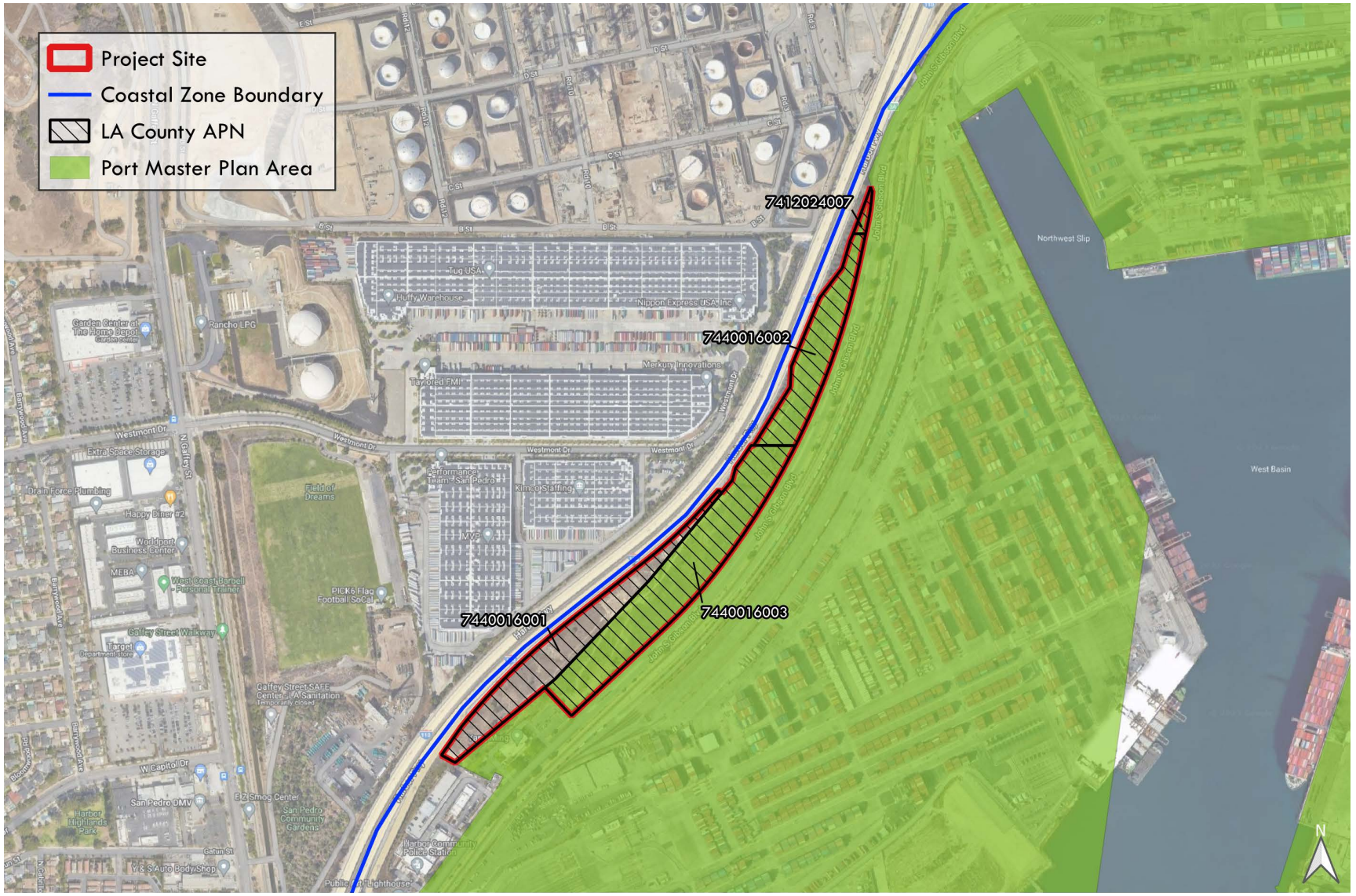
4.4.1 City of Los Angeles General Plan and Zoning

APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, while APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL). According to the General Plan, the General/Bulk Cargo – Non-Hazardous Industrial and Commercial designation allows for "businesses that not only provide products and services that support the maritime industry and other port uses, but those needed by others who live or work nearby, such as plumbing and heating, ironworks, and auto repair."

4.4.2 Port of Los Angeles Master Plan

The Project site has a POLA PMP Land Use designation of Open Space (OS) and is located in the Planning Area 2, with the exception of APN 7440-016-001, which is located outside of the POLA PMP area, as shown in Figure 3-6, *Existing Port Master Plan Land Use Designation* and Figure 4-1, *Parcel Delineation Map*.

Parcel Delineation Map



John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 3-7

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4.5 PHYSICAL ENVIRONMENTAL CONDITIONS

State CEQA Guidelines Section 15125(a)(1) states that the physical environmental condition in the vicinity of the Project as it existed at the time the EIR's NOP was released for public review normally be used as the comparative baseline for the EIR. The NOP for this EIR was released for public review on October 26, 2023. The following pages include a description of the physical environmental condition ("existing conditions") on a regional and local basis of that approximate date for each environmental topic analyzed in the EIR. More information regarding the Project site's environmental setting is provided in the specific subsections of EIR Chapter 5.0, *Environmental Analysis*.

4.5.1 Aesthetics

Visual Character of the Project Site

The Project site is currently disturbed and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. The Project site consists of a narrow plateau area along I-110 with steep downslopes to the western edge of John S. Gibson Boulevard (SCS, 2017). The Project site is covered with vegetation, including non-native grasses and disturbed coyote brush scrub, and multiple trees on the northwestern portion of the site.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site is dominated by the I-110 freeway to the north and west, John S. Gibson Boulevard to the south, and container and terminal storage to the east. Distant views of the Port of Los Angeles (POLA) are visible from the surrounding areas.

4.5.2 Air Quality

The Project site is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. However, LAHD also maintains its own monitoring stations. LAHD's air quality monitoring station closest to the Project site is the San Pedro Community Station. Pollutant monitoring results for years 2020 through 2022 at the San Pedro Community air quality monitoring station indicate that air quality in the area has generally been good. As indicated in the monitoring results, the federal PM_{10} standard had an unknown number of exceedances in 2020 and no exceedances in 2021 and 2022. The State PM_{10} (particulate matter 10 microns or less in diameter) standard had an unknown number of exceedances during the 3-year period. The $PM_{2.5}$ (particulate matter 2.5 microns or less in diameter) federal and State standard had an unknown number of exceedances in the 3-year period. The 1-hour ozone State standard also had an unknown number of exceedances in the 3-year period. The 8-hour ozone State and federal standards had no exceedances for 2020 and 2021 and had an unknown number of exceedances in 2022. The State and federal SO_2 (sulfur dioxide) standards had an unknown number of exceedances in 2021 and no exceedances in 2020 and 2022. The CO (carbon monoxide) and NO_2 (nitrogen dioxide) standards were not exceeded in this area during the 3-year period.

The Project site is currently vacant but disturbed from previous development and contains multiple non-native ornamental trees. Limited, temporary air quality emissions are currently generated by disking and weed control activities on site.

4.5.3 Biological Resources

The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. Three concrete culverts cross under the I-110 and outlet to the Project site (LGC, 2019). The site is vegetated and consists of sour fig (ice plant) and sparse dry scrub vegetation with a mix of native and non-native species. The majority of the vegetation is composed of non-native species such as brome grasses, Russian thistle, tree tobacco, and acacia. Native species such as telegraph weed, cudweed, and big saltbush are also present but in limited numbers. Non-native fig trees border the southern portion of the site adjacent to John S. Gibson Boulevard and eucalyptus trees border the adjacent development. Site topography consists of a nearly level terrace area adjacent to I-110 with an approximately 2:1 slope along the southeastern side of the site descending to John S. Gibson Boulevard (LGC, 2019). The main soil type mapped within the Project site is Urban land (0 to 2 percent slopes), dredged fill substratum, and Urban land, Industrial soils.

Vegetation Communities and Land Covers

The Project site, inclusive of off-site infrastructure areas, is comprised of two types of vegetation communities and land covers: non-native grasslands and disturbed coyote brush scrub.

1. **Non-Native Grasslands:** The Project site contains approximately 16.0 acres of non-native grassland habitat dominated by crown daisy (*Chrysanthemum coronarium*) and compact brome (*Bromus madritensis*). Other species in this habitat include slender wild oat (*Avena barbata*), redstem filaree (*Erodium cicutarium*), hottentot-fig (*Carpobrotus edulis*) and white sweet clover (*Melilotus albus*). This habitat occupies most of the site with a homeless encampment and a walking path extending to the north of the Project site.
2. **Disturbed Coyote Brush Scrub**: The Project site contains approximately 2.8 acres of disturbed coyote brush scrub habitat dominated by coyote brush (*Baccharis pilularis*) and cheeseweed (*Malva neglecta*). Other species in this habitat include tree tobacco (*Nicotiana glauca*) and broadleaf filaree (*Erodium botrys*). This habitat is located within the southeast portion of the Project site.

Special-Status Plant Species

According to the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS), 49 special-status plant species have been recorded in the *Torrance, Venice, Inglewood, Southgate, Long Beach, San Pedro, and Redondo Beach* quadrangles. No special-status plant species were observed on site during the field survey. Additionally, based on habitat requirements for these species and the availability, the quality of on-site habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur on site and are all presumed not present (HES, 2023 – EIR Appendix C).

Special-Status Wildlife Species

Sensitive animal species include federally and State listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or are species of special concern (SSC) pursuant to CDFW. Forty-seven (47) special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review, but none of the species were observed during biological surveys. Additionally, based on habitat requirements for these species and the availability, the quality of on-site habitat, and the routine on-site disturbances, it was determined that no special-status wildlife species have potential to occur on site and are all presumed not present (HES, 2023 – EIR Appendix C).

Jurisdictional Waters and Wetlands

No jurisdictional drainage or wetland features exist on the Project site and none were observed on the Project site during the biological resource field investigation. There are two cement lined culverts onsite; however, only nuisance flows from the site and neighboring areas feed into these manmade structures (HES, 2023 – EIR Appendix C).

Wildlife Movement

The Project site has not been identified as occurring within a wildlife corridor or linkage. The Project site is within an urban and developed area and is surrounded by developed areas that include roadways and port related uses. The Project site has been heavily disturbed and is isolated from regional wildlife corridors and linkages. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (HES, 2023 – EIR Appendix C).

Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within or adjacent to a federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 1.7 miles west of the Project site for Coastal California gnatcatcher throughout the Palos Verdes Hills (HES, 2023 – EIR Appendix C).

4.5.4 Cultural Resources

Historical Background

The historical background of the Project area began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region. As a result, by the late eighteenth century, a large portion of southern California was overseen by Mission San Luis Rey (San Diego County), Mission San Juan Capistrano (Orange County), and Mission San Gabriel Arcángel (Los Angeles County), who began colonizing the region and surrounding areas. The pueblo that eventually became the City of Los Angeles was established in 1781. Los Angeles County saw an increase in European settlement during the Mexican period largely due to the land grants made to Mexican citizens. The increase in population of southern California during the 1880s increased the significance of the Port at San Pedro in conjunction with improvements to rail transportation. As a result of the population expansion of Los Angeles, the demand for more construction materials and general supplies grew exponentially, which resulted in the expansion of the Port at San Pedro. By 1917, a railroad network had been constructed around the harbor allowing for the greater ease of movement of goods out of the port and across the country.

With the involvement of the U.S. in World War II, San Pedro Harbor became of central importance as one of the closest ports to the Pacific Theatre of Operations. Between 1941 and 1945, ship and aircraft production facilities in the harbor area produced more than 15 million tons of war equipment. After World War II, the Navy left the harbor, and the Harbor Department removed many temporary wartime buildings, including the Western Terrace housing units, a housing project for war workers during World War II that overlapped a portion of the Project site.

Project Site

Prior to modern development, Los Angeles Harbor was historically a low-lying coastal marsh referred to as Wilmington Lagoon. Prehistorically, the lagoon would have supported a complex network of estuaries,

stream channels, tidal channels, sand spits, beaches, and marshy inlands providing a wide range of resources for the prehistoric inhabitants of the region. As a result of the Altithermal (circa 11,000 years ago) sea level began to rise modifying drainage patterns and resource availability in the region.

At the time of the Cultural Assessment, the Project area was covered in ruderal and ornamental vegetation. However, the site has a history of agricultural use and various developments. The history of the Project site has been identified through review of U.S. Geological Survey (USGS) topographic maps and historical aerial photographs that are included in the Phase I Environmental Site Assessment (Appendix G). As listed in Table 5.4-1, the Project site was undeveloped land in 1896. By 1923, most of the site was developed with agricultural fields with a few rural farmhouse-type structures in the northeastern portion. In 1928, dirt roads, a few small structures, and bermed areas associated with the southeastern edge of the Union Oil Co. of California Refinery were located on the northern third of the site.

In the late 1940s and early 1950s, the southern part of the site was developed with portable residential military barracks and associated residential roads. Additional roadways, a small structure, and a small rail spur were developed on the northern side of the site. By 1963, the barracks and roads were removed, and the southern side of the site was again undeveloped, and the small structure on the north side that was visible in 1952 was removed. The I-110 freeway was installed to the northwest of the site in 1964, leaving a few dirt roads and a tunnel connection beneath the freeway. By 1981, the tunnel connection beneath the freeway no longer crossed the site, and cell towers were installed on site in the 2000s. No documented historic resources exist on the Project site (BFSA, 2023a – EIR Appendix D).

Archaeological

The Phase I and II Cultural Resources Assessment completed an archaeological records search for 0.5-mile around the Project site, which identified 16 cultural resources. Two of the previously recorded resources (prehistoric shell midden and a previous historic structure) abut the property to the east and northwest, respectively. Of the resources identified within 0.5 mile of the site, seven are prehistoric, and nine are historic. The prehistoric sites include two shell middens, two habitation sites, two lithic scatters, and one unknown. The historic resources include a historic refuse deposit, five historic structures related to the development of the POLA, and three elements of historic rail lines.

The Phase I and II Cultural Resources Assessment also identified shell fragments and one Monterey Chert flake tool on the Project site during the field survey, which indicates a potential for subsurface deposits to also be present. Therefore, 13 shovel test pits were conducted across the previously identified shell scatter area, and 12 of which were positive for archaeological fragment material that included seven debitage, one core fragment, one flake tool, 18.7 grams of faunal bone and 1,722.5 grams of marine shell. The Phase I and II Cultural Resources Assessment described that all the materials are likely related to the general prehistoric occupation of what was once Wilmington Lagoon. However, no archaeological soil/midden was observed and noted disturbances included rodent activity as well as intermixed construction debris. The Phase I and II Cultural Resources Assessment determined that although artifacts were identified, the subsurface excavations indicate that there is no intact subsurface components and the limited frequency of artifacts and shells, with no associated artifacts, does not provide for significance. The Phase I and II Cultural Resources Assessment describes that the previous disturbance (excavation and recompaction of soils) appears to be the cause for the presence of trace marine shell. The Phase I and II Cultural Resources Assessment did not identify any significant artifact concentrations, cultural deposits, or other features related to the prehistoric or historic use within the Project site (BFSA, 2023a – EIR Appendix D).

4.5.5 Energy

Electricity

The Los Angeles Department of Water and Power (LADWP) is the electricity provider for the area. LADWP serves an area that totals 465 square miles with over 1.54 million residents receiving electricity in Los Angeles. In 2021, 35 percent of the electricity provided by LADWP came from renewable energy resources, 26 percent came from natural gas resources, 14 percent came from nuclear resources, 6 percent came from hydroelectric resources, and 19 percent came from coal resources (LADWP, 2022). According to the California Energy Commission (CEC), total electricity consumption in the LADWP service area in 2021 was 22,852 GWh (7,954 gigawatt-hours [GWh] for the residential sector and 14,898 GWh for the non-residential sector). Total electricity consumption in Los Angeles County in 2021 was 66,003.3 GWh (CEC, 2023).

The Project site is currently served by the electricity distribution systems that exist along the roadways adjacent to the Project site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the area and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1 percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (SoCalGas, 2020). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (SoCalGas, 2020). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 in its 2020 report (SoCalGas, 2020).

The Project site is adjacent to the natural gas distribution system that exists within the roadways that are adjacent to the site.

4.5.6 Geology and Soils

Regional Setting

The Project is within the Peninsular Ranges Geomorphic province of California. The Peninsular Ranges consist of several northwesterly-trending ranges in southwestern California. The province is truncated to the north by the east-west trending Transverse Ranges. Prior to the mid-Mesozoic period, the region was covered by seas, and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous period, extensive mountain building occurred during the emplacement of the southern California batholith.

Within the Peninsular Ranges, the Project site is situated in the Los Angeles Basin, an approximately 800-square-mile sedimentary basin that extends from Cahuenga Peak south to the Pacific coast, and from Topanga Canyon southeast to the Aliso Creek region (BFSA, 2023b; EIR Appendix E).

Site Setting

The Paleontological Assessment (EIR Appendix E) details that the geology mapped within the Project site and along John S. Gibson Boulevard are late to middle Pleistocene-aged old shallow marine deposits on wave-cut surface. The old shallow marine deposits in this area have been further defined as consisting of a cover

of non-marine terrace deposits that overlie Palos Verdes Sand that consists of predominately coarse sands and fossiliferous basal sandy gravels and silty sands that overly the coarser materials. The Paleontological Assessment describes that the silty sands are thought to be late Pleistocene to Holocene in age and consists of two fossiliferous deposits: the older 125,000-year-old deposits in "northern" San Pedro and younger, approximately 80,000-year-old deposits in "southern" San Pedro and occupy the same marine terrace in the Project area.

The Paleontological Assessment also describes that San Pedro Sand (dark brown, fringing lower outcrops underlies the Palos Verdes Sand. The San Pedro Sand includes fossiliferous, cross-bedded sands that was deposited during the middle Pleistocene, dating to approximately 450,000 to 300,000 years ago.

The Paleontological Assessment determined that both the Palos Verdes Sand and the San Pedro Sand – and presumably the upper non-marine deposits – are exposed on the Project site at the existing cut above John S. Gibson Boulevard (BFSA, 2023b; EIR Appendix E).

Unique Geologic Feature

Unique geologic features refer to unique physical features or structures on the earth's crust. The Project site does not contain any unique geologic features. The undeveloped but disturbed site has been previously utilized for agricultural and urban development uses and has been previously graded various times. Aerial photographs from 1952 through 1963 show that between those years, the entire Project site had been developed, then cleared and then eventually graded again for the development of I-110 freeway. Currently, the Project site slopes upwards to the east abutting the I-110 freeway along its eastern edge and has a maximum elevation of approximately 65 feet above mean sea level. The Paleontological Assessment describes that the original landform and soil have been impacted by previous uses.

As described previously, the site is underlain with late Pleistocene to Holocene in age marine deposits on wave-cut surface. The geologic processes that occurred on the Project site and in the vicinity are consistent with those throughout the Port and the coastal areas of Los Angeles.

Paleontological Resources

The paleontological and records search conducted for the Project site identified several fossil localities that were found within the Project site, including invertebrate fossils (shells) and fossil bones of a whale. The paleontological survey that was conducted for the Project identified remnant evidence of an unconsolidated prehistoric (cultural) shell scatter on the site. Shells were also observed on the site's slope mixed into a thin cover of modern, slope wash sediments. Some shells appeared bleached and without color, suggesting a pre-modern (Pleistocene) age. In addition, fossil localities were recorded within the vicinity of the site, which include fish, mammals, and mollusks. Therefore, the Palos Verdes Sand and San Pedro deposits found within the Project site are classified as having a high potential for paleontological sensitivity (Appendix E). However, as noted in the Port of Los Angeles Master Plan Update EIR, invertebrate fossils found in marine sediments are not usually considered significant resources by paleontologists, due to their abundance and predictability along coastal areas. Geologic formations containing vertebrate fossils are considered more sensitive, and such fossils typically originate from non-marine, upland deposits.

4.5.7 Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as an emission of 22,800 MT of CO_2e. Large emission sources are reported in million metric tons (MMT) of CO_2e.

4.5.8 Hazards and Hazardous Materials

The Project vicinity contains a number of natural oil and gas fields. Development and use of these natural resources have been ongoing in the area for nearly a century. As a result, there are a variety of oil production and refining facilities scattered throughout the area and connected by various pipelines.

Project Site Setting

Consistent with the region, the Project site vicinity has a long history of gas, oil, and port related uses that has resulted in the contamination of soil and groundwater. The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, abandoned aboveground and underground oil and gas pipelines in the northern portion of the site, and four concrete culverts that cross under the I-110 freeway outlet to the Project site. A majority of the pipelines in the northern portion of the site were previously used by the Western Fuel Oil Company refinery to transport black oil, lite oil, slop oil, ethylene glycol, dimethyl ketone (acetone), ethylene dichloride, methyl ethyl ketone, waste oil, methyl isopropyl butyl ketone, isopropyl alcohol, styrene, and water.

Contaminated Soils

The Phase I and Phase II Environmental Site Assessments detail that a soil investigation identified releases of total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) within the northern portion of the site near the oil and gas pipeline infrastructure. The Phase I identified approximately 4,000 cubic yards of TPH-affected soil with concentrations above 1,000 milligrams per kilogram (mg/kg). A Phase II site investigation (Appendix H) was conducted to provide additional soils testing of discolored and disturbed soils areas, which identified TPH and VOCs at levels exceeding the California Department of Toxic Substances Control (DTSC) human health risk criteria at the same location in the northern portion of the site. The area of affected soil is approximately 1,200 square feet, with an average depth of approximately 10 feet below ground surface (estimated 12,000 cubic feet). Due to the existence of oil and gas pipelines within and adjacent to the site, additional areas of contaminated soils may exist under the existing ground surfaces.

The Centers for Disease Control and Prevention Agency for Toxic Substances and Disease Registry describes that TPH is a term used to describe a broad family of several hundred chemical compounds that originally come from crude oil. In this sense, TPH is really a mixture of chemicals. TPH released to the soil may move through the soil to the groundwater. Some TPH compounds can affect human central nervous systems causing headaches and dizziness at high levels other compounds can cause a nerve disorder called "peripheral neuropathy," consisting of numbness in the feet and legs. Also, TPH compounds can cause effects on the blood, immune system, lungs, skin, and eyes; and thus, TPH is considered a hazardous substance.

Groundwater Contamination

Four flush-mounted groundwater wells are located within the northern portion of the Project site that are used for groundwater monitoring of contaminants as required by the Los Angeles Regional Water Quality Control Board. Groundwater in the site area is approximately 17 feet below the ground surface and contains

elevated levels of gasoline-range TPH, benzene, and VOCs from gas and oil related pipelines and uses in the area (Appendix G).

Methane Gas

Methane gas which percolates from subsurface geological formations and subsurface decomposition or organic materials to the atmosphere is a natural phenomenon. In high enough concentrations, between 50,000 parts per million and 150,000 parts per million by volume in the presence of oxygen, methane can be explosive. The parcel profile report from the City Planning Division identifies that the Project site is located within a Methane Hazard Zone.

4.5.9 Land Use and Planning

The Project site encompasses approximately 18.63 acres and is located northwest of John S. Gibson Boulevard, southeast of I-110, south of light industrial, and northwest of the San Pedro Bay. Additionally, the site is located within the Torrance USGS 7.5-Minute Quadrangle; Section 00, Township 5 South, Range 13 West, San Bernardino Principal Meridian.

The surrounding uses, described below, are dominated by industrial uses, a freeway, and Port activities.

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

4.5.10 Noise

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at two locations, which are shown in Figure 5.10-1, *Noise Monitoring Locations*. The noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the vicinity of the Project site are dominated by transportation-related noise. This includes the auto and heavy truck activities on study area roadways. A description of these locations and the existing noise levels are provided in Table 5.10-5.

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project site, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 decibel notation (VdB) (approximately 0.006 in/sec peak particle velocity [PPV]) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Sensitive Receptors

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residences, schools, hospitals, and recreation areas. There are no sensitive receptors within a 1,000-foot radius of the Project site. The closest sensitive receptors to the Project site are single-family homes located southwest of the Project site, approximately 1,366 feet from the western-most point of the Project property line. The closest receptor for vibration is the Ports of America insurance company located approximately 25 feet southwest of the Project site.

4.5.11 Transportation

Vehicle Miles Traveled

The Project site is currently vacant and does not generate regular vehicle trips that would result in vehicle miles traveled from the site.

Traffic Study Area

The characteristics of each roadway per the Los Angeles roadway classification in the Mobility Element 2035 of the City's General Plan are discussed below (Los Angeles Department of City Planning, 2016):

- **State Route 47 (SR-47)** is a north-south oriented State highway that connects Terminal Island to the mainland in the Los Angeles area.
- **Long Beach Freeway (I-710)** is a major north-south freeway in the Los Angeles metropolitan area of Southern California which connects the Ports of Los Angeles and Long Beach to East Los Angeles.
- **Harbor Freeway (I-110**) is a major north-south freeway located in the Los Angeles metropolitan area of Southern California. The entire route connects San Pedro and the Port of Los Angeles with Downtown Los Angeles and Pasadena.

Existing Site Access

Access to the Proposed Project is provided by (SR-47) and Long Beach Freeway (I-710) to the east, Harbor Freeway (I-110) to the west, and John S. Gibson Boulevard to the east. Direct access to I-110 is provided from on and off-ramps on John S. Gibson Boulevard.

Existing Transit Service

The Project vicinity is served by LA Metro Route 246, which the nearest stop is located at the southwest corner of the West 1st Street and South Pacific Avenue intersection, approximately 0.8 miles southwest of the Project site. Route 246 services the cities of San Pedro, Harbor City, Wilmington, Carson, and Los Angeles and runs north and south along the major roadways Paseo Del Mar, Pacific Avenue, Gaffey Street, Pacific Coast Highway, Avalon Boulevard, and 182nd Street.

Existing Bicycle and Pedestrian Facilities

Bicycle lanes currently exist on John S. Gibson Boulevard. The Bicycle Lane Network of the City of Los Angeles Mobility Element identifies John S. Gibson Boulevard as a Tier 2 Bicycle Lane which are bicycle facilities on arterial roadways with striped separation.

Sidewalks do not currently exist along the eastern Project boundary. Currently sidewalks exist along the eastern side of John S. Gibson Boulevard.

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