SA RECYCLING AMENDMENT TO PERMIT No. 750 PROJECT INITIAL STUDY/ NOTICE OF PREPARATION

APP#190916-128
State Clearing House #93071074

PREPARED FOR:

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THE PORT OF LOS ANGELES

Table of Contents

Tables

Figures

ACRONYMS AND ABBREVIATIONS

APCS	air pollution control system
APCE	air pollution control equipment
APP	Application for Port Permit
Approved Project	1996 approved project
BACT	best available control technology
Board	Board of Harbor Commissioners
CAO	Corrective Action Order
CCR	California Code of Regulations
CCC	California Coastal Commission
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
CO	Carbon Monoxide
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
FAR	Floor to Area Ratio
FY	fiscal year
IS	Initial Study
IS/NOP	Initial Study/Notice of Preparation
LNAPL	light non-aqueous phase liquid
LAHD	Los Angeles Harbor Department
LARWQCB	Los Angeles Regional Water Quality Control Board
MMRP	Mitigation Monitoring and Reporting Program
MRP	Monitoring and Reporting Program
MT	Metric Ton
NOP	Notice of Preparation
NO_x	Nitic Oxide
OPP	Official Policy/Procedure
PAHs	polycyclic aromatic hydrocarbons
PCBs	polychlorinated biphenyls
PMP	Port Master Plan
POLA	Port of Los Angeles
Port	Port of Los Angeles
PRC	Public Resources Code
proposed Project	SA Recycling Amendment to Permit No. 750 Project
RTO	regenerative thermal oxidizer
SCAQMD	South Coast Air Quality Management District
SEIR	Subsequent Environmental Impact Report
SCH	State Clearinghouse
SWRCB	State Water Resources Control Board
SWPPP	Stormwater Pollution Prevention Plan
VOC	Volatile Organic Compound
ZIMAS	Zoning Information and Map Access System
WDRs	Waste Discharge Requirements

1.0 Project Overview and Background

1.1 Project Overview

The Los Angeles Harbor Department (LAHD), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Notice of Preparation (NOP) to inform responsible and trustee agencies, public agencies, and the public that a Subsequent Environmental Impact Report (SEIR) to the Hugo Neu-Proler Lease Renewal Environmental Impact Report (Certified EIR), which was certified in 1996 (State Clearing House (SCH) # 93071074), is being prepared for the proposed SA Recycling Amendment to Permit No. 750 Project (proposed Project). SA Recycling is seeking a 10-year extension to Permit No. 750 without any changes in the use or scope of operations approved under the existing permit that was evaluated in the Certified EIR.

Enacted in 1970, CEQA (Public Resources Code [PRC] Section 21000, *et seq*.) and its implementing guidelines (State CEQA Guidelines, Title 14 California Code of Regulations [CCR] Section 15000, *et seq*. [CEQA Guidelines]) require that all state and local government agencies consider the reasonably foreseeable and potentially significant adverse environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. As authorized by Section 15050 of the State CEQA Guidelines, LAHD will serve as the lead agency for the subsequent environmental impact report. Through this notice, the LAHD hereby solicits guidance from all interested responsible, trustee and federal agencies as to the scope and content of the environmental information to be included in the SEIR.

A modified Initial Study (IS) Checklist, prepared pursuant to PRC Section 21166 and CEQA Guidelines Section 15162, is included with this NOP as Attachment A. The IS reflects consideration of the applicable subsequent environmental review provisions of CEQA as well as the *Los Angeles CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles.* The IS, for example, briefly explains the substantial changes that have occurred with respect to the circumstances under which the proposed Project will be undertaken and the new potentially significant adverse effects that could result from the proposed Project, including the potential for a substantial increase in the severity of previously identified significant air quality effects (see Pub. Resources Code, Section 21166; CEQA Guidelines, Section 15162).

LAHD renewed the existing lease (Hugo Neu-Proler Permit No. 750) when the Certified EIR was approved by LAHD in 1996. Since that time, the joint venture of SA Recycling LLC (SA Recycling or Applicant) has been operating a scrap metal recycling site at the proposed Project site under Permit No. 750. Scrap metal is transported to the proposed Project site where it is sorted, shredded or sheared, then stockpiled and loaded for transport to domestic and overseas markets. The proposed Project includes an amendment to the existing permit to allow a 10-year extension with no changes to the infrastructure or operations that were occurring in fiscal year 2021/22 under Permit No. 750.

As lead agency under CEQA, LAHD is required to evaluate any new potentially significant adverse impacts of the proposed Project, from those previously identified in the 1996 Certified EIR, as well as the substantial increase(s) in severity of any previously identified significant adverse effects (CEQA Guidelines, Section 15162). As mentioned above, the Applicant's substantiated Fiscal Year 2021/2022 level of operations will conservatively serve as the

"baseline" for the environmental impact analysis of the proposed Project in the SEIR. The proposed Project analyzed in this SEIR will not increase maximum operations beyond what was previously contemplated in the 1996 Certified EIR (1.3 million gross tons of throughput).

The proposed Project includes the continued implementation of all previously adopted, and remaining applicable, mitigation measures governing the site's operations. These mitigation measures that remain applicable to the proposed Project will be modified as part of an updated mitigation monitoring program (MMRP), as necessary, contained within the Subsequent EIR. Please refer to Section 2.3.2, Current Operations, for a discussion of the current operations leading up to preparation of the NOP and IS, as compared to the previously contemplated maximum operations contained in the 1996 Certified EIR.

1.2 Background and Previous Environmental Documentation

Background

The proposed Project site consists of approximately 26.7 acres of waterfront and backland property at Berths 210 and 211 on Terminal Island at Port of Los Angeles (POLA). Prior to 1962, the proposed Project site was used for constructing and dismantling ships. In 1962, Hugo Neu-Proler Company began operating a scrap-metal recycling site. In 1996, POLA approved Permit No. 750 with the Hugo Neu-Proler Company along with the Certified EIR. Sims Group Ltd acquired substantially all of the recycling operations of Hugo Neu-Proler on October 31, 2005. In December 2005, the new company applied for a subsidiary name change to Sims Hugo Neu West. On September 1, 2007, the Sims Group and Adams Steel formed a joint venture creating SA Recycling LLC (Applicant). SA Recycling has continued operating a scrap metal recycling site at the proposed Project site under Permit No. 750. On August 7, 2010, POLA approved an assignment of Permit No. 750 from Sims Hugo Neu West to SA Recycling LLC (Order 69250).

Previous Environmental Documentation

Hugo Neu-Proler Lease Renewal Project EIR, 1996

In 1996, LAHD certified the EIR for the Hugo Neu-Proler Lease Renewal Project (SCH No. 93071074). The primary objective of the Certified EIR was a permit renewal extending through 2024. In addition to the renewal of the permit and continuation of current operations, project objectives included remediation of soil and groundwater contamination at the Project site, upgrade or replacement of on-site facilities and equipment, and addition of new facilities and equipment to the operation. The project approved in the 1996 Certified EIR contemplated a maximum operation of up to 1.3 million gross tons of throughput and included the following components:

New facilities and equipment:

1. Rail trackage and associated structures to allow reintroduction of rail service to the site.
2. Landscaped, 4,000-square-foot, single-story office building and parking area at the south end of the site.

3. Fully covered the scrap processing, handling, and storage area with asphalt or concrete.
4. Additional lighting in storage, loading, and parking areas.
5. Stormwater runoff control and treatment system.
6. Noise barriers at strategic locations, as required.
7. Perimeter wall around the site to improve aesthetics
8. Bin walls around scrap handling area to help control scrap piles.
9. Auto shredder residue storage facility.

The upgrades or replacements:

1. Upgraded the bulk ship-loading structure, used to load scrap into ships, to increase its loading rate.
2. Changed water recirculation system and feed system to the non-ferrous metal recovery equipment.
3. Improved the ferrous and non-ferrous metals storage and handling equipment.
4. Replaced the diesel fuel storage tank and provided new dispensing equipment.
5. Replaced the underground gasoline storage tanks with new aboveground gasoline storage tank and provided new dispensing equipment.
6. Added a new scale to the existing scale system to accommodate rail service.
7. Converted office building into a changing room, shower room, and conference rooms.
8. Replaced a dockside gantry crane, used to load ships, with a larger duty cycle dockside diesel hybrid electric crane.

The project approved in the 1996 Certified EIR included remediating soil and groundwater contamination on site; reducing the opportunities for future contamination; improving aesthetics of the site; controlling noise; reducing dust emissions, managing stormwater runoff; and improving efficiency, capacity, reliability, and general environmental compatibility of the operation. As noted above, with the planned new facilities and equipment modifications, the maximum capacity of the site under the 1996 approved project (Approved Project) was 1,300,000 gross tons of scrap per year.

The Certified EIR determined that most potential impacts generated by the Approved Project were less than significant prior to mitigation or were reduced to a less than significant level with mitigation. The 1996 Certified EIR also found the following environmental impacts would be significant and unavoidable despite implementation of the identified mitigation and a Statement of Overriding Considerations was adopted:

- Air Quality (Nitric Oxide and Nitrogen Dioxide (NOx) and Volatile Organic Compounds (VOC) emissions during construction).
- Air Quality (NOx, VOC, and CO (carbon monoxide) emissions during operation).
- Geology (ground shaking).

LAHD also adopted the MMRP containing 19 mitigation measures to address these impacts, both during construction and operation of the 1996 lease renewal project.

Crane Replacement and Electrification Project Initial Study/Negative Declaration, 2016

In 2016, an Initial Study/Negative Declaration (IS/NOP) was prepared and approved for the crane replacement and electrification project (SCH 2016021009). SA Recycling replaced an older diesel

mobile crane with a new diesel electric hybrid crane.

Previously Proposed Addendum to the Hugo Neu-Proler Lease Renewal Project EIR, 2019

In 2019, the Applicant submitted an Application for Port Permit (APP) 190916-128 to the Harbor Department expressing interest to extend the existing Permit 750. In 2021, an Addendum assessing an extension to the Permit was prepared by the Applicant and released for public review from August 12 to October 12, 2021. Comments received from regulatory agencies and community stakeholders requested the Harbor Department evaluate the proposed Project through a more robust analysis, such as an Environmental Impact Report. After considering the comments and evidence received in support of those comments, the Harbor Department decided not to adopt the addendum and decided to conduct further environmental analysis. It was also determined that the proposed Project would not affect any federal permits or require any federal approvals. Therefore, no National Environmental Policy Act (NEPA) evaluation is required for the proposed Project.

1.2.1 Previous Environmental Document Incorporated by Reference

Consistent with State CEQA Guidelines Sections 15150 and 15162, the following documents were used in preparation of this NOP and IS and are incorporated herein by reference as if fully set forth herein. The 1996 Certified EIR and technical appendices are available for review at www.portoflosangeles.org/ceqa.

- Port of Los Angeles, 1996, Hugo Neu-Proler Lease Renewal Final EIR (SCH# 93071074).

1.3 Purpose and Use of a Subsequent EIR

Pursuant to Public Resources Code (PRC) Section 21166 and State CEQA Guidelines Section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted shows any of the following:
   a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.

b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.
c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative; or
d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

After considering the comments and evidence received from commenters, including DTSC, on the Previously Proposed Addendum, in addition to the changes in circumstances under which the amended/extended permit would continue to be undertaken, the LAHD has elected to prepare a Subsequent EIR (or SEIR) prior to considering the amended permit for approval. The LAHD will continue to serve as the CEQA lead agency and will give the notice and opportunity for public review as is required under CEQA Guidelines Section 15087. The Subsequent EIR will be circulated by itself without recirculating the previous Draft or Final EIR (i.e., the 1996 Certified EIR).

The LAHD has prepared, as part of this IS/NOP, an Environmental Checklist in order to identify the resource areas to be analyzed, in accordance with the current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of 1970, (Article I); the State CEQA Guidelines (Title 14, California Code of Regulations); and CEQA (Public Resources Code Section 21000, *et seq*. For those resources which do not warrant further consideration, the Environmental Checklist also explains the basis for scoping out those resources from further environmental consideration in the SEIR.

2.0 Project Description

2.1 Project Objectives

As may be further clarified and included in the Project Description of the SEIR, the proposed Project objectives include the following at the time of issuance of the NOP:

- Extending the Applicant's existing Permit a period of 10 years, from 2024 to 2034.
- Maintain the use of an existing permitted metal recycling site to provide long-term scrap metal reclamation and recycling capacity consistent with applicable local and state regulatory requirements.
- Utilize an existing permitted metal recycling site to continue providing one of the most economical, efficient and safe metal recycling and bulk export by vessel possible in the Southern California region to meet current and future anticipated demands.
- Allow for ongoing metal recycling activities while ensuring the protection of health, safety and the environment.

2.2 Project Location

2.2.1 Regional Setting

The proposed Project is within POLA, which is in the San Pedro Bay in the city of Los Angeles in Los Angeles County, approximately 20 miles south of downtown Los Angeles. The Port is on the southern side of the city of Los Angeles and adjacent to the communities of San Pedro to the west, Wilmington to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. In total, the Port encompasses approximately 7,300 acres of land and water along 43 miles of waterfront. The proposed Project site is shown in Figures 1 and 2.

2.2.2 Surrounding and Nearby Land Uses

The proposed Project site is located at Berths 210 and 211 at the POLA at 901 New Dock Street on Terminal Island. The proposed Project site is bounded by a channel within POLA to the north, shipping container terminals to the east and west, and New Dock Street and railroad right-of-way to the south.

The proposed Project site is approximately one-quarter mile north of State Route 47 (Seaside Freeway), about 2 miles east of Interstate 110, and approximately 1.3 miles west of Interstate 710 (segment on Terminal Island). See Figure 2, Local Vicinity. Vehicle access to the proposed Project site is provided from New Dock Street and Pier S Avenue. Regional vehicular access is provided from State Route 47, Interstate 710, Interstate 110, and State Route 103. Marine vessels access the proposed Project site via channels in POLA. A railway along New Dock Street provides rail access to the proposed Project site.

SOURCE: ESRI 2020

FIGURE 1

Regional Location

SA Recycling Lease Extension Project EIR Addendum

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SOURCE: ESRI 2020

FIGURE 2

Local Vicinity

SA Recycling Lease Extension Project EIR Addendum

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2.2.3 Existing Land Use and Zoning

The proposed Project site is within an area covered by the Port Master Plan (PMP) (Port of Los Angeles 2018). The PMP establishes policies and guidelines to direct future development of the Port. The original plan became effective in April 1980, after it was approved by the Board of Harbor Commissioners (Board) and certified by the California Coastal Commission (CCC). The PMP includes five planning areas. The proposed Project site and the surrounding uses are in Planning Area 3, Terminal Island (Port of Los Angeles 2018). Planning Area 3, the largest planning area, consists of all POLA property on Terminal Island with the exception of Fish Harbor and includes six of LAHD's nine container terminals.

The proposed Project site has a PMP mixed land use designation of both Container and Dry Bulk. To the east of the proposed Project site, properties have mixed land use designations of Container, Dry Bulk, and Breakbulk. To the south and west of the proposed Project site, properties have a land use type of Container.

The City's Zoning Information and Map Access System (ZIMAS) shows that the proposed Project site, which includes Accessor Parcel Number 7440013907, 7440012902, 7440012902, 7440021914 and 7440029097, and surrounding properties are zoned Qualified Heavy Industrial with Height District 1 ([Q]M3-1) and have a General Plan Land Use designation of General/Bulk Cargo (Non-Hazardous Industrial and Commercial) (Port of Los Angeles 2020). Height District 1 does not provide a height limit for manufacturing designations but restricts floor area ratios to 1.5 to 1.

2.3 Environmental Setting

2.3.1 Project Site

Since 1962, operations on the proposed Project site have involved scrap-metal recycling. The Applicant took over operations at the proposed Project site in 2007. Currently, SA Recycling operates a scrap metal recycling site on the proposed Project site under POLA Permit No. 750. Recyclable metal is transported to the proposed Project site via truck and rail line where it is sorted, shredded or sheared, stockpiled, and eventually exported to overseas markets via bulk ships. Ferrous metals are exported via bulk ships overseas and non-ferrous metals are transported via container trucks to other Port terminals. See below for a more detailed discussion of the current operations. The long-term permit was renewed following the certification of the 1996 Certified EIR. The types of operations that are ongoing at the site today, although tonnage has varied, are similar to the types of operations when Permit No. 750 was approved in 1996, except for the following improvements to operations and the environmental footprint of the site:

- Enclosing the downstream metal separation processing equipment.
- Installation of "best available control technology (BACT)" Air Pollution Control (APC) devices consisting of particulate and moisture filters, a regenerative thermal oxidizer (RTO), and a scrubber.
- Replacement of a diesel-powered crane with a diesel electric hybrid crane for loading the deep-water ships.
- Replacement of older equipment with Tier 4 equipment meeting current emissions standards.

2.3.2 Current Operations

The proposed Project site is a full-service metal recycling and processing operation. The proposed Project site is approximately 26.7 acres (see Figure 3, Aerial Photograph, and Figure 4, Dust Control and Noise Suppression Site Plan). Currently, nearly 100 percent of the site is paved. Only a small, landscaped area by the office at the site entrance is unpaved.

The site accepts all types of scrap metal, including ferrous metal, non-ferrous metal, end-of-life vehicles, domestic appliances, demolition scrap (plate and structural beams), busheling (brand-new manufacturing scrap), and other recycled metals.

The site prohibits the following items: asbestos, radioactive materials or closed containers, propane tanks, ammunition shells and other explosive ordnance. Any items found in loads are either returned to the customer or set aside for proper management/disposal.

The recycling services oversaw at the facility include manufacturing scrap services, appliance recycling, automobile recycling, certified destruction, and demolition scrap. The finished grade of scrap metal is furnace ready (ready to be melted down).

The site primarily receives scrap metal from southern California via heavy duty trucks (maximum gross vehicle weight of 80,000 pounds). Approximately 250 haul trucks visit the site per day from the Southern California region. Most truck trips average 25-30 miles. The applicant owns a small fleet of roll-off box trucks and the rest of the drayage or heavy duty haul trucks that visit the site arrive from other operators. The trucks que on the driveway while waiting to enter the site. The waiting time to enter averages 5 minutes; however, the truck drivers entering the site comply with the Airborne Toxic Control Measure set forth in Title 13, California Code of Regulations (CCR), Section 2485, that requires drivers of diesel-fueled commercial motor vehicles weighing over 10,000 pounds to not idle the vehicle’s primary diesel engine longer than 5 minutes at any location.

A small portion of shredded scrap metal also arrives via rail car from SA Recycling facilities in the western United States. The site receives approximately 3 rail cars per day.

The scrap metal is processed depending on the size and type of material involved. Heavier materials like plate and structural steels and pipe are sent to the hydraulic shears (mobile and stationary) where the material is sheared into smaller uniform lengths of less than 5 feet. The site also receives finished grades of scrap metal such as busheling and HMS, that are simply put into stockpiles to await the next ship.

Materials such as flattened automobiles and appliances and other lighter materials are sent to the state-of-the-art mega electric/hydraulic shredder that shreds large volumes of metal in just seconds. Shredded material is separated into magnetic materials (ferrous steel) and non-magnetic materials (non-ferrous metals, copper, aluminum, and stainless steel) using drum magnets to recover magnetic materials and a non-ferrous metal recovery plant utilizing eddy-current magnetic sorting system along with other technologies to recover non-magnetic metallic materials. Materials are then moved to storage areas via conveyor belt or diesel-fueled mobile equipment where they are stockpiled for transport. The shredder is equipped with an APC system that filters particulates, oils, and moisture an RTO powered by natural gas destroys VOCs and chlorofluorocarbons (CFCs) and a chemical scrubber that neutralizes residual acid

gases. The shredder is primarily run at night due to the power demand constraints.

Materials that are too big for the shredder (such as buses, containers, and trucks) are sheared or cut via a mobile shear and then shredded. Most vehicles arrive at the yard flattened and processed such that materials that require special handling have already been removed (drained of fluids, batteries removed, etc.). A small number of whole (non-flat) buses and trucks that arrive at the yard may be pre-processed on site. Each waste stream from this process is handled separately as hazardous waste or recyclable material and properly managed for off-site disposal.

The majority of processed materials (approximately 100,000 tons per month) are loaded onto 40,000 to 45,000 metric ton (MT) bulk ships that dock at Berths 210 and 211 and then sailed to ports primarily in Southeast Asia. The rest of the processed materials (primarily non-ferrous metals) are loaded into containers, which are transported via truck to a Port terminal for loading onto container vessels. Scrap materials are loaded onto the ships via diesel mobile equipment (2-3 dump trucks), and a diesel electric hybrid crane (operated in electric mode only). The ships are guided into the berths via tugboats and are usually at berth for 3 to 4 days while the vessel is being loaded.

Approximately 72 percent of the shredder feedstock is ferrous steel and 6 percent is recovered as non-ferrous metals (the remaining 22 percent is MSR consisting of plastics, upholstery, foam, rubber, glass, etc.). Following recovery of valuable copper, aluminum and non-ferrous metals, the waste is stabilized with phosphate/silicate liquid chemistry with a proprietary cement blend. This creates a stabilized mix that is transported to a landfill for use as alternative daily cover.

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SOURCE: ESRI 2020

FIGURE 3

Aerial Photograph

SA Recycling Lease Extension Project EIR Addendum

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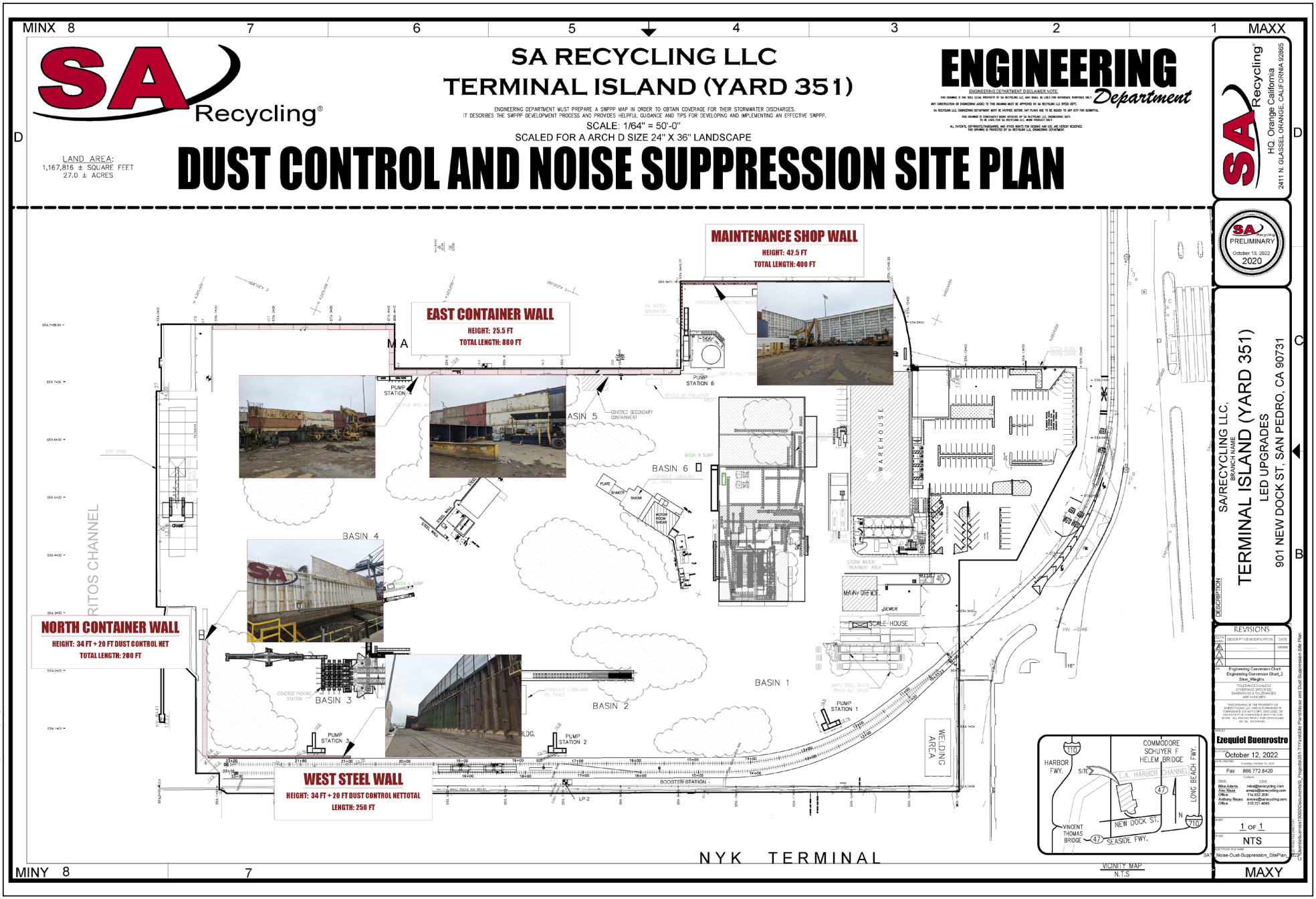

FIGURE 4

Dust Control and Noise Suppression Site Plan

SA Recycling Lease Extension Project EIR Addendum

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2.3.3 Regulatory Agency Permits

Air Quality

SA Recycling is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Air permits issued by the SCAQMD include “permits to operate” for the shredder (G62700), the metals recovery plant (G63649), the shredder APC system (G70037), and the shear (G70628). Since SA Recycling acquired the Terminal Island site, they have continually added and upgraded the APC equipment, which substantially reduces potential emissions. The SCAQMD APC permit requires that the RTO VOC destruction efficiency exceed 95 percent. The APC consists of the following:

- A dust and mist collection system (TAME unit) that filters particulates, oils, and moisture.
- A baghouse with 484 bag filters.
- RTO, powered by natural gas, that destroys VOCs and CFCs via thermal oxidation.
- A chemical scrubber that neutralizes residual acids in the gas stream.

In addition to the APC, the site employs the following measures to control emissions:

- Non-ferrous aggregate materials are placed in containment buildings.
- Water is routinely applied to shredder feedstock.
- A vacuum sweeper truck is used to clean yard entrances and driveways.
- Water is applied to the yard, haul roads, and material piles.

The shredder and the APC are typically operated from Monday through Fridays from 8:00 pm to 3:00 am (these hours are the non-peak hours when electricity rated from DWP are not at their peak levels as DWP incentivizes the use of industrial equipment during such non-peak use hours which are normally mid- to late-afternoons). On occasion the applicant may use the shredder from 3:00 pm to 1:00 am on Saturdays or load a ship on Sundays. The operational schedule is not substantially different in the summer versus the winter as the hours are determined primarily by the DWP rates and product volume that is available for processing.

Dust Control Measures

In order to control dust within the SA Recycling site, every dump truck load that is fed into the shredder is wetted with approximately 100 gallons of recycled water. A water truck with an 8,000 gallon capacity traverses the yard wetting the site. The water truck is refilled approximately 15 times per day with recycled water from the water reclamation treatment on site. The shredding facility uses multiple sprinklers for dust control of approximately 40,000 gallons of water per day of operations. The shredder operates a water injection that uses an average of 35,000 gallons of gray water and fresh water for dust and temperature control. In addition, every load/swing that goes on the ship is wetted with a water cannon of approximately 60 gallons of fresh water. The site averages approximately 800 swings per vessel; thus, 50,000 gallons of fresh water is required per vessel.

Surface Water Quality

SA Recycling is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). Stormwater discharges from SA Recycling Terminal Island are permitted under the State Water Resources Control Board (SWRCB) General Permit to Discharge Storm Water Associated with Industrial Activity (General Permit No. CAS000001), adopted by the LARWQCB on April 1st, 2014, Order No. 2014-0057-DWQ as amended in 2015 and 2018. The Waste Discharger Identification number is "419I021125."

Nearly 100 percent of the proposed Project site is paved and impervious (cap), except for small, landscaped areas by the office building. The cap undergoes inspections on a regular basis and any signs of degradation or cracks are repaired, as needed. The site is designed to capture all stormwater and dust control water from the yard for reuse on site. In rare instances, when stormwater cannot be contained for use on site, it is chemically treated and discharged to either of two storm drains, one near the site entrance and one on adjacent LAHD property. Both drains connect to the Cerritos Channel.

Stormwater is collected in underground basins throughout the site, with a total capacity of approximately 90,000 gallons. There are also 10 aboveground storage tanks on site that each have 42,000 gallon capacity. SA Recycling employs a multi-stage chemical treatment process to mitigate possible stormwater pollution. This process 1) effectively reduces the concentrations of contaminants of concern, 2) does not rely on significant changes in pH or other basic parameters, and 3) is consistent with the Best Available Technology Economically Achievable (BAT)/Best Conventional Pollutant Control Technology (BACT) mandate established in the General Permit. All stormwater exposed to industrial activity (i.e., receiving, shredding, depollution, dismantling, welding, torch-cutting, materials storage and recovery) is captured and reused, or treated prior to discharge.

Soil and Groundwater Quality

On August 26, 1988, a release of diesel fuel was reported for the proposed Project site that resulted in a free-phase hydrocarbon plume on the surface of the water table in the vicinity of the warehouse. Several investigations of subsurface soil and groundwater were conducted from 1990 to 1994 under the oversight of the LARWQCB to assess the environmental impact from vadose zone soils, which were determined to be impacted by petroleum hydrocarbons, metals, polychlorinated biphenyls (PCBs), and polycyclic aromatic hydrocarbons (PAHs). Low-level detections of methyl tert-butyl ether and tert-butyl alcohol were present but were attributed to an unknown off-site source (Mittelhauser Corp. 1994). The LARWQCB required Hugo Neu-Proler to add an engineered concrete cap to all of the property and to conduct semiannual groundwater monitoring as part of the remediation plans for soil and groundwater contamination. The concrete cap was designed to prevent soil or groundwater contamination from ongoing site activities. The LARWQCB's minimum requirements for the concrete cap are 6 inches of concrete pavement over a minimum of 8 inches of base rock or other base material.

A baseline risk assessment was completed in January 1995, and the results were used to develop industrial soil cleanup levels for the proposed Project site (McLaren/Hart 1994). In accordance with the requirements of the LARWQCB's Waste Discharge Requirements (WDR) Order No. 96-020 (File No. 90-47), issued on April 1, 1996, several requirements were established related to soil remediation activities and groundwater monitoring, in accordance with

a Monitoring and Reporting Program (File No. 7656). Remediation and free product removal associated with underground storage tank (UST) release was continued under LARWQCB oversight separate from the WDR and associated MRP. Although on-site fixation and burial of the fixated material was approved, Hugo Neu-Proler elected to transport all excavated material off site for disposal during remediation activities. From 1999 to 2002, soils impacted above the 1996 WDR cleanup levels were excavated, and soil confirmation sampling was completed with the oversight of LAHD and LARWQCB.

Approximately 80,000 cubic yards of soil were excavated and transported off site for legal disposal. Concurrent with the excavation and sampling procedures, once an area met established cleanup levels, it was backfilled, graded, and capped with concrete. Based on this change in the site remediation program, SA Recycling requested the LARWQCB to rescind the WDR because no fixated soil was discharged to the site. The WDR was terminated on April 7, 2012.

Site activities and analytical results were summarized in quarterly “supplemental remediation progress” reports. These reports were subsequently reviewed by LAHD and the LARWQCB to obtain closure. Confirmation samples collected from across the site demonstrated that all constituents were significantly below the criteria established in the WDR. Semi-annual groundwater monitoring is required by Monitoring and Reporting Program (MRP) No. 7656, as stipulated in the WDR (Earthcon Consultants 2020).

Semi-annual groundwater sampling has been conducted since 1997. Previously under the WDR and MRP, all accessible site wells are gauged quarterly, and the eight wells listed in the MRP (MW-1, MW-2, MW-4A, MW-5, MW-6, MW-7A, MW-8, and MW-16) were purged and sampled in December and June of each year. Monitoring of the well network is required by the WDR and MRP to evaluate the groundwater in order to further evaluate the free product plume on site.

Free product recovery due to the UST release is ongoing, as is associated groundwater monitoring. This monitoring is conducted under the oversight of the LARWQCB. Since the WDR was rescinded in 2012, groundwater monitoring was decreased to only total petroleum hydrocarbons in the gasoline, diesel, and motor oil ranges and VOCs. The modified groundwater monitoring program also include semi-annual gauging of 15 wells (MW-1, MW-2, MW-5, MW-9, MW-12 through MW-18, B-1, B-2, B-13, and RW-1) and decreased the number of groundwater monitoring wells to be sampled from eight to five (MW-1, MW-2, MW-12, MW-16, and MW-18). The modified groundwater monitoring program began in June 2012. As requested by LARWQCB, a conceptual site model was prepared to estimate the light non-aqueous phase liquid (LNAPL) profile across the site. Initially, the hydrocarbon plume volume was estimated to range between 2,900 and 5,100 gallons of product covering approximately 13,500 square feet; by 2015 the estimated volume was 1,994 gallons covering approximately 9,000 square feet. Free product is removed from the site wells using a combination of passive skimmers, hand bailing, and absorbent socks. SA Recycling records LNAPL thicknesses on a weekly basis and summarizes the free product recovery volume in quarterly progress reports to the LARWQCB.

Waste and Hazardous Waste

SA Recycling receives many types of scrap metal—automobiles, consumer and industrial appliances, manufacturing scrap, demolition scrap, consumer/homeowner scrap, etc. All scrap metal brought to the site is screened by radiation detectors before being offloaded. Scrap metal is sorted, shredded or sheared, then stockpiled and loaded onto ships for transport to overseas

markets. The site reported a total input tonnage to the shredder of 454,500 metric tons in fiscal year 2021/2022. The scrap metal going into the shredder consisted of 42 percent automobiles, 43 percent appliances, and 14 percent miscellaneous. The site has an average of 100,000 tons of ferrous and non-ferrous scrap metal on site at any given time.[1]

All materials received at the site meet the definition of "scrap metal" under Title 22, California Code of Regulation, Section 66260.10. Scrap metal is specifically excluded from regulation as waste.

The process of separating the metal components from the shredded scrap metal generates a non-metal residue that is generically called Metal Shredder Residue (MSR). MSR at the site consists primarily of plastics, rubber, glass, dirt, and other debris. On February 21, 1986, the Department of Health Services (DHS) (predecessor of the Department of Toxic Substances Control (DTSC)) determined that the site's treated residue has mitigating physical and/or chemical characteristics, which render it insignificant as a hazard to human health and safety, livestock and wildlife pursuant to Section 66305, Title 22, California Administrative Code (recodified at 22 CCR, Section 66260.200). The treated residue is disposed of or used as daily cover at Class III landfills as non-hazardous waste.

The following industrial materials are listed in the site Stormwater Pollution Prevention Plan (SWPPP).

- Ferrous and non-ferrous scrap metal
- Diesel fuel
- Gasoline fuel
- Hydraulic oil
- Waste oil
- Non-RCRA hazardous waste (oily absorbent, anti-freeze, etc.
- Lead-acid batteries
- polychlorinated biphenyls (PCB) capacitors
- PCB ballasts
- Alkaline batteries
- Waste coolant
- Lubricating oil
- Spent dust collector filters
- Sodium hydroxide (25%)

Materials managed for off-site removal by recycling or waste disposal by SAR are:

- Unleaded gasoline and diesel fuel;
- Used anti-freeze and used oil;
- Sweepings;
- Stormwater sediment;
- Sodium hydroxide solids;
- Oily water;
- Oily absorbent/debris/dirt;

[1] (Storm Water Pollution Prevention Plan, SA Recycling LLC dba SA Recycling, Waste Discharge Identification No. 419I021125, June 20, 2015).

- Spent Air Pollution Control System Filters;
- Treated MSR;
- Waste oil;
- Lead-acid batteries;
- PCB capacitors;
- PCB ballasts; and
- Alkaline batteries.

On October 18, 2021, DTSC issued a Corrective Action Order (CAO) to SA Recycling directing that corrective action to investigate and remediate any releases of hazardous wastes or constituents from fifteen solid waste management units on site and one and area of concern off site. SA Recycling challenged the CAO and it has been stayed pending a hearing, which has not yet been scheduled. At this time, SA Recycling and DTSC are engaged in negotiations related to the CAO and other pending issues.

2.3.4 Current Throughput

Table 1 shows a comparison of the 1996 Certified EIR assumption for the proposed Project operation versus the existing operations in Fiscal Year 2021/2022. This table is included for informational purposes to reflect the conservative nature of the SEIR's baseline assumptions to reflect the throughput volumes that are subject to substantiation leading up to preparation and release of this NOP, as opposed to the maximum tonnage referenced in the 1996 Certified EIR. Operations under the proposed Project are anticipated to continue to fluctuate but will be within the envelope of the operations analyzed in the 1996 Certified EIR.

Throughput volumes in 2018 and 2019 were approximately 840,000 gross tons. In 2020, throughput volumes increased to approximately 1 million gross tons, and in FY 21/22 throughput volumes were approximately of 1.2 million gross tons.

Table 1 1996 Approved Project as Compared to Fiscal Year 2021/2022 Operations

	1996 Approved Project[1]	Fiscal Year 21/22 Operations[2]
Gross Annual Throughput	1.3 million gross tons	1.2 million gross tons
Daily Transactions (or Deliveries)	300	280
Employees	164	140
Daily Employee Trips (inbound and outbound)	328	280
Daily Deliveries by Truck/Service/Vendors	15	15
Rail Cars Delivered per Day (for recycling)	13	3
Vessel Calls per Year	41	28
Other Truck Trips (ex. Non-Ferrous Containers)	3-4	3-4

Sources:
1. Section 1.5.2, Proposed Changes to Processing Units and Facilities, Certified EIR, 1996.
2. SA Recycling, pers. comm. 2022.

2.3.5 Project Description

The proposed Project seeks an amendment to Permit No. 750 to allow for a 10-year extension, which currently expires in 2024. No changes to the scope of the permit, use of the proposed Project site, nor new construction or operations are proposed, other than routine maintenance or replacement of equipment. The existing and ongoing monitoring and reporting of groundwater and free product recovery of the 1988 diesel fuel release would continue, and no changes are proposed. The proposed Project analyzed in 1996 assumed up to 1.3 million gross tons of throughput, 300 transactions (or deliveries) per day and 164 employees. Operations in FY 21/22 were approximately 1.2 million gross tons of throughput, 280 transactions (or deliveries) per day and 140 employees. The site is open to receive material Monday through Friday from 6:00 am to 6:00 pm and on Saturday from 6:00 am to 3:00 pm. Operations may occur 24 hours a day during operational days. No operational changes or increases from the Approved Project are proposed.

3.0 Anticipated Project Approvals and Permits

The approvals or permits that could be required for the proposed Project are anticipated to include, but not be limited, to:

- LAHD: Amendment to Permit No. 750 (as necessary)

4.0 Environmental Checklist – Initial Study

1. **Project Title:** SA Recycling Amendment to Permit No. 750 Project

2. **Lead Agency Name and Address:** Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

3. **Contact Person and Phone Number:** Nicole Enciso
310.732.3615

4. **Project Location:** Port of Los Angeles, Berths 210 and 211
901 New Dock Street
San Pedro, CA 90731

5. **Project Sponsor's Name and Address:** SA Recycling
901 New Dock Street
San Pedro, CA 90731

6. **General Plan Designation:** General/Bulk Cargo (Non-Hazardous Industrial and Commercial)

7. **Zoning:** [Q]M3-1, Qualified Heavy Industrial with Height District 1

8. **Description of Project:**

LAHD is proposing an amendment to allow for a 10-year extension of the existing Permit No. 750, which currently expires in 2024. No changes to the scope of the permit, use of the proposed Project site, nor new construction or operational changes or increases are proposed, other than routine maintenance or replacement of equipment. The existing and ongoing monitoring and reporting of groundwater and free product recovery of the 1988 diesel fuel release would continue, and no changes are proposed.

9. **Surrounding Land Uses and Setting:**

The proposed Project site is located at Berths 210 and 211 at the POLA at 901 New Dock Street on Terminal Island. The proposed Project site is bounded by a channel within POLA to the north, shipping container terminals to the east and

west, and New Dock Street and railroad right-of-way to the south.

The proposed Project site is approximately one-quarter mile north of State Route 47 (Seaside Freeway), about 2 miles east of Interstate 110, and approximately 1.3 miles west of Interstate 710 (segment on Terminal Island). See Figure 2, Local Vicinity. Vehicle access to the proposed Project site is provided from New Dock Street and Pier S Avenue. Regional vehicular access is provided from State Route 47, Interstate 710, Interstate 110, and State Route 103. Marine vessels access the proposed Project site via channels in POLA. A railway along New Dock Street provides rail access to the proposed Project site.

10. Other Public Agencies Whose Approval May be Required for Operations at the Site:

- SCAQMD: permits for on-site stationary equipment
- State Water Resources Control Board: approval of Construction General Permit

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts on tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process (see PRC Section 21083.3.2.). Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

LAHD sent certified AB 52 letters on November 25, 2019, to the Gabrieleno Band of Mission Indians-Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, and Gabrielino-Tongva Tribe. No responses were received within the 30-day consultation request period. Consultation pursuant to AB 52 is therefore not required for this proposed Project.

Environmental Factors Potentially Affected

The environmental factors checked below could be affected by this proposed Project (i.e., the proposed Project would involve at least one impact that is a "Potentially Significant Impact"), as indicated by the checklist on the following pages.

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

Determination

On the basis of this initial evaluation:

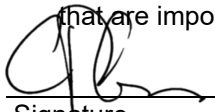
☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to 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 a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT is required.

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

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



Signature

03/28/2023

Date

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

Evaluation of Environmental Impacts

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

4.1 Aesthetics (Previously Referred to a Visual Resources (Aesthetics/Light and Glare))

4.1.1 Summary of Impacts Identified in the 1996 Certified EIR

The Visual Resources chapter of the 1996 Certified EIR determined that construction activities of the Approved Project would be short term, and views of the Project site would not create significant impacts. During operation, the proposed site modifications would occur within the existing site. Several features of the site were considered visually prominent, including wharf frontage and ships, scrap metal piles, bulk loader, large crane, and small cranes and mobile equipment. The wharf frontage, ships, large crane, and bulk loader would be similar to the industrial facilities and equipment adjacent to the Project site. Unlike the dockside equipment and scrap metal piles, the other site facilities, including office, warehouse buildings, shredder, and weigh station, were mostly hidden by the scrap piles and would not contribute to the visual impression of the site. Features of the Approved Project, including perimeter wall and landscaped single-story office building and parking area, would block and soften the visual appearance of the Project site. Operation of the Approved Project would not have a significant effect on visual resources. The Certified EIR determined that, considering the location of the marina—which was dominated by view of Port industrial facilities, ship loading equipment, or oil production facilities—the visual impacts of the Approved Project were not considered significant. The Certified EIR found that implementation of the Approved Project would not result in any significant adverse impacts to the visual resources of the project area. No mitigation measures were required. Additionally, cumulative aesthetics impacts relative to the Approved Project were determined to be insignificant.

4.1.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project a. Have a substantial adverse effect on a scenic resource			X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion

Would the project:

a. *Have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact. The proposed Project proposes an amendment to allow for a 10-year extension of the existing Permit No. 750 from 2024 to 2034. The proposed Project would not result in physical changes to the proposed Project site nor increase marine vessel trips. The proposed Project site is also not within or near any protected or designated scenic vistas. Therefore, it would not have any impact on scenic vistas and the current views of the site would remain for an additional 10 years minimum, unless the lease was extended again in the future. No significant new impact or substantial increase in the severity of a previously described impact would occur. Therefore, this issue will not be addressed further in the SEIR.

b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?*

Less Than Significant Impact. The proposed Project site is not in the vicinity of an eligible or designated scenic highway. The California Department of Transportation is responsible for official nomination and designation of eligible scenic highways. The nearest officially designated State Scenic Highway is approximately 6.7 miles east of the proposed Project (State Route 1 between Route 19 in Long Beach south to Interstate 5 in San Juan Capistrano (Caltrans 2019)). The proposed Project site is not visible from this location; therefore, the proposed Project activities would not affect the quality of scenic views from this location.

The proposed Project proposes an amendment allowing for a 10-year extension of an existing permit. No scenic trees or rock outcroppings exist at the proposed Project site. Operational activities proposed at the proposed Project site would be consistent with the existing visual context of a working port. Therefore, there would be no impacts on scenic resources, including trees, rock outcroppings, or historic buildings. A less than significant impact would occur and no significant new impact or substantial increase in the severity of a previously described impact would occur. As such, and this issue will not be addressed further in the SEIR.

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

Less-than-Significant Impact. The proposed Project site is at the Port of Los Angeles in the City of Los Angeles, an urbanized area. The proposed Project proposes an amendment allowing for the continued operation of an existing scrap metal recycling site for 10 years. The proposed Project does not require any additional construction nor does it expand the processing capacity of the project approved in 1996. Permitting the

proposed Project would not conflict with applicable zoning or other regulations governing scenic quality. The proposed Project site is zoned qualified heavy industrial (Heavy Industrial with Height District 1 ({Q]M3-1) and has a General Plan Land use designation of General/Bulk Cargo (Non-Hazardous Industrial and Commercial) (Los Angeles 2020). The proposed Project site is in Planning Area 3 of the Los Angeles Master Plan, which designates the proposed Project site as "Mixed Land Use: [B210-B211] Container/Dry Bulk." The proposed Project would allow existing operations to continue at the proposed Project site for an additional 10 years. The proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. The proposed Project's operation would maintain existing views and building heights and would adhere to the existing scale of development in the area. Therefore, impacts would be less than significant, and no significant new impact or substantial increase in the severity of a previously described impact would occur. As such, this issue will not be addressed further in the SEIR.

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

Less-than-Significant Impact. The proposed Project would not cause any significant impact to visual resources in the area with regard to light and glare. The proposed Project would not add a new source of light or glare as the existing operations would continue for an additional 10 years. The proposed Project would not adversely affect day or nighttime views and a less than significant impact would occur. In addition, no significant new impact or substantial increase in the severity of a previously described impact would occur. Therefore, this issue will not be addressed further in the SEIR.

4.2 Agricultural and Forestry Resources

4.2.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR did not evaluate agriculture and forestry resources.

4.2.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
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 conflict with a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d. Result in the loss of forestland or conversion of forestland 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 or conversion of forestland to non-forest use?				X

Discussion

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 (DOC 2011) develops maps and statistical data for analyzing impacts on California's agricultural resources. The Farmland Mapping and Monitoring Program categorizes agricultural land according to soil quality and irrigation status; the best land is identified as Prime Farmland. According to the Farmland Mapping and Monitoring Program, the proposed Project site is an area that has been designated as "Urban and Built-Up Land," which is defined as land with structures that have a variety of uses, including industrial, commercial, institutional, and railroad or other transportation uses (DOC 2018). There is no Prime Farmland, Unique Farmland, Farmland of

Statewide Importance, or Farmland of Local Importance in the proposed Project vicinity or on the proposed Project site. The proposed Project site operates as a scrap metal recycling site, and no agricultural uses exist on site. Therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance to nonagricultural use. No significant new impact or substantial increase in the severity of a previously described impact would occur. Consequently, this issue will not be addressed further in the SEIR.

b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

No Impact. The proposed Project site is zoned for heavy industrial uses ([Q]M3-1). There are no agricultural zoning designations or agricultural uses within the proposed Project limits or adjacent areas. The Williamson Act applies to parcels with at least 20 acres of Prime Farmland or at least 40 acres of land that is not designated as Prime Farmland.

The proposed Project site is not within a Prime Farmland designation and does not consist of more than 40 acres of farmland (DOC 2018). No Williamson Act contracts apply to the proposed Project site. As such, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impacts would occur and there would be no significant new impact or substantial increase in the severity of a previously described impact. This issue will not be addressed further in the SEIR.

c. Conflict with existing zoning for, or cause rezoning of forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The proposed Project site is currently zoned as for heavy industrial uses ([Q]M3-1). The proposed Project site operates as a scrap metal recycling site and does not support timberland or forestland. Therefore, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. As such, no impact would occur, and there would be no significant new impact or substantial increase in the severity of a previously described impact. This issue will not be addressed further in the SEIR.

d. Result in the loss of forestland or conversion of forestland to non-forest use?

No Impact. The proposed Project site operates as a scrap metal recycling site and is zoned {Q}M3-1 (heavy industrial). No agricultural, forest land, or timberland exist on site, so the proposed Project would not result in a loss of forestland or the conversion of forestland to non-forest use. Therefore, no impact would occur and there would be no significant new impact or substantial increase in the severity of a previously described impact. This issue will not be addressed further in the SEIR.

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

No Impact. As discussed above, the proposed Project site is in the Port of Los Angeles. The proposed Project site and surrounding properties are zoned [Q]M3-1 (qualified heavy industrial). No agricultural uses, farmland or forestland occurs within the surrounding area or at the proposed Project site. The proposed Project would not disrupt or damage the existing environment or result in the conversion of farmland to non-agricultural use or conversion of forestland to non-forest use. Therefore, no impact would occur and there would be no significant new impact or substantial increase in the severity of a previously described impact. This issue will not be addressed further in the SEIR.

4.3 Air Quality

4.3.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR evaluated air quality associated with construction and operational activities in Chapter 3.3, *Meteorology and Air Quality*.

The Certified EIR analyzed construction-related emissions from construction equipment construction vehicles, worker vehicles, and fugitive dust. The Certified EIR determined that peak-day construction emissions for CO, SO_X, and PM_{10} would not exceed SCAQMD thresholds but that NO_X and VOC emissions would and therefore were considered to have a significant impact on air quality.

The Certified EIR also analyzed operational emissions from the shredder; emissions associated with off-site generation of electricity required for the shredder; combustion exhaust emissions from trucks, workers, on-site mobile equipment, ocean going vessels, and locomotives; and fugitive emissions from material loading, material moving (handling), and on-site truck transit.

Though the Certified EIR determined that no new equipment would be used for the Approved Project, existing on-site equipment was projected to operate for a greater number of days per year and would therefore result in increased emissions. Also, ship loading days, truck trips, employee trips, and rail car trips to the Approved Project site would increase under the Approved Project and would result in increased emissions. Table 2 summarizes emissions for the Approved Project. The Certified EIR determined that operation of the Approved Project would create a significant regional impact for VOCs, CO, and NO_X.

The Certified EIR also determined that the operation of the Approved Project would not cause a significant impact related to CO hotspots.

Table 2 1996 Approved Project Total Emission

Source	Emissions (lb/day)				
	VOC	CO	NOx	SOx	PM10
Fugitive Emissions	1.6	--	--	--	158
Point Source Emissions	443	1.0	5.6	0.6	3.2
Mobile Source Emissions	393	2,100	3,318	1,295	297
1996 Approved Project Total Emissions	838	2,101	3,324	1,296	458
1996 Approved Project Baseline Emissions	581	1,533	2,378	1,213	347
1996 Approved Project Increment	257	568	946	83	111
Regional Thresholds	55	550	55	150	150
Exceeds Thresholds?	Yes	Yes	Yes	No	No

Source: Table 3.3-13, Certified EIR 1996

The Certified EIR determined that the Approved Project would be consistent with the 1991 Air Quality Management Plan (AQMP) and would not interfere with the scheduled attainment of air quality standards for the region.

The Certified EIR also included a health risk assessment (HRA), which analyzed health risks from on-site sources of toxic air contaminants. The HRA analysis quantified PM_{10} emissions and conducted dispersion modeling to assess ground-level concentrations of PM_{10} at near-by sensitive and off-site worker receptors. The analysis then used results of air monitoring at and near the site to speciate PM_{10} into air toxic components; health risks associated with those air toxics were then evaluated using 1992 California Air Pollution Control Officers Association (CAPCOA) HRA methodology current at the time of the HRA. The Certified EIR determined that although operation of the Approved Project would increase PM_{10} emissions, metals, and PCBs, health risks from air toxics would be less than significant.

The Certified EIR found that operation of the Approved Project could create objectionable odors, which would be intermittent in nature. Since the Approved Project site is in an industrial area, this impact was determined to be less than significant.

Because the Certified EIR determined that the Approved Project's construction emissions of VOC and NO_X and operation emissions of VOC, CO, and NO_X would result in significant impacts, it provided mitigation measures to address these impacts; however, impacts remained significant and unavoidable.

The Certified EIR also determined that no cumulative impacts would occur related to air quality and emissions.

4.3.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations. Would the project: a Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?	X			
c. Expose sensitive receptors to substantial pollutant concentrations?	X			
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Discussion

Would the project:

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

Less Than Significant Impact.

Air Quality Management Plan. The federal Clean Air Act (CAA) of 1970 and its subsequent amendments form the basis for the nation's air pollution control effort. The United States Environmental Protection Agency (EPA) is responsible for implementing most aspects of the CAA. A key element of the CAA is the national ambient air quality standards (NAAQS) for major air pollutants. The CAA delegates enforcement of the NAAQS to the states. In California, the California Air Resources Board (CARB) is responsible for enforcing air pollution regulations. CARB, in turn, delegates to local air agencies the responsibility of regulating stationary emission sources.

The SCAQMD monitors air quality within the proposed Project site and the South Coast Air Basin (Air Basin or Basin), which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. For regions that do not attain the NAAQS, the CAA requires the preparation of a State Implementation Plan (SIP).

The SCAQMD 2016 AQMP (SCAQMD 2017) focused on attainment of the ozone and particulate matter with aerodynamic diameter less than 2.5 microns ($PM_{2.5}$) NAAQS through the reduction of ozone and $PM_{2.5}$ precursor NO_x, as well as through direct control of $PM_{2.5}$. In October 2015, the EPA strengthened the NAAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb). In response, the SCAQMD developed the 2022 AQMP (SCAQMD 2022) to address the requirements for meeting this standard and focused on reducing NO_x emissions, a key pollutant in ozone formation, by 67 percent more than is required by adopted rules and regulations in 2037. Both the 2016 and the 2022 AQMP reported that despite continued population growth, air quality has improved significantly over the years, primarily due to the impacts of air quality control programs at the local, state, and federal levels.

Each AQMP builds upon measures in place from previous AQMPs and includes additional strategies such as regulations, accelerated deployment of cleaner technologies, best management practices (BMPs), co-benefits from existing programs, and incentives. Importantly, each AQMP proposes emission-reduction measures designed to bring the Basin into attainment of the national and state Ambient Air Quality Standards (AAQS). AQMP attainment strategies include mobile source control measures and clean fuel programs enforced at the state and federal levels on engine manufacturers and petroleum refiners and retailers.

Similar to current operations, the proposed Project operational activities would be required to comply with all applicable current local, state, and federal air quality regulations along with any development in the future as part of the AQMP. This would ensure that the proposed Project's activities would not obstruct implementation of the AQMP.

San Pedro Bay Ports Clean Air Action Plan. The LAHD adopted the San Pedro Bay Ports Clean Air Action Plan (CAAP), designed to reduce the health risks posed by air pollution from all port-related emissions sources, including ships, trains, trucks, terminal equipment, and harbor craft, in 2006 and adopted updates in 2010 and 2017 (LAHD 2006, 2017). The CAAP 2017 Update contains strategies to reduce emissions from sources in and around the Ports, plan for zero-emissions infrastructure, encourage freight efficiency, and address energy resources.

The proposed Project involves an amendment to Permit No. 750 allowing for the extension of the existing use and does not propose construction or physical changes. As discussed above, the proposed Project's activities would be required to comply with all applicable existing and developing air quality regulations ensuring that the proposed Project's activities would not obstruct implementation of the AQMP or CAAP. Therefore, a less than significant impact is expected and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?

Potentially Significant Impact. NAAQS and CAAQS, which define the maximum pollutant concentrations that can be present in outdoor air without harming public health, were established by the EPA and CARB, respectively, for the following criteria pollutants: CO, ozone, sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter with aerodynamic diameter less than 10 microns (PM_{10}), $PM_{2.5}$, and lead. Areas are designated under the federal CAA as attainment, nonattainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. Similarly, areas are also designated under California law as attainment or nonattainment for each criteria pollutant based on attainment with the CAAQS. The Los Angeles County area of the Basin, which includes the Port of Los Angeles, is designated as a federal nonattainment area for ozone and $PM_{2.5}$ and state nonattainment area for ozone, PM_{10}, and $PM_{2.5}$.

The area is also in federal nonattainment for lead. The attainment designation for lead is due primarily to lead-acid battery recyclers in the Basin. The proposed Project would not use leaded fuel or recycle lead-acid batteries. Therefore, lead is not a pollutant of concern for the proposed Project.

SCAQMD has developed maximum daily emissions significance thresholds for all criteria pollutants for assessment of impacts under CEQA. Impacts are assessed by calculating the difference between the baseline and project emissions (i.e., CEQA increment) and comparing the CEQA increment for each pollutant to the SCAQMD's significance thresholds.

Cumulative impacts may result from individually minor but collectively significant projects. CEQA Guidelines Section 15355 define cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines Section 15064(h)(4) also state that "the mere existence of cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed Project's incremental effects are cumulatively considerable."

The proposed Project involves an amendment to an existing permit to allow for the 10-year extension of an existing use only. The proposed Project would not expand processing capacity and would not create new employee, truck, vessel or rail trips, and would not generate new sources of fugitive dust or mobile or stationary emissions. Although proposed Project activities and throughput would not change from what was analyzed in the Certified EIR, federal and state attainment designations for the Basin, AAQS, thresholds, and analysis methodologies have changed since preparation of the 1996 Certified EIR. Specifically, the NAAQS and CAAQS have been revised several times by the EPA and CARB, respectively. In addition, NAAQS and CAAQS were added for $PM_{2.5}$ in 1997 and revised several times since then. Therefore, to adequately assess impacts from ongoing operations at the proposed Project site, additional analysis will be conducted to determine if the proposed Project could result in a new direct or cumulatively considerable, and therefore significant, net increase in air emissions, including but not limited to criteria pollutants, for which the proposed Project region is a nonattainment area for an applicable federal or state ambient air quality standard. The analysis will also consider whether the proposed Project would result in a substantial increase in the severity of the previously identified significant effects in the 1996 Certified EIR, among other factors, as required by CEQA Guidelines Section 15162. Therefore, these issues will be evaluated further in the SEIR.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The proposed Project involves an amendment to an existing permit to allow for continued operation of the existing scrap metal processing site. The proposed Project would not expand processing capacity and would not create new employee, truck, vessel or rail trips, and would not generate new sources of fugitive dust or mobile or stationary emissions beyond the Approved Project.

Although proposed Project activities and throughput would not change from what was analyzed in the Certified EIR, some AAQS, thresholds, and analysis methodologies have changed since preparation of the Certified EIR in 1996. There may also be changes in circumstances with respect to the location of sensitive receptors that is different from those identified in the 1996 Certified EIR. The Draft SEIR will consider these issues as well.

The following is not an all-inclusive list but identifies revisions that warrant additional evaluation.

- SCAQMD added $PM_{2.5}$ to the CEQA significance thresholds after the

Certified EIR was prepared in 1996.

- The Certified EIR did not assess the Approved Project's impact on ambient air quality as it was not required at the time. Since that time, SCAQMD developed the Localized Significance Thresholds (LST) screening methodology, which allows users to determine, in lieu of conducting cumbersome air dispersion modeling, if a project would cause or contribute to an exceedance of the AAQS.
- CARB designated diesel particulate matter (DPM) as a toxic air contaminant in 1998, after preparation of the Certified EIR. Since the SCAQMD considers PM_{10} as a surrogate for DPM, it is reasonable to conclude that impacts from DPM were accounted for in the Certified EIR. Nevertheless, this warrants further evaluation.
- The Certified EIR considered on-site emissions in the HRA and did not analyze contribution from off-site emissions such as those associated with ocean-going vessels, tugboats, of off-site truck and rail transit.
- The Office of Health Hazard Assessment (OEHHA) revised the HRA methodology since 1996, most recently in 2015 to include, among other revisions, age sensitivity factors which may result in more conservative cancer risk.

Therefore, to adequately assess impacts, additional analysis will be conducted to determine if any new or cumulatively considerable impacts to sensitive receptors could occur due to proposed Project operations. The analysis will also consider whether the proposed Project would result in a substantial increase in the severity of the previously identified significant effects in the 1996 Certified EIR, among other factors, as required by CEQA Guidelines Section 15162. As such, this issue will be evaluated further in the SEIR.

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

Less-than-Significant Impact. The proposed Project would not include any new construction, nor would it expand operations on the proposed Project site. The existing industrial setting of the proposed Project represents an already complex odor environment. Odors from operation of the proposed Project would be similar to odors produced from existing industrial operations and related activity and would be primarily associated with vessels berthed at the terminal and on-site mobile equipment exhaust. Within this context, the proposed Project would not likely result in changes to the overall odor environment in the vicinity The distances between proposed Project emission sources and the nearest sensitive receptors, possible residents at the marina on the east side of the East Basin are far enough away to allow for adequate dispersion of these emissions to below objectionable odor levels. Impacts would be less than significant and no significant new impact or substantial increase in the severity of a previously described impact would occur. Therefore, this issue will not be evaluated in the SEIR.

4.4 Biological Resources

4.4.1 Summary of Impacts Identified in the Certified EIR

Potential impacts to biological resources were evaluated in Section 3.5, *Biota and Habitats*, of the Certified EIR. The Certified EIR determined that, of the state and federally listed endangered species known from harbor areas, only the California least tern had the potential to be affected by the Approved Project. The California least tern might use waters adjacent to the Approved Project site for foraging; however, anticipated increased vessel activity would reduce foraging time by only a small amount and would not adversely impact the species. The California brown pelicans do not use the area for nesting or breeding, and their primary foraging areas are the outer harbor and offshore waters. The Approved Project was found to incorporate changes and improvements that would eliminate or reduce potential contamination to adjacent waters, including the soil remediation program, implementation of the SWPPP, and other site improvements under the Approved Project. The Certified EIR determined that the Approved Project's impacts to biological resources were less than significant, and no mitigation measures were proposed.

4.4.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
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?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on state or federally protected wetland (including, but not limited to, marshes, vernal pools, coastal wetlands, 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

Discussion

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 Impact. No candidate, sensitive, or special-status species are known to occur on the proposed Project site, and there is no federally designated critical habitat in the harbor area. The proposed Project would not include any new construction, alteration or expansion of existing on-site processing, vessel trips, or uses beyond what was previously analyzed; therefore, the proposed Project would not have any adverse effect on sensitive species such as marine mammals in the channel or the endangered California least terns (*Sternula antillarum*) at the Pier 400 Nesting site. The proposed Project would not result in any impacts to candidate, sensitive, or special status species. No significant new impact or substantial increase in the severity of a previously described impact would occur. Therefore, this issue will not be evaluated further in the SEIR.

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

No Impact. There is no riparian habitat or sensitive communities at the proposed Project site or in the vicinity, and the proposed Project would not involve any new construction or alteration of existing operations on site. The proposed Project site is on Terminal Island in the Port of Los Angeles. After World War II, Berths 208 through 211 (including the proposed Project site) were used for ship dismantling and scrap metal processing. Hugo Neu-Proler Company began scrap metal processing at the proposed Project site in 1962, and the site has continued operating as a scrap metal recycling site to this day. Therefore, no impact on riparian habitats would occur and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

c. *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The existing recycling site does not encompass any federally protected wetlands (as defined by Section 404 of the Clean Water Act) because there are no federally protected wetlands in the area. The channels and basins that make up the POLA waterways are identified as Estuarine Marine Deepwater by the United States Fish and Wildlife Service (USFWS). The proposed Project involves an amendment to an existing permit to allow the 10-year extension of the existing use and does not include any new construction or alteration of processing capacity beyond existing conditions. In addition, the proposed Project would not affect or require in-water or over-water work. Therefore, no impact would occur and no significant new impact or substantial increase

in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

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. The proposed Project site is completely developed and operates as a scrap metal recycling site. The proposed Project would not include any new construction or alteration of existing on-site operations, and no known wildlife migration corridors are present at the proposed Project site. Therefore, the proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species nor impede the use of native wildlife nursery sites. Therefore, the proposed Project would have no impact and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

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

No Impact. The proposed Project site is completely developed with a scrap metal recycling site. The only biological resources protected by City of Los Angeles ordinance (City of Los Angeles 2006) are certain tree species, none of which are present on the proposed Project site. Landscaping, including ornamental trees, exist in the parking lot on the southern side of the proposed Project site, but the trees are not the species protected the ordinance. In addition, the proposed Project would not include any construction or change of operations at the proposed Project site. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinances. As such, no impact would occur and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

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. Neither the proposed Project site nor any adjacent areas are included as part of an adopted natural communities conservation plan or local habitat conservation plan (USFWS 2020; CDFW 2020). The closest conservation plan area is a proposed Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) in the City of Rancho Palos Verdes, approximately 3 miles west of the proposed Project site (CDFW 2020). Therefore, the proposed Project would not adversely affect any areas identified in an adopted plan or conflict with the provisions of an adopted community conservation, habitat conservation, or other plan. As such, no impact would occur and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed in the SEIR.

4.5 Cultural Resources

4.5.1 Summary of Impacts Identified in the Certified EIR

Cultural Resources were not evaluated in the Certified EIR.

4.5.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c. Disturb any human remains, including those interred outside of dedicated cemeteries?				X

Discussion

Would the project:

a. *Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

No Impact. The proposed Project would not require the demolition or removal of any structures. In addition, the proposed Project site does not contain any known historic resources (NPS 2020; OHP 2020). Therefore, no impacts on historical resources would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

No Impact. The proposed Project site is in Planning Area 3 of the PMP. Planning Area 3 is underlain by artificial fill material and has little likelihood of containing intact archaeological deposits . The proposed Project site has been extensively disturbed with the operation of the scrap metal recycling site. Because of the highly disturbed nature of the site and that the proposed Project would not include any construction or earthwork that may unearth archaeological resources, there would be no interaction with archaeological resources. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. No prehistoric sites or cemeteries have been identified in the proposed Project site or within a 0.25-mile radius of the site. There is no evidence of any human remains, including those interred outside of dedicated cemeteries, within the proposed Project site that would be affected by the proposed Project and the proposed Project does not include any construction or earthwork that would unearth human remains. Furthermore, as this location is on artificial fill created in the 20th century; therefore, the proposed Project could not unearth human remains. No impact on buried human remains would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. Therefore, this issue will not be addressed further in the SEIR.

4.6 Energy

4.6.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR evaluated the potential energy impacts of the Approved Project in Section 3.10, *Energy*. The Approved Project's consumption of electric power, natural gas, and liquid fuels and determined that the Approved Project would result in higher electricity consumption based on increased processing (throughput) and the installation of new equipment. The increase in electricity demand was not expected to result in off-site modification to the electricity distribution system. Also, the increase in electricity use for the Approved Project was determined to be very small compared to the total Los Angeles Department of Water and Power's power system demand and would not result in a shortfall of electrical generating capacity. Therefore, the Certified EIR determined that the proposed Project would not result in a significant impact to electricity utilities.

The Certified EIR determine that the Approved Project would require negligible amounts of natural gas beyond what was currently used at the time. The increase in natural gas would not have any significant impact on Southern California Gas's supply and capacity. Upon completion, the Approved Project would increase liquid fuel consumption (which included diesel fuel, gasoline, and liquefied petroleum gas) compared to conditions existing at the time. Though the increase in consumption of these fuels represented a substantial increase over existing conditions, the Certified EIR did not anticipate that the Approved Project would result in fuel supply constraints, and that the fuel use represented an insignificant portion of the overall fuel use in the Los Angeles area. The Certified EIR determined that the Approved Project would not result in a significant impact to energy.

Cumulatively, the increase in energy use was also found insignificant because the total annual use represented a small percentage of the total fuel use in California.

4.6.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?				X
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Discussion

Would the project:

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

No Impact. The proposed Project would not propose any new construction nor increase the operational capacity at the proposed Project site. The operation of the scrap metal recycling site would continue at the proposed Project site, which would require the use of electricity, natural gas, and liquid fuels. The proposed Project would consume similar energy levels as the operation in fiscal year 2021/2022. The proposed Project would require the use of diesel and gasoline to operate equipment during operation and for worker vehicles. Gasoline for worker and patron vehicles would be the primary energy resources needed during operation. In addition, diesel would be needed for the trucks mobile equipment and electricity for on-site lighting, building lighting, and other equipment. Additionally, a diesel electric hybrid crane was installed on site in 2017 (analyzed in a 2016 IS/MND) that is zero emissions. The electricity demand in 2021 was 65,374 GWh for Los Angeles County (CEC 2020a). Natural gas consumption in Los Angeles County in 2021 was 2,880 million British thermal units (CEC 2020b). Therefore, due to the limited amount of electricity and natural gas use compared to that available for use, the proposed Project would not generate new energy use and would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. In 2017, 3,659 million gallons of gasoline and 301 million gallons of diesel were sold in Los Angeles County (County of Los Angeles 2019).

Based on the maximum projected use of fuels for this proposed Project as compared to overall sales in the county, the proposed Project would not result in a wasteful use of energy. Therefore, these energy uses do not constitute wasteful, inefficient, or unnecessary consumption and impacts would be less than significant. No significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

b. *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

No Impact. The state's electricity grid is transitioning to renewable energy under California's Renewable Portfolio Standard (RPS) Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The RPS goals have been updated since adoption of Senate Bill 1078 in 2002. In general, California has RPS requirements of 33 percent renewable energy by 2020 (Senate Bill X1-2), 44 percent by 2024, 50 by 2026, 52 percent by 2027, 60 percent by 2030, and 100 percent by 2045. The RPS requirements established under SB 100 are also applicable to publicly owned utilities. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as Southern California Edison, whose compliance with RPS requirements would contribute to the state objective of transitioning to renewable energy.

In addition to the RPS Program, the City of Los Angeles maintains a sustainability plan that identifies a Port related target (Reduce Port-related GHG emissions by 80 percent by 2050) and milestones and initiatives to achieve the target (City of Los Angeles 2019). The proposed Project does not include any new construction, nor does it expand the processing capacity of the operation. Additionally, the site under the proposed Project would remain subject to any current requirements. Furthermore, as stated above, RPS requirements are applicable to utilities and energy providers, and thus would not be applicable to the proposed Project. Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no impact would occur. No significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

4.7 Geology and Soils

4.7.1 Summary of Impacts Identified in the Certified EIR

Section 3.1, *Geology*, of the Certified EIR evaluated erosion and geological hazards during the construction and operation of the Approved Project. During construction, the Certified EIR determined that construction activities might result in temporary increases in erosion of soils by wind and surface water. However, due to the paving of the operational area, the Certified EIR determined that there would be an overall decrease in erosion in that location, and erosion during construction was expected to be temporary and insignificant.

The Certified EIR determined that, during operation of the Approved Project, the facilities on Berths 210 and 211 would be particularly susceptible to damage from a local or regional earthquake if liquefaction of the fill were to occur. Seismic activity along the Newport-Inglewood Fault Zone, the San Andreas Fault, and the Palos Verdes Fault is likely to produce cyclic ground shaking during moderate (nearby) or large (distant) earthquakes.

Liquefaction and ensuing ground failure within the Port were considered significant. The Certified EIR determined that the Approved Project and other projects in the region that would be developed during the Approved Project's period of operation would not have any cumulative impact on the probability of occurrence for geologic hazards such as earthquakes and flooding in the region. The Approved Project would place new structures in an area affected by geologic hazards; however, the increase would be relatively small compared to the total number of new structures proposed for the area and other potential local developments.

The Certified EIR determined that compliance with federal, state, and local building codes would reduce potential adverse impacts from seismic events to the maximum extent practicable. Ground shaking at the Approved Project site was determined to be significant and unavoidable. No feasible mitigation measures were identified to reduce ground-shaking on site. Geologic hazards from earthquakes would remain significant.

4.7.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Would the project: a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 1. 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	
2. Strong seismic ground shaking?			X	
3. Seismic-related ground failure, including liquefaction?			X	

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
4. Landslides?			X	
b. Result in substantial soil erosion or the loss of topsoil?			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 an onsite or offsite 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 direct or indirect risks to life or property?				X
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Discussion

Would the project:

a. *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

1. *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 Palos Verdes Fault Zone traverses the Port in a northwest-to-southeast manner from the West Turning Basin to Pier 400 and beyond. The Palos Verdes Fault Zone roughly encompasses a 50-mile-long area that travels through the communities of San Pedro, Palos Verdes Estates, Torrance, and Redondo Beach (USGS 2022). According to Figure 2, *Palos Verdes Fault Zone,* of the 2018 PMP, the Palos Verdes fault crosses the proposed Project area. In addition to the Palos Verdes Fault Zone, the northern terminus of the Wilmington blind thrust fault line is immediately adjacent to and just northeast of the proposed Project. According to the 2017 *Activity and Earthquake Potential of the Wilmington Blind Thrust, Los Angeles, CA Final Technical Report* submitted to the U.S. Geological Survey, the fault line is between Cannery Street and the proposed Project site (Wolfe et al. 2017). The proposed Project does not propose any new construction or increase in the operational capacity from the existing scrap metal yard; therefore, the proposed Project does not include the addition of any new structures meant for human occupancy (consequently, potential impacts on people and structures would be negligible) and would not contain features that would directly or indirectly cause or intensify effects associated with fault rupture. Therefore, impacts would be less than significant and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not

be addressed further in the SEIR.

2. Strong seismic ground shaking?

Less-than-Significant Impact. The proposed Project area lies near the Palos Verdes Fault Zone; therefore, potential hazards exist because of seismic activity associated with active faults and the presence of engineered fill[2] throughout the area. The exposure of people to seismic ground shaking is a potential risk with or without the proposed Project. The risk of seismic hazards such as ground shaking cannot be avoided. The existing structures on the proposed Project site have complied with applicable engineering standards and building codes, as well as applicable sections of the Los Angeles Building Code, and emergency planning and coordination has also contributed to reducing injuries to on-site personnel and patrons during seismic activity. The proposed Project does not propose any new construction or increase operational capacity on the proposed Project site; thus, the proposed Project would not result in any new impacts or increase in the severity of impacts with respect to ground shaking. Thus, this impact would be less than significant and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

3. Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction occurs when saturated, low-density loose materials (e.g., sand or silty sand) are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. The increase in pressure is caused by strong ground motion from an earthquake. Liquefaction most often occurs in areas underlain by silts and fine sands and where shallow groundwater exists. The harbor area, including the proposed Project site, is identified as an area that is susceptible to liquefaction, per the California Geological Survey's Earthquake Zones of Required Investigation (1999). This is due to the presence of engineered fill and shallow groundwater at the proposed Project site. The exposure of people to liquefaction is a potential risk with or without the proposed Project. The risk of seismic hazards such as liquefaction cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event. The existing structures on the proposed Project have complied with applicable engineering standards and building codes, as well as applicable sections of the Los Angeles Building Code. Emergency planning and coordination would also contribute to reducing injuries to on-site personnel and patrons during seismic activity. The proposed Project does not propose any new construction or increase operational capacity on the proposed Project site; thus, the proposed Project would not change or exacerbate the potential to expose people or structures to seismic hazards or result in any new impacts or increase in the severity of impacts with respect to liquefaction. Thus, this impact would be less than significant and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

[2] According to the 2018 PMP, the Port has been physically modified through past dredge-and-fill projects. The Natural Resources Conservation Service's Web Soil Survey identifies soils in the proposed Project area as Urban Land, 0 to 2 percent slopes, dredged fill substratum.

4. Landslides?

Less Than Significant Impact. Topography in the vicinity of the proposed Project site is flat and is not within an area susceptible to landslides (DOC 2020a). The 1996 Certified EIR determined the proposed Project site has a high probability of geologic hazards, including on-site slope failure, during an earthquake. Since the proposed Project does not propose any new construction or increase in operational capacity and would not result in any new impacts or increase the severity of impacts with respect to slope failure compared to the project approved in 1996. Thus, a less than significant impact would occur and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

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

Less Than Significant Impact. The 1996 Certified EIR determined that construction of the Approved Project could result in temporary erosion, which was determined to be insignificant. The proposed Project site is currently covered with pavement, including the operational area. Since the proposed Project does not include any new construction, no changes to soil erosion beyond that was analyzed in the 1996 Certified EIR would occur. In addition, the implementation of the proposed Project would not modify the site's existing drainage patterns. Operations would continue to occur in compliance with the Municipal Separate Storm Sewer System (MS4) permit (R4-2012-0175-A01 and future iterations). Therefore, impacts related to soil erosion or loss of topsoil would be less than significant, and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

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 an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. The 1996 Certified EIR determined that the Project site would be subject to ground shaking and that geologic hazards, such as liquefaction, settlement, slope failure, or surface cracks at the Project site, have a relatively high probability of occurrence. The proposed Project does not include any new construction or changes beyond what was previously approved. The proposed Project would not result in any new impacts or increase the severity of impacts with respect to soil instability compared to the Approved Project analyzed in 1996. As discussed above, the proposed Project area is near the active Palos Verdes fault and within liquefaction-prone engineered fill. The exposure of people to liquefaction is a potential risk with or without the proposed Project. The risk of seismic hazards such as liquefaction cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event. Structures on the proposed Project site have complied with applicable engineering standards and building codes, as well as applicable sections of the Los Angeles Building Code. The closest landslide zone to the proposed Project site is approximately 1,500 feet away. Through compliance with current regulations and standard engineering practices, this impact would be less than significant and no significant new

impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

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

No Impact. Existing structures on the proposed Project site have been designed and constructed consistent with implementation of Chapter IX, Building Regulations, of the Los Angeles Municipal Code, in conjunction with criteria established by LAHD, and will not result in substantial direct or indirect risks to life or property. Further, the Approved Project in 1996 was subject to the local, state, and federal building codes that would reduce impacts. The proposed Project would not include any new construction or changes to the scope of the permit beyond the amendment to allow for the extension of the existing use for 10 years. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

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

No Impact. Section 3.11 of the 1996 Certified EIR, *Utilities and Waste Management*, states that the Project site is served by the wastewater collection system that serves the New Dock Street area and is ultimately transferred to the Terminal Island Treatment Plant. The proposed Project includes an amendment to the existing permit to allow for the existing use to continue operating for 10 years and does not propose any new construction or change in operations. The proposed Project would continue to be served by the existing wastewater system, and the use of septic tanks is not proposed as part of the proposed Project. The proposed Project would not include septic tanks or alternative wastewater disposal systems, and no impact would occur. In addition, no significant new impact or substantial increase in the severity of a previously described impact would occur. Therefore, this issue will not be addressed further in the SEIR.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The proposed Project site occupies the north-central margin of Terminal Island, which was formerly part of Rattlesnake Island, which consisted of shallow tidelands and coastal islands. The creation of Terminal Island began in the early 1900s with landfilling activities from dredged sediments. The portion of the landfill that the proposed Project site occupies was made in the 1940s. Typically, these fill materials consist of grey to brown, fine to median grained sand and silty sand with varying percentages of shell fragments and mica that range between 5 to 10 feet in thickness. Because of the highly disturbed nature of the site and that the proposed Project does not include any new construction that would cause ground disturbance, interaction with paleontological resources or unique geologic features would not occur. Therefore, no impact would occur and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

4.8 Greenhouse Gas Emissions

4.8.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR did not analyze greenhouse gas (GHG) emissions.

4.8.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
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?				

Discussion

Would the project:

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

Potentially Significant Impact. The proposed Project involves an amendment to an existing permit to allow an existing use to continue for the next 10 years. The proposed Project would not expand processing capacity and would not create new employee, truck, vessel or rail trips, and would not generate new sources of emissions.

SB 97 added GHG emissions to Appendix G CEQA checklist in 2008, after the 1996 Certified EIR was prepared. Therefore, although proposed Project activities and throughput would not change from what was analyzed in the 1996 Certified EIR, GHG emissions would need to be quantified. Therefore, this issue will be evaluated in the SEIR.

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

This question is being answered as an informational assessment; the information provided is not meant to produce an impact determination for the proposed Project. The State of California is leading the way in the United States with respect to GHG emissions reductions. Several legislative and municipal targets for reducing GHG emissions below 1990 levels have been established. Key examples include, but are not limited to:

- California Climate Strategy

- 2006 Assembly Bill (AB) 32
    - 1990 GHG emissions levels by 2020
    - 40 percent below 1990 GHG emissions levels by 2030
    - 80 percent below 1990 GHG emissions levels by 2050
- Senate Bill (SB) 32 and 2017 Scoping Plan (target: 40 percent reduction below 1990 by 2030)
- Executive Order B-55-18
    - target of carbon neutrality by 2045
    - 2022 Scoping Plan
- California Renewables Portfolio Standard
- SB 375
    - consistency with the 2020–2045 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy)
- Port and City of Los Angeles Plans and Strategies
- San Pedro Bay Ports CAAP
    - 40 percent below 1990 GHG emissions levels by 2030
    - 80 percent below 1990 GHG emissions levels by 2050
- City of Los Angeles C&D Waste Recycling Ordinance
- City of Los Angeles' Green New Deal Sustainable City pLAn (4-Year Update to the Sustainable City pLAn)
    - reduce Port-related GHG emissions by 80 percent by 2050
- City of Los Angeles General Plan, Mobility Element
- City of Los Angeles Green Building Code, Title 24

Several state, regional, and local plans have been developed which set goals for the reduction of GHG emissions over the next few years and decades, but no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects, within the meaning of CEQA Guidelines Section 15064.4(b)(3)[3]. However, there are GHG emissions reduction measures contained in state and local plans, strategies, policies, and regulations that directly or indirectly affect the proposed Project's construction and operation GHG emissions source sectors or specific types. This informational item will be discussed further in the SEIR.

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

4.9 Hazards and Hazardous Materials

4.9.1 Summary of Impacts Identified in the Certified EIR

Potential impacts related to hazards and hazardous materials were addressed in Section 3.8 of the Certified EIR. At the time of the issuance of the Certified EIR, 60 percent of the site was paved. One of the objectives of the Certified EIR included remediation of soil and groundwater contamination pursuant to a remedial action plan approved by the LARWQCB, the DTSC, and the Port of Los Angeles. The purposes of the site changes evaluated in the Certified EIR included the remediation of existing soil and groundwater contamination at the site and protection against future contamination.

The Certified EIR found that hazardous materials could be present in loads delivered to the site. Accordingly, all loads are inspected, and the site does not routinely accept vehicles with batteries or fluids (brake, transmission, antifreeze, motor oil) in cars. Other prohibited items include fluorescent light fixtures, chlorofluorocarbons, radioactive materials, drums and barrels that are not certified clean, asbestos-containing materials, unemptied compressed gas cylinders, mercury control switches, transformers, hazardous materials, hazardous waste, ammunition, batteries, and any PCB-containing materials. All trucks pass through radiation detectors.

The Certified EIR evaluated the impacts from a diesel fuel release in 1988 that impacted soil and groundwater. The fuel was determined to have leaked from an underground pipeline during an underground storage tank retrofit operation. Since 1988, free product is removed from the Site wells using a combination of passive skimmers, hand bailing, and absorbent socks. Since 2002 after certification of the Certified EIR, contaminated soil throughout the site has been excavated and replaced with clean soil and an engineered cap, which consists of concrete pavement over base material. Soil confirmation samples met the WDR Order No. 96-020 cleanup levels and were reviewed by the Port of Los Angeles and LARWQCB.

The Certified EIR determined that construction activities associated with the Approved Project would require excavation, soil disruption, compaction, backfilling, and possible dewatering activities. These activities were considered minor in scope, and that soils above threshold levels that were excavated during construction would be disposed of in accordance with the approved remedial action plan. The Certified EIR determined that site improvements would reduce the potential for soil and groundwater impacts. The Certified EIR provides a mitigation measure to address potential leaks from petroleum storage tanks from entering the soil and groundwater. Further, the Certified EIR determined that continued operation of the scrap metal recycling site would not impact public water supplies.

4.9.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
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 involve handling 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. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				X

Discussion

Contamination and Remediation History

The proposed Project site has been used as a scrap metal recycling site since 1962. Prior to the scrap metal recycling site use on site, Berths 209 through 214 (which include the proposed Project site) were used for ship building during World War II. The proposed Project site was occupied by shipbuilding dry docks in the 1940s. By 1946, the dry docks were in the process of being removed. Following WWII, Berths 208 through 212 (which included the proposed Project site), were used for ship dismantling and scrap metal processing.

Several investigations of subsurface soil and groundwater were conducted from 1990 to 1994 under the oversight of the LARWQCB to assess the environmental impact from long-term scrap metal recycling and ship building and breaking at the site. Vadose zone soils were determined to contain petroleum hydrocarbons, metals, PCBs, and polycyclic aromatic hydrocarbons. Low-level detections of methyl tert-butyl ether and tert-butyl alcohol were present but were attributed to an unknown off-site source. The LARWQCB required the applicant to install a concrete cap on the property and to conduct semiannual groundwater

monitoring as part of remediation plans. Both actions were required to prevent soil and groundwater contamination from ongoing shredding activities.

A baseline risk assessment was completed in January 1995, and the results were used to develop soil cleanup levels for the site. As part of the site remediation, a permanent engineered cap was required. In 1996, the Applicant applied for Waste Discharge Requirements (WDR) for the site to remediate metals- and organics- containing soil. WDR Order No. 96-020, for soil remediation activities and groundwater monitoring, authorized on-site fixation and containment of fixated soil, however, all impacted soil was excavated and removed. Remediation and monitoring of the UST release and associated free product plume is separate from the WDR under LARWQCB oversight. From 1999 to 2002, soils with constituents above cleanup levels were excavated, and confirmation sampling was completed. Approximately 80,000 cubic yards of soil were excavated and transported off site for legal disposal. Once an area met established cleanup levels, it was backfilled, graded, and capped with concrete. Based on the change in the remediation program from fixation/burial to excavation/export, a request was made to rescind the WDR because no fixated soil remained at the proposed Project site.

Based on the analytical results documenting the acceptance criteria at each location, a document titled “Formal Request for Clean Closure Approval and Termination of LARWQCB Order No. 96-020 (File No. 90-47) Monitoring and Reporting Program No. 7656” was submitted to the LARWQCB on June 26, 2003. Following correspondence with the LARWQCB and meetings both on and off site, the WDR was rescinded by the LARWQCB on May 7, 2012, and wells associated with the WDR were removed from the current monitoring well-sampling program.

The Applicant is continuing with a modified groundwater monitoring program in order to monitor the free product plume on site. Since the WDR was rescinded, groundwater monitoring has focused on VOCs and total petroleum hydrocarbons in the gasoline, diesel, and motor oil ranges. The current groundwater monitoring program began in June 2012.

Following the release of diesel fuel in 1988, a program was initiated to delineate and determine the extent of free product. The plume volume was estimated to range between 2,900 and 5,100 gallons of product covering approximately 13,500 square feet. Quarterly progress reports were subsequently prepared documenting the progress of the free product removal results. The free product recovery system was improved in 2012, and by 2013 the estimated recovery volume was approximately 144 gallons. In 2015, as requested by LARWQCB, a conceptual site model was prepared to estimate the light non-aqueous phase liquid (LNAPL) profile across the site. The estimated remaining volume of free product was 1,994 gallons covering approximately 9,000 square feet. Remaining recovery efforts utilize passive bailers. The characteristics and quantity of the minimal remaining product removed are recorded on a weekly basis.

Fifteen monitoring wells are gauged and tested biennially for pH, temperature, electrical conductance, dissolved oxygen, oxidation-reduction potential, salinity and turbidity. Water samples from five wells of the fifteen are tested for total petroleum hydrocarbons and VOCs. The most recent report, dated June 17, 2020, showed that total petroleum hydrocarbons diesel range (TPH-d) concentrations are fluctuating over time and are near the laboratory method detection limit. The presence of free floating motor oil in the one monitoring well was investigated by HNP and determined to be the result of sabotage.

In addition to producing ferrous and non-ferrous metal products, the shredding process produces a metal shredder residue (MSR) containing nonmetallic constituents such as wood, plastic, rubber, glass and fibers. MSR contains a small amount of residual metal (less than one percent by weight). The MSR is treated prior to being transported to and disposed of at a permitted site. As noted in Section 2.3.3, Regulatory Agency Permits, the site is an f-listed facility, which means the MSR, once treated, can be considered nonhazardous under CCR Title 22 Section 66260 200 subdivision (f). RTO air filtration media and filters are used in the shredder at different stages. The media and filters are periodically replaced with new ones; the used filters/media are managed as hazardous waste. Hazardous waste generated by maintenance and repair activities is properly managed in accordance with state and federal law. The amount of waste generated varies based on the annual production of the site.

Would the project:

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

   Potentially Significant Impact. The proposed Project would not include any new construction or expand processing capacity of the Approved Project. The proposed Project would not result in physical changes to the proposed Project site nor increase the maintenance of site equipment, including painting, welding of structures or equipment, and repair and servicing of process equipment and vehicles. Although proposed Project activities and throughput would not change from what was analyzed in the 1996 Certified EIR, the routine transport, use, and disposal of hazardous materials would need to be analyzed under recent regulations. Additional analysis will also be conducted to determine if any new significant or cumulatively considerable impacts could occur due to proposed Project operations. The analysis will also consider whether the proposed Project would result in a substantial increase in the severity of the previously identified significant effects in the 1996 Certified EIR, among other factors, as required by CEQA Guidelines Section 15162. As such, this issue will be evaluated further in the SEIR.

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?*

   Potentially Significant Impact. In 2007, the Air Pollution Control System (APCS) suction hoods were placed directly on top of the Under Mill Oscillator (UMO) and directly connected to the shredder mill hood. The goal of this design was to capture as much of the exhaust as possible, but this also allowed sparks generated by the shredded metal to ignite the fumes inside the APCS ducting. As a result, an explosion occurred in the shredder in 2007.

   This design flaw was corrected by enclosing the shredder structure with siding panels and moving the suction points to the top of the building, 55 feet above the UMO. This improved design allowed SA Recycling to capture all the exhaust generated by the shredder while preventing sparks generated from shredded metal to reach the APCS system. The current APCS is equipped with high speed abort gates and sensors that prevent an explosion from reaching and damaging critical components of the filtration system.

The proposed Project would not include any new construction nor expand processing capacity of the Approved Project. The proposed Project would not result in physical changes to the proposed Project site nor increase the maintenance of site equipment, including painting, welding of structures or equipment, and repair and servicing of process equipment and vehicles. However, as mentioned above, although the proposed Project activities and throughput would not change from what was analyzed in the 1996 Certified EIR, the routine transport, use or disposal of some hazardous materials could cause potential upset conditions that need to be further analyzed. Therefore, to adequately assess impacts, additional analysis will be conducted to determine if any new significant or cumulatively considerable impacts to the public could occur through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment due to proposed Project operations. The analysis will also consider whether the proposed Project would result in a substantial increase in the severity of the previously identified significant effects in the 1996 Certified EIR, among other factors, as required by CEQA Guidelines Section 15162. Therefore, this issue will be evaluated further in the SEIR.

c. *Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant Impact. No schools are within a quarter mile of the proposed Project site. The Certified EIR identified nine schools within a 3-mile radius. The nearest school is the George De La Torre Junior Elementary School, over 1.3 miles to the north-northwest. The proposed Project does not include any new construction, nor does it expand the processing capacity of the Approved Project. Therefore, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. A less than significant impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

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?*

Potentially Significant Impact. As with the Approved Project, the proposed Project site is currently undergoing groundwater monitoring and remediation. The proposed Project is also continuing with the ongoing free product recovery and groundwater monitoring and reporting actions. Although the proposed Project activities and throughput would not change from what was analyzed in the 1996 Certified EIR, this issue will be evaluated further in the SEIR.

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

No Impact. The proposed Project is not in an airport land use plan area or within 2 miles

of a public airport or public use airport. The closest airport, Torrance Municipal Airport – Zamperini Field, is approximately 5.2 miles to the northwest of the proposed Project site. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The 1996 Certified EIR determined that construction of the Approved Project would result in the disruption of emergency response during construction of the railroad spur to the Project site and provided three mitigation measures. The railroad spur to the Project site has been constructed and no additional construction is proposed under the proposed Project.

California Code of Regulations, Title 19, Section 2443 requires compliance with the Standardized Emergency Management System (SEMS) to "be documented in the areas of planning, training, exercise, and performance." POLA and the City of Los Angeles Emergency Management Division manage emergencies. Compliance with the SEMS has been documented by the Port for managing response to multiagency and multijurisdictional emergencies and to facilitate communications and coordination among all levels of the system and among all responding agencies. The Port of Los Angeles also follows the National Incident Management System (NIMS), a comprehensive system that improves local response operations using the Incident Command System (ICS) and the application of standardized procedures and preparedness measures. It promotes development of cross-jurisdictional, statewide, and interstate regional mechanisms for coordinating response and obtaining assistance during a large-scale or complex incident. NIMS incorporates incident management best practices developed and proven by thousands of responders and authorities across America. These practices, coupled with consistency and national standardization, are carried forward throughout all incident management processes, exercises, qualification and certification, communications interoperability, doctrinal changes, training, and publications, public affairs, equipping, evaluating, and incident management.

The proposed Project would not interfere with the above referenced emergency response plans and does not propose any new construction. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and a less than significant impact would occur. In addition, no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. Therefore, this issue will not be addressed further in the SEIR.

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

No Impact. A wildland fire hazard area is typically characterized by areas with limited

access, rugged terrain, limited water supply, and combustible vegetation. The proposed Project site is in an urban, built-up area that is zoned for heavy industrial. The proposed Project site is in a fully developed portion of Terminal Island; therefore, there are no wildlands within or adjacent to the proposed Project site. Furthermore, the proposed Project area is not in a Fire Hazard Severity Zone (CAL FIRE 2020). There would be no impact for wildland fire risks due to implementation of the proposed Project, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

4.10 Hydrology and Water Quality

4.10.1 Summary of Impacts Identified in the Certified EIR

Hydrology and water quality were evaluated between two chapters in the Certified EIR: Chapter 3.2, *Soil and Groundwater*, and Chapter 3.4, *Hydrology, Water Quality, and Oceanography*.

Soil and Groundwater

The depth of groundwater at the proposed Project site was found to be between 6 and 12 feet below ground surface and is not potable. Weathered diesel fuel was identified beneath a gasoline storage and dispensing area and an adjacent warehouse building at the proposed Project site. This free phase product resulted from a leak in an underground diesel pipeline. A recovery system was installed in March 1991 to initiate recovery of the diesel fuel under the oversight of the LARWQCB. The Certified EIR determined that the potential for significant migration of the diesel fuel and any dissolved constituents by advection was small.

Groundwater investigations during the preparation of the Certified EIR determined that groundwater on site was not significantly impacted by operations on the proposed Project site other than the diesel leak. Although there is a free product plume underneath the site, groundwater monitoring and free product recovery continues to occur, and free product continues to be recovered.
No free product was observed on the groundwater except in areas of the gasoline underground storage tanks and dispensing island. Minor organics were found in the groundwater, but the concentrations were not considered a threat to the environment and metals were found only in minor concentrations.

The Certified EIR determined that construction activities associated with the Approved Project and site improvements, such as stormwater collection and treatment facilities, pavement of the entire surface, and remediation activities, would be considered minor in scope. The Certified EIR found that implementation of the Approved Project would reduce the potential for impacts to soil and groundwater during site operation to a level of insignificance, since site improvements included replacement of underground fuel storage tanks with aboveground tanks, pavement of the entire site surface, and implementation of a stormwater collection and treatment system. The continued operation of the Approved Project site would not impact water supplies.

The operation of the Approved Project also included the ongoing recovery of the diesel free product under oversight of the LARWQCB, which has had a positive impact on soil and groundwater quality. An objective of the Approved Project was to remediate soil and groundwater contamination at the Approved Project site to current acceptable regulatory levels.

The Approved Project was found to not result in any unavoidable adverse impacts, and cumulative impacts to soil and groundwater would also be beneficial. No mitigation measures were proposed.

Hydrology, Water Quality, and Oceanography

The Certified EIR states that flooding is a minimal threat to the Approved Project, and the Approved Project would not alter the 100-year floodwater flow. Possible sources of contaminants from the Approved Project included scrap metal falling into the harbor waters during ship loading, runoff from the site, and dust from storage piles, site operations, or generated from loading operations. A SWPPP and monitoring program were in effect on site for the management of stormwater runoff and included a number of pollution prevention measures. The Certified EIR described improvements of the Approved Project as minor in scope.

Measures to comply with the LARWQCB storm water permit for construction activities would prevent erosion from remediation and construction activities. Remediation and construction activities were not expected to significantly alter runoff rates. Construction of the Approved Project could increase levels of contaminants and turbidity and result in release of soil and other contaminants into harbor waters. The SWPPP would reduce impacts of contaminated stormwater runoff from the Approved Project site and ensure that construction impacts of the Approved Project were less than significant. Additionally, minor maintenance dredging during construction was found to be short term and not significant. The Certified EIR found that the deepening of the water depth at Berths 210 and 211 by 2 feet would be insignificant.

During operation, the improvements to the stormwater control system on site as part of the Approved Project would improve on-site drainage and help reduce the area of temporary flooding during storm events.

Implementation of the Approved Project was found to eliminate or reduce the potential for contamination during operation of the Approved Project, including complete soil remediation, complete paving of the Approved Project site, implementation of the SWPPP, and operation of three stormwater retention basins and treatment site.

Impacts related to the operation of the Approved Project were determined to be less than significant. Additionally, no cumulative impacts to hydrology, water quality, or oceanography of the harbor area would result from the implementation of the Approved Project. No mitigation measures were proposed related to hydrology, water quality, and oceanography.

Tsunamis and Seiches

The potential for tsunamis was evaluated in Chapter 3.1, Geology. The Certified EIR found that due to the Approved Project site's location and elevation (7 to 13 feet above mean sea level), and to the distance between the site and the tectonic environment required to produce tsunamigenic earthquakes, these types of seismic hazards were determined to be insignificant at the Project site.

4.10.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Would the project: a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	X			
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: 1. Result in substantial erosion or siltation on or off site;			X	
2. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site;				X
3. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X
4. Impede or redirect flood flows?			X	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	X			
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion

Would the project:

a. *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

Potentially Significant Impact. The remediation of the diesel contamination under the oversight of LARWQCB and discussed in the Certified EIR is an ongoing activity at the proposed Project site and would continue under the proposed Project. The proposed Project would further continue to implement the current SWPPP. The proposed Project involves an amendment to the existing permit to allow for the existing scrap metal recycling site to operate for an additional 10 years, and does not include any new construction or uses that would impact water or groundwater quality. However, impacts related to water quality standards, waste discharge requirements, and the potential presence of emerging chemicals (i.e., PFAS) have the potential to result in significant impacts. For instance, any needed cleanup of the proposed Project site in the event of site

inundation would have the potential to degrade surface waters and could potentially cause significant environmental impacts as a result of the accidental release, spill, or explosion of hazardous materials. Therefore, to adequately assess impacts, additional analysis will be conducted to determine if any new significant or cumulatively considerable impacts could occur due to proposed Project operations. The analysis will also consider whether the proposed Project would result in a substantial increase in the severity of the previously identified significant effects in the 1996 Certified EIR, among other factors, as required by CEQA Guidelines Section 15162. This issue will be further evaluated in the SEIR.

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

Less-than-Significant Impact. Neither the proposed Project nor the proposed Project site draw on groundwater. The Approved Project included a number of site improvements, including the paving of the site, eliminating any possible impact on groundwater. The proposed Project involves an amendment to the existing permit to allow for the continued use of the scrap metal recycling site for an additional 10 years and would not include any new construction or new uses that may impact groundwater supplies or interfere with groundwater recharge. Therefore, the proposed Project would not decrease groundwater supplies or interfere with groundwater recharge. Consistent with the Certified EIR, a less than significant impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. Therefore, this issue will not be addressed further in the SEIR.

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

1. Result in substantial erosion or siltation on or off site?

Less Than Significant Impact. The proposed Project would not include any new construction or uses on site that may alter the existing drainage pattern of the site. The proposed Project would not alter the course of a stream or river. It would continue to implement with the current SWPPP. Therefore, implementation of the proposed Project would not alter existing drainage pattern of the site nor of the proposed Project area. Consistent with the Certified EIR, a less than significant impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

2. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?

No Impact. The proposed Project would not modify the site's existing drainage patterns conditions. Similar to existing conditions, the proposed Project site would remain predominantly paved. The landscaped area near the office building would minimize

stormwater runoff rates and volume and would treat stormwater runoff through biological uptake. Stormwater runoff at the site would comply with applicable requirements under the existing SWPPP. No impacts related to alteration of drainage patterns, resulting in flooding, would occur. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

3. *Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

No Impact. The proposed Project would not modify the site's existing drainage patterns conditions. Similar to existing conditions, the proposed Project site would remain predominantly paved. The landscaped area near the office building would minimize stormwater runoff rates and volume and would treat stormwater runoff through biological uptake. Stormwater runoff at the site would comply with applicable requirements under the existing SWPPP. The proposed Project would not exceed the capacity of the existing stormwater drainage systems on site or provide substantial additional sources of polluted runoff. No impacts would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

4. *Impede or redirect flood flows?*

Less Than Significant Impact. Flooding hazard at the proposed Project site was determined to be minimal and insignificant. The proposed Project would not alter the 100-year floodwater flow. The proposed Project would not include any changes that would affect flooding hazards. Therefore, a less than impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

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

Potentially Significant Impact. According to Federal Emergency Management Agency's (FEMA's) Flood Hazard Map FM06037C1944G, the proposed Project site is located outside Zone AE which is identified as Special Flood Hazard Area subject to inundation by the one percent annual chance flood, also known as the base flood, which has a one percent chance of being equaled or exceeded in any given year (FEMA 2008). Seiches and Tsunamis are seismically induced water waves that could occur in the harbor as a result of earthquakes. The proposed Project would not increase operations at the proposed Project site and does not involve the construction of habitable structures. In addition, the proposed Project would be required to adhere to all Homeland Security, Port Police, and LAFD emergency response and evacuation regulations, ensuring compliance with existing emergency response plans. Therefore, implementation of the proposed Project would not interfere with an existing emergency

response or evacuation plan or increase the risk of injury or death, and impacts would be less than significant. A Port Complex model that assessed tsunami and seiche scenarios determined as unlikely the potential for these events; therefore, the potential for spilled hazardous materials from the proposed Project site during a tsunami or seiche is expected to be relatively low. However, any needed cleanup of the proposed Project site in the event of site inundation would have the potential to cause significant environmental impacts and may result in a substantially increased public health and safety concerns as a result of the accidental release, spill, or explosion of hazardous materials due to a tsunami or seiche. To adequately assess impacts, additional analysis will be conducted to determine if any new significant or cumulatively considerable impacts to the public could occur due to proposed Project operations. The analysis will also consider whether the proposed Project would result in a substantial increase in the severity of the previously identified significant effects in the 1996 Certified EIR, among other factors, as required by CEQA Guidelines Section 15162. Therefore, this issue will be further evaluated and addressed in the SEIR.

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

No Impact. Responsibility for the protection of surface water and groundwater quality in California rests with the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCB). Regional-specific water quality regulations are contained in Water Quality Control Plans that recognize regional beneficial uses, water quality characteristics and water quality problems. The proposed Project area is not located in an area designated for a water quality control plan or sustainable groundwater management plan. Therefore, the proposed Project would not interfere with any water quality or groundwater management plan. In addition, no change would occur to the existing storm drain system, and the proposed Project would continue to comply with the BMPs in the existing SWPPP. No impacts would occur, and this impact will not be evaluated further in the EIR.

4.11 Land Use and Planning

4.11.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR did not evaluate the land use and planning topic.

4.11.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Would the project: a. Physically divide an established community?				X
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Discussion

Would the project:

a. *Physically divide an established community?*

No Impact. The proposed Project includes an amendment to an existing permit that will allow the existing use to operate for an additional 10 years. The proposed Project does not include any new construction. The proposed Project site also does not include any established communities. Therefore, the proposed Project would not physically divide an established community, and no impact would occur. No significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. As such, this issue will not be addressed further in the SEIR.

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

No Impact. The proposed Project site is zoned qualified heavy industrial (Heavy Industrial with Height District 1 ([Q]M3-1) and has a General Plan Land Use designation of General/Bulk Cargo (Non-Hazardous Industrial and Commercial) (Los Angeles 2020). Height District 1 does not provide a height limit for manufacturing designations but restricts floor area ratio (FAR) of 1.5 to 1.

The PMP guides future development and expansion of the Port of Los Angeles (Los Angeles 2018). The proposed Project site and the surrounding uses are in Planning Area 3, Terminal Island (Los Angeles 2018) of the PMP. Planning Area 3, the largest planning area, consists of all of Terminal Island with the exception of Fish Harbor and contains six of the Port's nine container terminals. The PMP designates the proposed Project site "Mixed Land Use: [B210-B211] Container/Dry Bulk."

The proposed Project site currently operates as a scrap metal recycling site. Prior to SA Recycling taking over operations at the proposed Project site, the Hugo Neu-Proler Company and then Sims Metal Management operated a scrap metal recycling site at the proposed Project site since the early 1960s.

The proposed Project includes an amendment to Permit No. 750 to allow for the continuation of the scrap metal operation at the proposed Project site. The scrap metal site is currently operating under Permit No. 750 as it was analyzed in the Certified EIR. The proposed Project would be consistent with the existing zoning and land use designation on the proposed Project site. No new construction or expansion of the existing proposed Project site nor processing capacity is proposed. The proposed Project would also not conflict with any land use plan, policy or regulation for the proposed Project site. As such, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will be not be addressed further in the SEIR.

4.12 Mineral Resources

4.12.1 Summary of Impacts Identified in the Certified EIR

The proposed Project site is on a man-made fill area consisting of dredge sediments from Los Angeles Harbor. The proposed Project site is not used for oil production, only industrial scrap metal operations. The Certified EIR did not evaluate the loss of availability of mineral resources.

4.12.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
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

Discussion

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 site is currently used as a scrap metal recycling site. Prior to SA Recycling taking over operations, Hugo Neu-Proler Company and then Sims Metal Management operated the scrap metal recycling site beginning in the early 1960s. The proposed Project site is not used for mineral extraction. Additionally, the proposed Project site is not in a mineral resource zone 2 (MRZ-2), which designates areas where significant mineral deposits are present or where it is judged that a high likelihood exists for their presence (Miller 1994; Kohler 2010). The California Department of Conservation's Well Finder map identifies plugged oil and gas wells on the northwestern corner and southwestern corner of the proposed Project site (DOC 2020b). The proposed Project would not include new construction or changes to Approved Project operations. Therefore, the proposed Project would not result in the loss of availability of known mineral resources that would be a value to the region or state. No impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

a. 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. The proposed Project site is not currently used as a mineral resource recovery site. The City of Los Angeles Conservation Element does not identify it as being within an oil drilling district, state designated oil field, or in an MRZ-2 zone (City of Los Angeles 2001). The proposed Project would not include new construction or changes to Approved Project operations. Therefore, the proposed Project would not result in the loss of availability of locally important mineral resources delineated on a local general plan, specific plan, or other land use plan. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

4.13 Noise and Vibration

4.13.1 Summary of Impacts Identified in the Certified EIR

Section 3.7, *Noise*, of the Certified EIR determined that the construction of Approved Project would not produce a noise impact at off-site receptors. Operation of the Approved Project would result in processing noise and ship-loading noise. Processing activities included receiving, sorting, shredding, shearing, and stockpiling scrap metal.

The Certified EIR determined that changes to operation caused by the Approved Project—including the increase in processing from 950,000 to up to 1,300,000 tons per year of scrap metal, reintroducing rail service, and ship loading—would result in a slight increase in noise (about 1.4 decibels (dBA)) that would not be considered significant because it would be below the 3 dBA threshold. The Approved Project included two project features to reduce operational noise: the construction of a barrier and the application of a damping material on the deflection plate. These features would further reduce maximum noise levels at nearby receptors. The Approved Project would increase truck and rail cars trips. The Certified EIR determined that the additional truck trips would be insignificant and would result in no increase over existing average noise levels along streets serving the Project site. The Approved Project's addition of rail cars was further found to represent an insignificant increase in rail traffic past residential areas. No new receptors would be impacted, and receptors currently subject to rail noise would not be able to detect any difference in the level of rail-generated noise. Noise impacts along the existing rail lines were therefore determined to be less than significant.

Additionally, the potential impact from vibration caused by the addition of the Approved Project's rail cars was found to be less than significant. With regard to cumulative impacts, the Certified EIR determined that given the industrialized nature of the Approved Project site and vicinity, the anticipated cumulative increase would not be significant. No mitigation measures were proposed.

4.13.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Would the project: a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?			X	
b. Generate excessive groundborne vibration or groundborne noise levels?			X	
c. Be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?				X

Discussion

Would the project:

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

Less-than-Significant Impact. The proposed Project includes an amendment to an existing permit to allow the existing use to continue for an additional 10 years. It does not propose any new construction or changes to the approved operations at the proposed Project site. Therefore, the proposed Project would not result in any new construction or operational noise sources that could increase ambient noise levels. Furthermore, additional noise dampening features have been added that have reduced noise levels on site and at the nearest receptors.

Noise dampening in the shredder and non-ferrous plant is aided by structural walls and metal siding. Additionally, various transition points in the conveyor belt system are equipped with rubber panels to absorb impacts and dampen noise. Noise impacts have been significantly reduced since the analysis in the Certified EIR. Consistent with the Certified EIR, a less than significant impact would occur and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. Therefore, this issue will not be evaluated in the SEIR.

b. *Generate excessive groundborne vibration or groundborne noise levels?*

Less-than-Significant Impact. The proposed Project would not include any new construction or operations that could generate excessive groundborne vibration or noise levels. In addition, the proposed Project site is over 1,000 feet from the nearest residential buildings. Consistent with the Certified EIR, a less than significant impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. this issue will not be addressed further in the SEIR.

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

No Impact. The proposed Project site is not within a 2-mile radius of any airport. The closest airport, Torrance Municipal Airport – Zamperini Field, is approximately 5.2 miles from the proposed Project site. Additionally, the proposed Project site is not in the vicinity of a private airstrip. As a result, the proposed Project would not expose people residing or working in the proposed Project area to excessive noise related to airports or private airstrips. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

4.14 Population and Housing

4.14.1 Summary of Impacts Identified in the Certified EIR

The Certified EIR determined that the Approved Project was not expected to result in any marked change in the population of the region or increase the need for or affect area housing. The Approved Project site is in an area zoned for heavy industry (M3) with no residential housing at the site or in the vicinity of the site. The Approved Project would not change the population or housing patterns of the area. The Approved Project would not result in any significant adverse impacts on population and housing, and no mitigation measures were required.

4.14.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Would the project: a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X	
b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

Discussion

Would the project:

a. *Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

Less Than Significant Impact. The proposed Project would not include any new construction and would not expand processing capacity beyond what was previously approved under the Approved Project. Therefore, the proposed Project would not generate the need for new employees, which could contribute to population growth in the area. Additionally, since the proposed Project would not include any construction, it would not extend roads or construct new infrastructure. Therefore, the proposed Project would not directly or indirectly induce population growth, and consistent with the Certified EIR, a less than significant impact would occur. No significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project, and this issue will not be addressed further in the SEIR.

b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The proposed Project site is developed with a scrap metal recycling site, and no existing homes or residential units exist on the proposed Project site. The proposed Project would not displace existing persons or housing. Consistent with the Certified EIR, impacts would be less than significant, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed in the SEIR.

4.15 Public Services

4.15.1 Summary of Impacts Identified in the Certified EIR

Potential impacts related to public services were discussed in Section 3.9, *Public Services*, of the Certified EIR. The City of Los Angeles Fire Department (LAFD) provides fire protection services for the Port of Los Angeles. The Los Angeles Police Department (LAPD) and the Port of Los Angeles Port Police serve the Approved Project site. The Approved Project would meet fire codes and LAFD requirements. The Approved Project would not increase fire hazard on the Approved Project site. The Approved Project site has secured land access consisting of gated entrances and fences and is monitored by a security guard. The Certified EIR stated that the Approved Project would not be expected to impact schools, parks, hospitals, or other government services. No significant impacts were identified, and no mitigation measures were proposed.

4.15.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Would the Project: a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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: 1. Fire protection?			X	
2. Police protection?			X	
3. Schools?				X
4. Parks?				X
5. Other public facilities?				X

Discussion

Would the project:

c. *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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:*

1. Fire protection?

Less Than Significant Impact. LAFD currently provides fire protection and emergency

services to the proposed Project site and surrounding area. LAFD facilities in the Port include land-based fire stations and fireboat companies. The nearest station with direct fireboat access is Fire Station No. 112 in the Main Channel, about 2 miles west of the proposed Project site. The approximate travel distance to the proposed Project site is about 2.5 miles. The closest station with land access is Fire Station No. 24, which is located approximately 2,500 feet to the east of the site at 111 Pier S. Avenue. The approximate travel distance to the proposed Project site is approximately 0.5 mile. This station is on Terminal Island is equipped with a single engine company, an assessment engine, a rescue ambulance, and a rehab air tender. This station would provide fire service by land.

The proposed Project does not propose any new construction and would not change or expand the processing capacity of the scrap metal processing site on site. Additionally, significant improvements have been made to the on-site fire suppression systems since the completion of the Certified EIR. Furthermore, the proposed Project's operation would occur within the proposed Project site and harbor and would not affect service ratios, response times, or other performance objectives of LAFD. Furthermore, the proposed Project would not warrant construction or additional fire department facilities. Therefore, the proposed Project would not generate an additional fire protection need or a new demand for fire protection facilities, and consistent with the Certified EIR, a less than significant impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be further addressed in the SEIR.

2. Police protection?

Less Than Significant Impact. The City of Los Angeles Police Department (LAPD) and Port Police provide police services at the Port, with the latter being the primary law enforcement agency within the Port. Specifically, Port Police officers are responsible for patrol and surveillance within the Port's boundaries, including Port-owned properties in the communities of Wilmington, San Pedro, and Harbor City. Port Police officers maintain 24-hour land and water patrols and enforce federal, state, and local public safety statutes, Port tariff regulations, and environmental and maritime safety regulations. The Port Police headquarters is at 330 South Centre Street in San Pedro.

Although Port Police are the first responders in an emergency, LAPD is also responsible for police services in the proposed Project vicinity because the Port is part of the city of Los Angeles. The LAPD Harbor Division is at 2175 John S. Gibson Boulevard in San Pedro, which is approximately 2.1 miles west of the proposed Project site. The Harbor Division is responsible for patrols throughout San Pedro, Harbor City, and Wilmington.

The proposed Project does not propose any new construction and would not change nor expand the processing capacity of the scrap metal processing site on site. Therefore, the proposed Project would not generate an additional police protection need or new demand for police facilities. The proposed Project would also be the same distance from service providers as the existing facilities and, therefore, would not increase emergency

response times. It would not alter terminal activities, increase long-term employment, or result in indirect growth such that additional police protection would be necessary. Therefore, consistent with the Certified EIR, impacts would be less than significant, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

3. Schools?

No Impact. No residential uses are associated with the proposed Project, and operation of the proposed Project would not affect school enrollment. George de la Torre Junior Elementary School is located approximately 1.3 miles to the north north-west of the proposed Project site. However, the proposed Project does not propose any new construction nor expand the processing capacity of the scrap metal processing site on site. Therefore, the proposed Project would not result in new employees and would not generate a demand for new school facilities, and no impact would occur. In addition, no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be further addressed in the SEIR.

4. Parks?

No Impact. The proposed Project does not propose any new construction and would not change or expand the processing capacity of the scrap metal processing site on site. Therefore, no impacts on current parks are expected and the proposed Project would not create a need for any new parks. the proposed Project would not result in new employees and potentially generate a new demand on parks. Consequently, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be further addressed in the SEIR.

5. Other public facilities?

No Impact. Similar to the discussion above, the proposed Project would not include new construction or any changes or expansion to the scrap metal recycling site on site. Therefore, the proposed Project would not generate a new demand on other public services, including but not limited to libraries and hospitals. No significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be further addressed in the SEIR.

4.16 Recreation

4.16.1 Summary of Impacts Identified in the Certified EIR

Potential impacts related to recreation were discussed in Section 3.12, *Recreation*, of the Certified EIR. There are no recreational facilities near the proposed Project site because the area is primarily devoted to industrial uses, including commercial shipping; liquid, dry bulk, and general cargo handling; heavy industrial uses; and institutional commercial activities. The Certified EIR determined that the operation and maintenance of the Approved Project would not have any direct effect on recreational uses within the Port. The Approved Project would not affect recreational boating use within the harbor. No mitigation measures were proposed.

4.16.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
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?			X	
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

Discussion

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?*

Less Than Significant Impact. No parks exist on Terminal Island . Wilmington Waterfront Park is the closest park to the proposed Project site and is approximately 1.2 miles northwest of the proposed Project site. On Terminal Island, the closest open space is Reeves Field, about 0.4 mile south of the proposed Project site. The proposed Project would not result in any new construction nor expand existing uses on site. The proposed Project would not generate new employees that could use area parks and vessel trips to and from the proposed Project site. Therefore, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Consistent with the Certified EIR, a less-than-significant impact would occur and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be further addressed in the SEIR.

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The proposed Project involves an amendment to an existing permit that will allow for an existing scrap metal recycling site to continue operation for an additional 10 years. The site does not include any recreational facilities. The proposed Project would not include new construction nor expand operations at the proposed Project site that could generate new employees. Thus, the proposed Project would not generate any new residential development that would require construction or expansion of recreational facilities. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

4.17 Transportation

4.17.1 Summary of Impacts Identified in the Certified EIR

Section 3.6, *Transportation and Circulation*, of the Certified EIR determined that the Approved Project would generate a total of 954 average daily trips, 162 AM peak hour trips, and 16 PM peak hour trips. The Certified EIR determined that the Approved Project would not result in significant impacts to roadway links in the study area. The Certified EIR determined that the Approved Project would not have any impact on-site access, and the EIR determined that there was no long-term on-site parking demand for trucks, and there would not be any significant impacts to on-site traffic circulation. Additionally, the Approved Project was found to add fewer than 50 trips during the peak hours and was therefore found to be consistent with the Los Angeles County Congestion Management Program (CMP) and with regional plans.

The Approved Project was found to generate an additional demand for rail-car movements on the tracks that provide access to Terminal Island. The Approved Project would generate a demand for 13 rail car movements on an average day. This rail activity was found to have a less than significant impact on rail operations, since the addition of 14 to 26 cars per day would be negligible compared to the level of rail activity on tracks serving the Port area and the capacity of the railroad system. With regard to railroad/roadway at-grade crossings, a typical scenario would result in a traffic blockage duration increase of approximately 7 seconds at each rail crossing. Since 7 seconds of blockage would not likely create an unacceptable increase in delay or queuing, the Approved Project was found to not have a significant rail impact.

Additionally, the Approved Project's new at-grade crossing at the proposed rail spur to the Approved Project site would cross New Dock Street. The Certified EIR determined that the construction of the rail spur would disrupt access to the Approved Project site, and provided three mitigation measures. The Certified EIR determined that the operation of this crossing would result in traffic impacts with the switching movement to transport rail cars in/out of the site; however, such impacts would be less than significant. The Certified EIR determined that the additional rail cars associated with the Approved Project would not result in increased frequency of accidents.

With regards to marine vessel operations, it was determined that the Approved Project would result in 14 additional ship calls per year, for a total of 41 total ships per year. The addition of 14 annual ships was found to be negligible and would not result in any significant impact to marine traffic or safety.

4.17.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Would the Project:				X

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
a Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				
b. Conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?				X
c. Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d. Result in inadequate emergency access?			X	

Discussion

Would the project:

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

No Impact. The Certified EIR determined that the Approved Project was consistent with local and regional plans.

The 2020 Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines state that a project that "generally confirms with and does not obstruct the City's development policies and standards will generally be considered to be consistent" and not in conflict. The 2020 LADOT Transportation Assessment Guidelines include three screening criteria questions to help determine whether a project conflicts with City of Los Angeles circulation system policies. If the answer is "no" to all of the following questions, a "no impact" determination can be made for this threshold (Caltrans 2020).

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

The proposed Project requires approval by the Board of Harbor Commissioners, which is a discretionary action. However, this discretionary action does not require the decision maker to amend any project component to conform to the purpose, intent, or provision of any existing general plan. Therefore, the proposed Project would comply with all required City of Los Angeles circulation system policies and does not deviate from any general plan.

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

The proposed Project would not alter existing transportation routes or options, nor would it affect public safety. The proposed Project would not require any modifications or closures to the public right-of-way, and no in-street construction activities would occur.

There are roadway modification projects that are planned for completion prior to commencement of the operations associated with the proposed Project. Based on preliminary design and schedule, LAHD does not foresee these roadway projects conflicting with the proposed Project. Further, the development and operation of the proposed projects would not prevent street closures that result from the construction of other projects. The proposed Project would not include any changes to the operation at the proposed Project site. It would not generate new vehicle, marine vessel, or rail trips since it would not expand or alter operations at the proposed Project site beyond what was previously evaluated and approved under the Certified EIR. Thus, the proposed Project would not conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.

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

The proposed Project does not include any modifications to existing roadways that support current of future bike lanes or bus stops and is not required to make any voluntary or required modifications to the public right-of-way. The proposed Project would not include dedications or physical modifications to the public right-of-way, nor is it required. The proposed Project also does not include any in-street construction activities.

Accordingly, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No impacts would occur beyond what was analyzed in the Certified EIR, and no impact would occur and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. Therefore, this issue will not be evaluated further in the SEIR.

b. Conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact. The proposed Project includes an amendment to an existing permit that will allow for the extension of the existing use of the proposed Project site for 10 years. No expanded operations or new construction is proposed that could lead to additional vehicle trips. Current volumes do not exceed those discussed in the Certified EIR. Therefore, implementation of the proposed Project would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b). Therefore, no impacts would occur and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be evaluated further in the SEIR.

c. Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed Project site currently operates as a scrap metal recycling site, and the proposed Project would amend the existing permit to allow this use to continue for an additional 10 years. The proposed Project does not include any new construction or changes to the operation of the scrap metal recycling site. The Certified EIR determined

that the Approved Project would not generate safety concerns related to increased marine vessel activity nor result in increased accident frequency due to the at-grade crossing. Since the proposed Project would not include any physical changes to the Approved Project, the proposed Project would not have the potential to result in new hazards due to geometric design features or incompatible uses. The proposed Project does not involve or require any changes to the geometric design of any streets within the proposed Project area. In addition, no in-water work is proposed or required as part the proposed Project that would alter marine transportation operations. The proposed Project would not increase ground or marine transportation hazards, and consistent with the Certified EIR, a less than significant impact would occur. No significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. Therefore, this issue will not be addressed further in the SEIR.

d. Result in inadequate emergency access?

Less-than-Significant Impact. The Certified EIR determined that construction of the railroad spur to the proposed Project site would disrupt access to the proposed Project site during construction. The Certified EIR determined that the operation of the Approved Project would have adequate site access and would not result in significant transportation impacts relating at vehicles, rail, and marine vessels. Emergency access to the site would be provided via existing driveways and on roads leading to the proposed Project site. As discussed above, the Port of Los Angeles and the City of Los Angeles Emergency Management Division manage emergencies. Compliance with the SEMS has been documented by the Port for managing response to multiagency and multijurisdictional emergencies and to facilitate communications and coordination among all levels of the system and among all responding agencies. The Port of Los Angeles also follows the NIMS, a comprehensive system that improves local response operations using the ICS and the application of standardized procedures and preparedness measures. It promotes development of cross-jurisdictional, statewide, and interstate regional mechanisms for coordinating response and obtaining assistance during a large-scale or complex incident. NIMS incorporates incident management best practices developed and proven by thousands of responders and authorities across America. These practices, coupled with consistency and national standardization, are carried forward throughout all incident management processes, exercises, qualification and certification, communications interoperability, doctrinal changes, training, and publications, public affairs, equipping, evaluating, and incident management.

The proposed Project will not interfere with these emergency response plans. The proposed Project would not include any new expanded operations at the proposed Project site and does not propose any new construction that could change existing emergency access. The proposed Project would also not impair implementation of or physically interfere these adopted emergency response plan or emergency evacuation plans. Therefore, a less-than-significant impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

4.18 Tribal Cultural Resources

4.18.1 Summary of Impacts Identified in the Certified EIR

Tribal cultural resources were not evaluated in the Certified EIR.

4.18.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or				X
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American tribe.				X

Discussion

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

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

No Impact. The proposed Project site is not listed on the California Register of Historical Resources (OHP 2020). Similar to the discussion for Threshold 4.5(b) regarding archaeological resources, the proposed Project site is underlain by artificial fill from the early 1900s, and therefore the presence of tribal cultural resources on site is unlikely. Additionally, the proposed Project does not include any construction or demolition activities that may affect tribal cultural resources. Therefore, the proposed Project would not have the potential to affect tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources.

LAHD provided notification of the proposed Project (dated November 21, 2019), pursuant to the provisions of AB 52 and PRC Section 21080.3.1(d) to six California Native tribes. No responses were received within the 30-day consultation request period, which ended on December 20, 2019. The proposed Project would not cause a change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in PRC Section 5020.1(k). Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

b. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

No Impact. As discussed above, LAHD sent formal consultation requests (dated November 21, 2019) to six California Native American tribal contacts. No responses were received.

Senate Bill 18 (SB 18) requires tribal consultation when a new General Plan or Specific Plan is proposed or an amendment to a General Plan or Specific Plan is proposed. Since the proposed Project does not include a general plan or specific plan amendment, the proposed Project is not subject to SB 18. No significant new impact or substantial increase in the severity of a previously described impact would occur**.** No tribal cultural resources have been identified in or within a 0.25-mile radius of the proposed Project site. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

4.19 Utilities and Service Systems

4.19.1 Summary of Impacts Identified in the Certified EIR

Potential impacts related to utilities were evaluated in Section 3.11, *Utilities and Waste Management*, of the Certified EIR. The proposed Project site is served by the Los Angeles Department of Water and Power (LADWP). Construction activities were not expected to cause an increase in water use. Most of the scrap metal recycling site's operational water use was related to dust suppression. With the proposed increase in scrap handling capacity under the Approved Project, additional water would be required for dust suppression and other purposes. The Approved Project's increase in water demand of approximately 9,000 gallons per day was considered an insignificant impact.

The Terminal Island Treatment Plant treats wastewater from the proposed Project site. The Certified EIR determined that the Approved Project's increase in sewage discharge would be small and not considered significant. The Los Angeles County Flood Control District operates and maintains the major storm drainage systems in the area around the proposed Project site. The Port of Los Angeles constructs and maintains its own systems. The Approved Project's storm drainage systems would result in an overall improvement in storm drainage; therefore, the Certified EIR determined that the Approved Project impacts on storm drainage would be insignificant.

Solid waste generated during the operation of the site was found to not significantly change from the existing operation at the time. The metal recycling residue from the scrap metal processing use on site, disposed in landfill as nonhazardous waste, would increase from 17,000 tons to approximately 25,000 tons per year. Soil remediation on site generated off-site disposal of up to 80,000 tons of contaminated soil. Landfilling of this soil was not expected to significantly decrease the life of landfills permitted for this material. Operation of the Approved Project had an overall positive benefit for landfill operations and capacity by diverting and recycling large volumes of metals that would otherwise go to landfills. No significant adverse impacts related to solid waste were expected from the Approved Project.

The Approved Project would not require any additional telephone or radio communication services. No impacts on services to other users were expected.

Electric power and natural gas were evaluated in Chapter 3.10, *Energy*, of the Certified EIR. The Approved Project site received electricity from LADWP and natural gas from the Southern California Gas Company (SCG). The Approved Project's increased throughput and installation of new equipment would increase the electrical demand. This increase would be very small compared to LADWP's total power system demand and would not result in a shortfall in electricity-generating capacity. The Approved Project was found to not result in a significant impact to electrical utilities. The Approved Project was further found to require negligible amounts of natural gas beyond its demand at the time. The increase in natural gas use would not have any significant impact on SCG's supply or capacity.

The Certified EIR determined that the Approved Project would not result in any significant adverse impacts to utilities and waste management and energy. No mitigation measures were required.

With regard to cumulative impacts, the Certified EIR determined that the Approved Project would not be considered significant and was not expected to exceed the capacity of utility systems. The related projects and the Approved Project would create additional demand on electricity and natural gas; however, impacts would not be significant because the increase in demand would not exceed the supply or capacity.

4.19.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
Would the project: a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X	
c. 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	
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Discussion

Would the project:

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

Less-than-Significant Impact. The proposed Project would not include any new construction or expansion beyond the Approved Project. Therefore, the proposed Project would not generate a new demand for water, wastewater, stormwater drainage, electricity, natural gas, or telecommunications. The proposed Project would not require or result in the relocation or construction of new or expanded utilities. Therefore, impacts would be

less than significant, and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

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

Less-than-Significant Impact. The Certified EIR determined that the Approved Project would result in a less than significant impact to water supplies. The proposed Project would not generate a new demand for water. Therefore, impacts would be less than significant, and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

c. *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.*

Less-than-Significant Impact. The Certified EIR determined that the Approved Project would result in a less than significant impact to wastewater generation and processing. The proposed Project would not increase wastewater production because it does not propose any new construction of expansion of the Approved Project. Consistent with the Certified EIR, a less than significant impact would occur. Therefore, impacts would be less than significant, and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

d. *Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less-than-Significant Impact. The proposed Project would not include any new construction or expansion of processing capacity beyond the Approved Project. Therefore, the proposed Project would not generate an increase in solid waste or impair the attainment of solid waste reduction goals. The proposed Project would continue to comply with all applicable codes pertaining to solid waste disposal. In addition, operation of the proposed Project would comply with the City of Los Angeles's Green New Deal Sustainable City Plan (City of Los Angeles 2019), which includes a target to reduce municipal solid waste by 15 percent by 2030 and phase out single-use plastics (plastic straws, plastic utensils, plastic take-out containers, and polystyrene) by 2028. Therefore, impacts would be less than significant, and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

a. *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

No Impact. As described under Threshold (d) above, the proposed Project will not

generate solid waste beyond what was analyzed in the Certified EIR since it does not propose new construction nor expansion of the scrap metal recycling site. The Approved Project and proposed Project include the operation of a scrap metal recycling site, which supports local, state, and federal recycling efforts and complies with all applicable local, state, and federal solid waste regulations, including AB 939, the California Solid Waste Management Act, and AB 341, which establish waste stream diversion and recycling goals. Therefore, impacts would be less than significant, and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

4.20 Wildfire

4.20.1 Summary of Impacts Identified in the 1996 Certified EIR

The Certified EIR did not evaluate wildfire impacts.

4.20.2 Impacts Associated with the Proposed Project

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones, would the project: a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?				X
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

If located in or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones, would the project:

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

No Impact. The proposed Project site is not within a State Responsibility Area (SRA) nor a designated Very High Fire Hazard Severity Zone according to the California Department of Forestry and Fire Protection (2011, 2020). The closest Very High Fire Hazard Severity Zone is in Rancho Palos Verdes, approximately 4 miles west of the proposed Project site. The proposed Project site is in a developed industrial area on Terminal Island in the Port of Los Angeles and would not have a substantial risk of wildland fires. The proposed Project also does not include any new construction nor expansion of existing uses on site. As such, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

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

No Impact. The proposed Project site is in an industrial area on Terminal Island in the Port of Los Angeles and is not in or near a fire hazard severity zone. The proposed Project site is within a fully developed portion of the Port, and no wildland areas occur within or adjacent to the proposed Project site. The closest Very High Fire Hazard Severity Zone is in Rancho Palos Verdes, approximately 4 miles west of the proposed Project site. The proposed Project would not exacerbate wildfire risk. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would occur. This issue will not be addressed further in the SEIR.

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

No Impact. As mentioned above, the proposed Project site is not in or near an SRA or Very High Fire Hazard Severity Zone (CAL FIRE 2011, 2020). The proposed Project site would be in an already developed area of Terminal Island in the Port of Los Angeles. The proposed Project does not include any new construction and would not require the installation or maintenance of additional infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities that would exacerbate fire risk or result in temporary or ongoing impacts on the environment. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

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

No Impact. The proposed Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes due to wildfires. As discussed in the analyses above, the proposed Project site is flat and developed and has no significant natural or graded slopes. It is not within a California Geological Survey–designated landslide zone or a Very High Fire Hazard Severity Zone. Additionally, the proposed Project would not change drainage patterns that would increase flood risks. Therefore, no impact would occur, and no significant new impact or substantial increase in the severity of a previously described impact would result from the proposed Project. This issue will not be addressed further in the SEIR.

4.21 Mandatory Findings of Significance

Environmental Issues	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				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			

Discussion

a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

No Impact. As discussed in Section 4.4, Biological Resources, the proposed Project does not have the potential to result in significant impacts to any rare or endangered plant or animal species and will not reduce the habitat for any fish or wildlife species. Also as discussed in Section 4.5, Cultural Resources, the proposed Project does not have the potential to eliminate any important examples of the major periods of California history or prehistory. Therefore, this issue will not be evaluated further in the SEIR.

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.)*

Potentially Significant Impact. The proposed Project, in conjunction with other related projects, has the potential to result in significant cumulative impacts related to air quality, GHG emissions, hazardous materials and hydrology and water quality. Therefore, this issue will be evaluated in the SEIR.

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

Potentially Significant Impact. The proposed Project could result in adverse impacts on human beings, either directly or indirectly, related to air quality, GHG emissions, hazardous materials and hydrology and water quality. Therefore, this issue will be evaluated in the SEIR.

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