

3. Project Description

3.1 INTRODUCTION

Consistent with the requirements of State CEQA Guidelines Section 15124, this section provides a description of the:

- 1) Project's location and boundaries;
- 2) Project's statement of objectives;
- 3) Project's technical, economic, and environmental characteristics; and
- 4) Intended uses of this EIR.

A "Project," as defined by State CEQA Guidelines Section 15378(a), includes the following:

[T]he whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land... enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans.

3.2 PROJECT LOCATION

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

A portion of the Project site is in the western portion of the POLA Master Plan Planning Area 2, which encompasses the West Basin and Wilmington areas. The Project site is not located on land owned by the Harbor Department. The Project site is bounded by I-110 to the north and west, John S. Gibson Boulevard to the east, and existing container terminals, a commercial office building (2001 John S. Gibson Boulevard #1), and the Harbor Community Police Station (2175 John S. Gibson Boulevard) to the south. Facilities near the Project site include Berths 121- 131, which consists of container terminals (POLA, 2019). The local vicinity map and Project aerial are provided in Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial View*, respectively.

The Project site is identified by Assessor's Parcel Numbers (APNs) 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007. Additionally, the Project site is located within the San Pedro USGS 7.5-minute Quadrangle; Township 5 South, Range 13 & 14 W, San Bernardino Baseline and Meridian. The Project site is currently vacant and contains multiple abandoned cell phone towers, as shown on Figure 3-4, *Existing Site Photos*. Additional information about the Project site's location and setting is provided in EIR Section 4, *Environmental Setting*.

3.3 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires "A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project."

The Proposed Project site plan has been designed to meet a series of Project-specific objectives to aid decisionmakers in their review of the Proposed Project and its associated potential environmental impacts. The Project objectives are designed to ensure the Project provides a quality development. The Project objectives have been refined throughout the planning and design process for the Proposed Project, and are listed below:

- Increase the efficiency of goods movement in the POLA by providing off-terminal maritime support to help meet the demands of current and anticipated containerized cargo from the various San Pedro Bay port marine terminals;
- Provide a facility that will increase the efficiency of terminal operations by providing storage and staging of trucks and chassis in the POLA;
- Provide a facility that alleviates truck traffic congestion and illegal parking in the area by providing truck and chassis parking; and
- To develop an underutilized property that is conveniently located in vicinity to the I-110 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

3.4 PROJECT CHARACTERISTICS

3.4.1. Project Overview

The Proposed Project would develop the 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The Proposed Project would alleviate truck traffic congestion and reduce the distance required for trucks to access shipping containers within the POLA. The Proposed Project includes grading and paving of the site and striping of 393 truck and chassis stalls. The Proposed Project would be implemented in one development phase. See Figure 3-5, *Conceptual Site Plan*. The Project Applicant is requesting a Coastal Development Permit (CDP) and a Port Master Plan Amendment from the Los Angeles Harbor Department (LAHD) to change the designation of three parcels of the Project site from Open Space to Maritime Support. In addition, the Project would require a CDP from the City of Los Angeles.

3.4.2. Project Features

Development Summary

The Proposed Project would grade and install a Portland concrete cement (PCC)-paved parking lot on approximately 405,602 square feet within the 18.63-acre (811,741 square feet) site. Within the parking lot, striping would be added for 393 stalls, each approximately 11 feet wide by 40 feet long. The Proposed Project would be accessed from an all-access, signalized 40-foot to 60-foot-wide driveway along John S. Gibson Boulevard. In addition, a prefabricated guard booth and an approximately 50-square-foot restroom on slab-on-grade foundations would be installed for use by truck drivers and Proposed Project employees. Charging infrastructure for on-site operational equipment would also be installed. The Project site is located within an area identified as a methane hazard zone due to its proximity to methane gas sources. As such, methane gas reduction systems would be incorporated into the design of any paved area or structure on the site as required by City of Los Angeles Municipal Code, Section 91.7103.

Infrastructure Improvements

Drainage

The Proposed Project would install on-site drainage infrastructure in compliance with the City of Los Angeles Low Impact Development (LID) Ordinance directing runoff from the Project site to drainage inlets and gutters that would convey runoff to ten underground cisterns, each approximately 10 feet in diameter. Stormwater captured within the cisterns would be utilized for landscaping irrigation. In addition, operational source control LID best management practices (BMPs) would be implemented, including but not limited to storm drain system stenciling and signage and catch basin filtration inserts.

Landscaping and Walls

The Proposed Project would include approximately 316,373 square feet of drought tolerant and California native ornamental landscaping that would cover approximately 39 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers. Native hydroseed mix would be applied to the unpaved portions surrounding the parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation. An irrigation system would be installed, and reclaimed stormwater from the capture and use cisterns would be used to irrigate the landscape area. If reclaimed water is not reasonably available, potable water would be used in its place. The irrigation system would be installed in accordance with the requirements of City rules and regulations for use of recycled water and Los Angeles Municipal Code Section 12.41. The Proposed Project has been designed to be water-efficient by the use of drought tolerant landscaping and an automatic irrigation controller. Irrigation heads would be selected to effectively water all plant material with minimal overspray. A 2-inch layer of mulch in all planting areas would be placed to retain moisture. Slopes 3:1 (horizontal:vertical) or greater would have jute netting or other slope stabilization devices, and slopes 2:1 would have erosion control blankets. The site would be graded to reduce the existing slopes for an overall slope of 2:1.

Retaining wall structures would be installed on site, which would include six mechanically stabilized earth (MSE) retaining walls up to approximately 30 feet in height. These walls would be installed along a portion of the northern property line adjacent to I-110, within the landscaped areas west and east of and generally bordering the proposed driveway, and along the southern property line adjacent to John S. Gibson Boulevard east of the proposed driveway.

Access and Circulation

The Proposed Project would construct a 40- to 60-foot-wide driveway off John S. Gibson Boulevard to allow vehicles to access the Proposed Project site and would remove certain trees that block needed line of sight. The driveway would be signal-controlled at John S. Gibson Boulevard and would allow for all turning movements, with the driveway having a right turn on red restriction. The Proposed Project would remove portions of the existing median to provide left-in, left-out access and would install a signal at the new intersection prior to the start of operations. The signal would provide for protected left-turn movements. In addition, the Proposed Project would install advance signal warning signage and stripe pavement markings on John S. Gibson Boulevard. In addition, the Proposed Project would install PCC pavement for the access road. The Proposed Project would include a prefabricated guard booth at the entrance from the driveway to the site and adequate queuing length would be provided to ensure that trucks do not queue onto John S. Gibson Boulevard.

Methane Gas Reduction System

The Proposed Project is located within a City of Los Angeles identified Methane Hazard Zone. Therefore, as part of construction, the Proposed Project would be required to comply with the City's Municipal Code Section

91.71 and conduct methane gas testing and install methane gas mitigation systems within the proposed guard shack and restroom.

Lighting

The Proposed Project would install standard 19-foot-high pole mounted light-emitting diode (LED) fixtures in the parking lot and driveway to provide illumination during evening and overnight operations (Pacific Electrical Engineering, 2019). The LED fixtures would be designed to face downward directly onto the parking lot and driveway, minimizing spillover and avoiding glare to surrounding areas pursuant to Los Angeles Municipal Code Section 93.0117.

3.4.3. Construction

Construction of the Proposed Project would remove and relocate existing abandoned structures, including the existing cell phone towers and abandoned pipeline materials; construct an access road and driveway from John S. Gibson Boulevard; grade and pave the site; install slab-on-grade foundations; install retaining walls and lights; and install landscaping. The maximum anticipated excavation depth would be approximately 15 feet below the existing grade. As part of the construction activities, approximately 12,000 cubic feet of soils contaminated with total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) located within the northern portion of the site near the oil and gas pipeline infrastructure would be removed and disposed of pursuant to existing California Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (SCAQMD), and Los Angeles Regional Water Quality Control Board (RWQCB) regulations.

During construction of the proposed retaining walls, the contractor would control stormwater drainage near the walls by collecting and discharging stormwater away from the wall and reinforced backfill. Staging for equipment and materials and parking for workers would be located in the southwest portion of the Proposed Project site adjacent to John S. Gibson Boulevard. Temporary lane closure may be required on John S. Gibson Boulevard during construction of the Proposed Project driveway, during signal installation, and median reconstruction; however, full roadway closure is not anticipated.

Proposed Project construction would last approximately eight months and includes removal and relocation of existing on-site cell phone towers, site preparation (including installation of cisterns), grading, paving and installation of slab foundations, charging infrastructure, signage, and striping. Project construction, including grading, is anticipated to require approximately 3,433 cubic yards of soil import. All construction activities would occur Monday through Friday between 7:00 AM and 5:00 PM. Table 3-1 provides the proposed construction schedule and phases for the Proposed Project.

Table 3-1: Proposed Project Construction Schedule

| Phase Name | Phase Start Date | Phase End Date | Number of Days |
|--|------------------|----------------|----------------|
| Site Preparation | 4/7/2025 | 6/6/2025 | 45 |
| Grading | 6/9/2025 | 9/12/2025 | 70 |
| Paving, Slab Foundations | 9/14/2025 | 10/23/2025 | 30 |
| Signal Installation, Median Modifications, Driveway Construction | 10/2/2025 | 10/23/2025 | 21 |
| Architectural Coating/Striping | 10/26/2025 | 12/4/2026 | 30 |

3.4.4. Operations

Proposed Project operations would involve a to-be-determined company that would operate the site as a parking lot for the parking of trucks and loaded and unloaded chassis. The parking lot would have approximately 393 spaces accommodating chassis with shipping containers up to 40 feet long. During Proposed Project operations, trucks would travel to and from the Project site to pick up or drop off chassis, and shipping containers would be “parked” on top of the chassis. The Proposed Project is anticipated to be used for short-term parking, as chassis and containers are not anticipated to be parked on site for longer than 24 hours. No fueling, maintenance, or other industrial activity would occur on the Project site. However, charging for electric on-site equipment would occur during Proposed Project operations.

The additional short-term truck and chassis parking space provided by the Proposed Project would alleviate truck traffic congestion and reduce the distance required for trucks to access shipping containers. Typical POLA trucking operations consist of trucks traveling to their respective container terminals to pick up shipping containers prior to transporting them to warehouses. The Proposed Project provides a site for storage of shipping containers on chassis after picking up containers from terminals or before dropping off containers at terminals. Implementation of the Proposed Project would therefore allow trucks to avoid driving further into or from the Port to pick up or drop off chassis with containers. The Proposed Project would result in approximately 1,794 one-way truck trips per day, approximately 4 one-way delivery/vendor trips per day, and approximately 10 passenger vehicle trips per day. The parking lot is intended to support ship offloading and loading activities occurring at POLA container yards. The Proposed Project would not create new truck trips that would otherwise not already be occurring in the POLA from normal POLA operations.

Parking operations were conservatively assumed to occur year-round, 24 hours a day, seven days a week. Operations would require a maximum of two employees on site at a time to provide security and operate on-site machinery. Two employees would be on site during each of the two 8-hour day shifts, and two employees would be on site during the 8-hour night shift. In addition, on-site equipment needed for the parking of truck chassis would include one utility tractor rig and two small forklifts. On-site equipment would be zero-emission, and all-electric and necessary charging equipment would be installed on site, which would connect to existing electric infrastructure in John S. Gibson Boulevard. An approximately 50-square-foot building with restrooms would be provided on site for employees and truck drivers. The Project would include installation of on-site sewer lines connecting to the existing 36-inch sewer line in John S. Gibson Boulevard.

3.5 LAND USE AND ZONING

A portion of the Project site has a POLA Master Plan Land Use designation of Open Space, as shown on Figure 3-6, *Existing Port Master Plan Land Use Designation*. The Proposed Project would require a POLA Master Plan Amendment to change the land use designation from Open Space to Maritime Support for APNs 7440-016-002, 7440-016-003, and 7412-024-007. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities.

APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, and APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL (City of Los Angeles Planning Department, n.d.). The Proposed Project would be consistent with the City of Los Angeles’s General Plan land use designation and zoning for the site.

3.6 DISCRETIONARY APPROVALS AND PERMITS

The Proposed Project includes development within the Coastal Zone, and portions of the Project site are within the local jurisdiction of LAHD and the City of Los Angeles. As such, LAHD is responsible for issuing a Coastal Development Permit for the majority of the Project area and therefore has primary approval responsibility for the Proposed Project. Therefore, LAHD serves as the Lead Agency for the EIR pursuant to State CEQA Guidelines Section 15050. LAHD's Board of Harbor Commissioners is the decision-making authority for the Proposed Project and will consider the Proposed Project and make a final decision to approve, approve with changes, or deny the Proposed Project. LAHD, including the Board of Harbor Commissioners, will consider the information contained in the Final EIR and the Proposed Project's administrative record in its decision-making processes. In addition, the City of Los Angeles and California Coastal Commission serve as Responsible Agencies for the EIR pursuant to State CEQA Guidelines Section 15096, as both agencies are responsible for subsequent Project approvals.

As part of the Proposed Project, the following discretionary and ministerial actions are being requested by the Applicant, including but not limited to:

- Port Master Plan Amendment
- Certification of the Los Angeles Port Master Plan Amendment by the California Coastal Commission
- Coastal Development Permit(s)
- Construction Stormwater General Permit
- Los Angeles Department of Building and Safety Permit(s) (e.g., LID, Stormwater, etc.)
- Bureau of Engineering B-Permit
- Bureau of Engineering Storm Drain Connection Permit

3.7 REFERENCES

City of Los Angeles Planning Department. (n.d.) *ZIMAS Version 3.5.202108 (d25)*. Retrieved October 2024, from <https://zimas.lacity.org/>

Pacific Electrical Engineering. (2019). *Electrical Service Upgrade, 1599 W John S. Gibson Blvd, San Pedro, CA*. PDF.

Port of Los Angeles (POLA). (2018). *Port Master Plan*. Retrieved August 23, 2023, from https://kentico.portoflosangeles.org/getmedia/adf788d8-74e3-4fc3-b774-c6090264f8b9/port-master-plan-update-with-no-29_9-20-2018

Regional Location



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

Figure 3-1

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Local Vicinity



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

Figure 3-2

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Aerial View



 Project Site



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

Figure 3-3

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Existing Site Photos



View of the north side of site from John S Gibson Blvd.



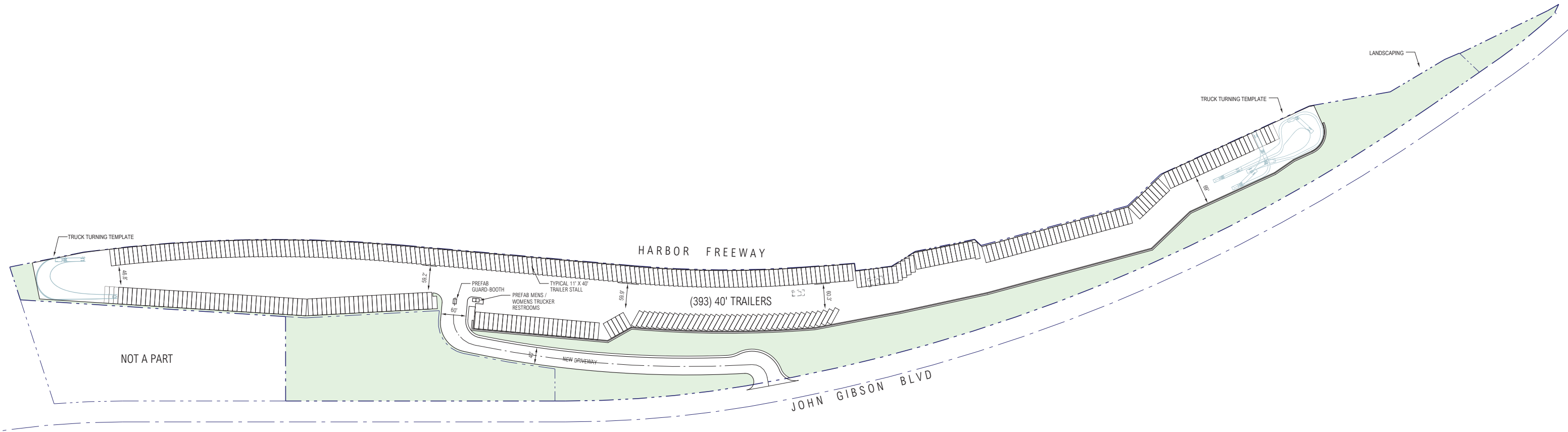
Looking northwest further down John S Gibson Blvd at the south end of site.



Cellular towers and associated electrical equipment located on the central portion of the site

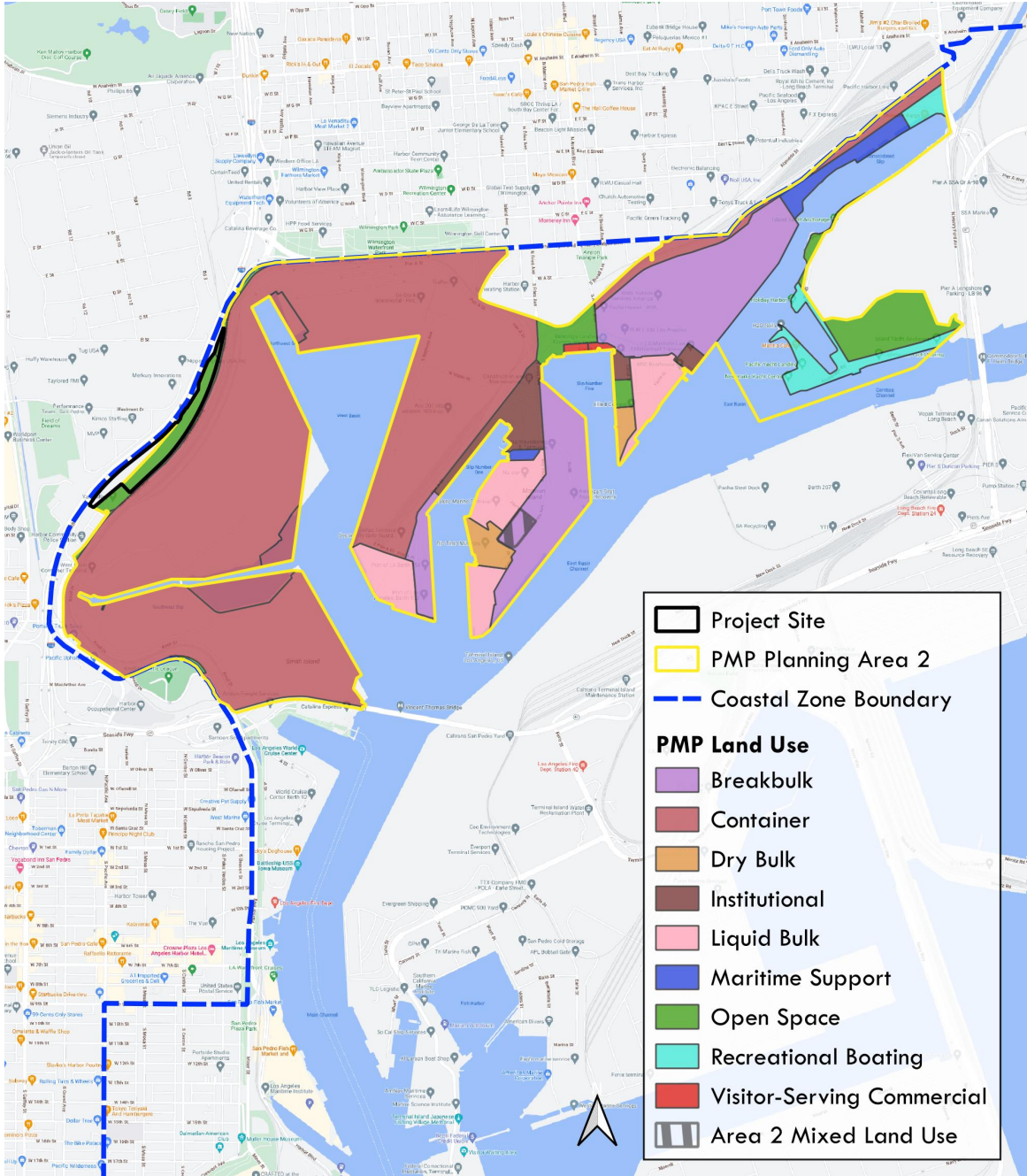
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Conceptual Site Plan



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Existing Port Master Plan Land Use Designation



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