

FINAL

INITIAL STUDY / NEGATIVE DECLARATION

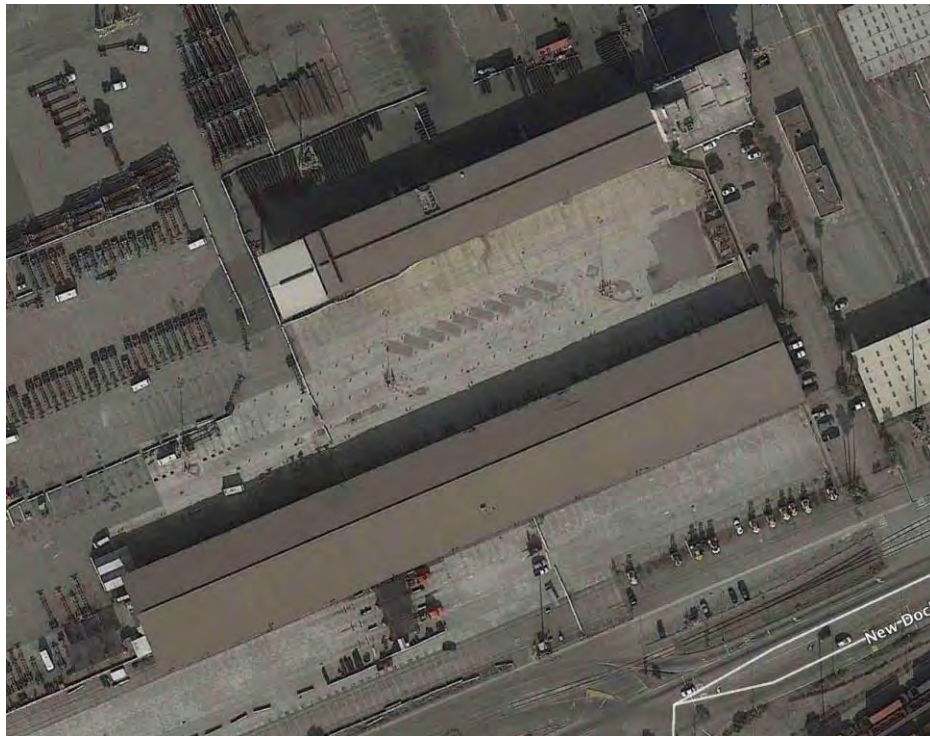
Chassis Depot and Repair Facilities

Berths 206-209

Port of Los Angeles

APP Nos. 180515-080/ 180628-112

SCH No. 2019049132



June 2019



Port of Los Angeles
Chassis Depot and Repair Facilities – Berths 206-209

Final Initial Study / Negative Declaration

APP Nos. 180515-080/180628-112
SCH No. 2019049132

Prepared by:

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

with assistance from:

Environmental Compliance Solutions, Inc.

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A – Air Quality Technical Appendix

FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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

PROPOSED PROJECT

The Los Angeles Harbor Department (LAHD) has prepared this Final Initial Study/Negative Declaration (IS/ND) to address potential environmental impacts associated with the Chassis Depot and Repair Facilities Project at Berths 206-209. The project involves the use of two existing warehouses (849 E. New Dock Street and 921 E. New Dock Street) within the Port of Los Angeles (POLA or Port). The primary objective of the proposed project is to allow tenants to utilize two existing warehouses for chassis depot, chassis storage and maintenance and repair. Pacific Crane Maintenance Company (PCMC) and Port Maintenance Group (PMG) are the project applicants. LAHD is the lead agency under the California Environmental Quality Act (CEQA).

DETERMINATION

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

FINAL IS/ND ORGANIZATION

This Final IS/ND has been prepared in accordance with the requirements of CEQA (California Public Resources Code [PCR] 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR] 15000 et seq.) The Final IS/ND includes the following discussion including responses to comments on the Draft IS/ND. Document modifications are provided in strikeout and underline format.

Responses to Comments: This section describes the distribution of the Draft IS/ND for public review, comments received on the Draft IS/ND by LAHD and LAHD's responses to these comments. Table RTC-1 lists the three comment letters received. Following the table are the letters and LAHD's responses.

Responses to Comments: This Final IS/ND is provided in strikeout and underline format to identify changes made since release of the Draft IS/ND. One minor revision has been made. There were no modifications to the document that constitute a significant change or significant new information. Therefore, no recirculation is required.

RESPONSES TO COMMENTS

Distribution of the Draft IS/ND

In accordance with the CEQA statutes and Guidelines, the Draft IS/ND was circulated for a period of 30 days for public review and comment. The public review period for the Draft IS/ND began on April 24, 2019 and closed on May 23, 2019.

The Draft IS/ND was specifically distributed to interested and/or involved public agencies, organizations, neighbors, and private individuals for review. The Draft IS/ND was also made available for public review at the following locations:

- LAHD Environmental Management Division at 222 West 6th Street, Suite 900, San Pedro, California;
- Los Angeles City Library, San Pedro Branch at 931 South Gaffey Street, San Pedro, California; and
- Los Angeles City Library, Wilmington Branch at 1300 North Avalon, Wilmington, California.

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

COMMENTS ON THE DRAFT IS/ND

During the 30-day public review period, Responsible Agencies and the public had an opportunity to provide written comments on the information contained within the Draft IS/ND. These comments and responses are included in the record and shall be considered by the LAHD during deliberation as to whether or not necessary approvals should be granted for the proposed Project. As stated in Section 21064.5 of the CEQA Guidelines, a project would only be approved when LAHD “finds that there is no substantial evidence that the Project will have a significant effect on the environment and that the IS/ND reflects the Lead Agency’s independent judgement and analysis.” The LADH received two written comment letters during the review period as presented in Table RTC-1.

Table RTC-1
Comment Letters Received

<u>Letter Number</u>	<u>Date</u>	<u>Organization/Entity</u>
1	May 22, 2019	California Department of Transportation
2	May 7, 2019	City of Los Angeles Los Angeles Sanitation and Environment
3	May 14, 2019	South Coast Air Quality Management District

The LAHD has evaluated these comments and prepared written responses in this Final IS/ND.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0673
FAX (213) 897-1337
www.dot.ca.gov



Making Conservation
a California Way of Life

May 22, 2019

Mr. Christopher Cannon, Director
City of Los Angeles, Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

RE: Chassis Depot and Repair Facilities at
Berth 206-209
Negative Declaration (ND)
SCH#2019049132
GTS #07-LA-2019-02441
Vic. LA/ 047/ 3.497

Dear Mr. Cannon:

- LADOT-1 Thank you for including the California Department of Transportation (Caltrans) in the review process for the above-referenced project. The project involves the use of two existing warehouses for chassis depot, chassis storage and maintenance and repair. The larger of the two warehouses may be modified slightly with potential removal of approximately 20,000 square feet (sq. ft.) on the western side of the building. One of the driveways may need to be widened as well. The site is already currently paved and is secured with fencing and lighting.
- LADOT-2 The nearest State facility to the proposed project is SR-47. Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.
- LADOT-3 As a reminder, any transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods. In addition, any work performed within the State Right-of-Way will need an encroachment permit. For information on the Permit process, please contact Caltrans District 7 Office of Permit at (213) 897-3631.
- LADOT-4 Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water, and storm water run-off is not permitted to discharge onto State highway facilities.
- LADOT-5 If you have any questions or concerns, please contact project coordinator, Frances Lee at (213) 897-0673 or electronically at frances.lee@dot.ca.gov and refer to GTS#07-LA-2019-02441.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

*Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability.*

FORM GEN 160 (Rev. 8-12)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE



DATE: May 7, 2019
TO: Christopher Cannon, Director of Environmental Management
Los Angeles Harbor Department
FROM: For Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

SUBJECT: CHASSIS DEPOT & REPAIR FACILITIES LOCATED AT BERTHS 206-209 - NOTICE OF INTENT TO ADOPT AN INITIAL STUDY/NEGATIVE DECLARATION

LASAN-1

This is in response to your April 24, 2019 Notice of Intent to Adopt an Initial Study/Negative Declaration to address the environmental effects of Chassis Depot And Repair Facilities to be located in two warehouses at Berths 206-209 of the Port of Los Angeles, San Pedro, CA 90731. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, it has been determined the project is unrelated to wastewater conveyance and does not require any hydraulic analysis. Please notify our office in the instance that additional environmental review is necessary for this project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org

CD/AP: al

- c: Kosta Kaporis, LASAN
- Cyrous Gilani, LASAN
- Christopher DeMonbrun, LASAN

File Location: CBOA_Review\FINAL_CBOA_Response\LTRs\FINAL_DRAFT\Chassis Depot & Repair Facilities Located at Berths 206-209 - NOI to Adopt an IS-ND.doc



SENT VIA E-MAIL AND USPS:

May 14, 2019

ceqacomment@portla.org
Christopher Cannon, Director
City of Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

**Negative Declaration (ND) for the Proposed
Chassis Depot and Repair Facilities Located at Berths 206-209**

- SCAQMD-1 | The South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final ND.
- SCAQMD-2 | South Coast AQMD Staff's Summary of Project Description
The Lead Agency proposes to demolish 20,000 square feet of structures and renovate two buildings totaling 93,000 square feet for reuse to perform maintenance, repairs and refurbishment of chassis along with tire storage and maintenance. Construction is expected to take three months¹.
- SCAQMD-3 | South Coast AQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
Since the Proposed Project would include demolition of structures that were built in 1970, asbestos may be encountered. South Coast AQMD staff recommends that the Lead Agency include a discussion to demonstrate compliance with South Coast AQMD Rule 1403² in the Air Quality Section of the Final ND.
- SCAQMD-4 | Conclusion
Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the ND for adoption together with any comments received during the public review process. Please provide South Coast AQMD with written responses to all comments contained herein prior to the adoption of the Final ND. When responding to issues raised in the comments, responses should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and the public who are interested in the Proposed Project. South Coast AQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact me at lsun@aqmd.gov if you have any questions regarding the enclosed comments.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC190501-15
Control Number

¹ ND, Page 29.

² South Coast AQMD, Rule 1403. Assessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf>.

Comment Letter #1: Department of Transportation – District 7 – Office of Regional Planning

- CALTRANS – 1 Thank you for your comment. The comment is noted and appreciated and will be before the decision-makers for their consideration prior to taking any action on the project.
- CALTRANS– 2 Thank you for your comment. The comment indicates that the proposed Project is not anticipated to have a direct adverse impact to the existing State transportation facilities.
- CALTRANS– 3 Thank you for your comment. Minimal construction activities and truck traffic are expected as a result of this project. We do not anticipate the need for oversized-transport vehicles on State highways. Therefore, we do not believe we will require a Caltrans transportation permit or an encroachment permit. Should something change, we will contact your permitting office at the phone number provided.
- CALTRANS– 4 Thank you for your comment. The site is currently built, but tenants are required to comply with all applicable regulations including those to reduce storm water run off.
- CALTRANS– 5 Thank you for your comment.

Comment Letter #2: Los Angeles Bureau of Sanitation

- LASAN – 1 Thank you for your comment. The comment is noted and appreciated and will be before the decision makers for their consideration prior to taking any action on the project. The comment indicates that the proposed Project is unrelated to wastewater conveyance and does not require any hydraulic analysis.

Comment Letter #3: South Coast Air Quality Management District

- SCAQMD – 1 Thank you for your comment.
- SCAQMD – 2 Thank you for your comment.
- SCAQMD – 3 The comment is noted and appreciated. The document has been edited to include SCAQMD Rule 1403 as one of the local regulations applicable to potential asbestos removal activities.
- SCAQMD – 4 Thank you for your comment.

1.0 INTRODUCTION

The City of Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Negative Declaration (IS/ND) to address potential environmental impacts associated with the proposed renovation of two former Matson buildings at the Port of Los Angeles' (POLA) Berths 206-209 mixed-use cargo terminal.

1.1 CEQA PROCESS

This document has been prepared in accordance with California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.* and the State CEQA Guidelines, California Code of Regulations (CCR) Section 15000 *et seq.* Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed Project. Pursuant to Section 15367, the CEQA lead agency for the proposed Project is the LAHD. The LAHD will consider the information in this document when determining whether to approve and issue appropriate permits for the proposed Project.

One of the main objectives of CEQA is to disclose to the public and decision-makers potential environmental effects of proposed activities. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. Preparation of an IS is guided by Section 15063 of the CEQA Guidelines, whereas Sections 15070–15075 guide the process for the preparation of a ND or Mitigated ND. Where appropriate and supportive to an understanding of the issues, reference will be made to the statute, the CEQA Guidelines, or appropriate case law. This IS/ND includes a discussion of the proposed Project's potential impact on the existing environment. The LAHD has determined that an IS/ND is the appropriate level of CEQA document for the proposed Project because potential environmental impacts resulting from proposed Project implementation would be below significance thresholds with mitigation.

In accordance with the CEQA statutes and Guidelines, this IS/ND will be circulated for a period of 30 days for public review and comment. The public review period is scheduled to begin on April 24, 2019 and end on May 23, 2019. This Draft IS/ND will be distributed to Responsible public agencies, other interested or involved agencies, organizations, and private individuals for review and will be made available for general public review online at the POLA website at <http://www.portoflosangeles.org> and in hardcopy at the LAHD Environmental Management Division at 222 W 6th Street, Suite 900, San Pedro; the Los Angeles City Library San Pedro Branch at 931 Gaffey Street, San Pedro; and at the Los Angeles City Library Wilmington Branch at 1300 North Avalon, Wilmington.

In reviewing the IS/ND, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential project impacts on the environment. Comments on the IS/ND should be submitted in writing either through mail or email prior to the end of the 30-day public review period on May 23, 2019. All correspondence, through mail or email, should include the project title "Chassis Depot and Repair Facilities – Berths 206-209" in the subject line. For additional information, please contact the LAHD Environmental Management Division at (310) 732-3675.

Written comments submitted by mail must be postmarked on or before May 23, 2019 and addressed to:

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

Written comments sent via email on or before May 23, 2019 should be addressed to ceqacomment@portla.org.

Responses to all public comments on the Draft IS/ND will be included in the Final IS/ND and considered by the LAHD prior to making a decision as to whether necessary approvals should be granted for the proposed Project. The project IS/ND will only be approved when the LAHD “finds that there is no substantial evidence that the project will have a significant effect on the environment and that the IS/ND reflects the lead agency’s independent judgment and analysis.”

1.2 DOCUMENT FORMAT

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

Section 2. Project Description. This section provides a detailed description of the proposed Project objectives and components.

Section 3. Initial Study Checklist. This section presents the CEQA checklist for all impact areas and mandatory findings of significance.

Section 4. Potential Impacts and Mitigation Measures. This section presents the environmental analysis for each issue area identified on the environmental checklist form. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected.

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

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

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

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

The environmental analyses included in Section 4 are consistent with the CEQA IS/ND format presented in Section 3. Impacts are separated into the following categories:

Potentially Significant Impact. This category is only applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. Upon completion of the IS, no impacts were identified that fall into this category.

Less than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

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

No Impact. This category applies when a proposed project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency.

2. PROJECT DESCRIPTION

This IS/ND has been prepared to evaluate the potential environmental impacts associated with the proposed renovation of two buildings located at Berths 206-209, the former Matson cargo terminal. This project involves the use of two existing warehouses for chassis depot, chassis storage and maintenance and repair. A chassis is a special trailer or undercarriage portion of a truck which is used to transport ocean containers over roadways. Many trucking companies rent the chassis equipment. The warehouse located at 849 E. New Dock Street will be utilized by Port Maintenance Group (PMG). The warehouse located at 921 E. New Dock Street will be utilized by Pacific Crane Maintenance Company (PCMC). The companies will conduct similar operations. The interior area of the buildings will be utilized to perform maintenance, repairs and refurbishment of chassis along with tire storage and maintenance. Federal law (49CFR Section 300-399) requires regular inspection intervals on chassis by qualified mechanics. Inspections may result in tire changes, light repairs, welding, and/or fixing broken light fixtures. Mechanics may also work on generator set wire harnesses as needed. Some of the existing space in each building will be used for offices and a lunch/break room for employees.

As the two warehouses already exist, minimal site improvements are anticipated. The larger of the two warehouses (to be occupied by PCMC) may be modified slightly with potential removal of approximately 20,000 square feet on the western side of the building. One of the driveways may need to be widened as well. The site is already currently paved and is secured with fencing and lighting.

2.1 PROJECT LOCATION

Regional Location

POLA is located at the southernmost portion of the City of Los Angeles and encompasses approximately 7,500 acres of land and water along 43 miles of waterfront, with approximately 270 commercial berths and 27 passenger and cargo terminals. It is located approximately 23 miles south of Downtown Los Angeles and is surrounded by the community of San Pedro to the west, the community of Wilmington to the north, the Port of Long Beach (POLB) to the east, and the Pacific Ocean to the south (Figure 1).

POLA operations are predominately centered on shipping activities, cruise ships, and commercial fishing; however, the POLA is an area of mixed uses, supporting various maritime-based activities. The POLA has retail shops and restaurants, primarily located along the west side of the Main Channel. The POLA also includes recreation, community, and educational facilities, such as a public beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

Project Setting

The Project site is located at the former Matson terminal (POLA's Berths 206-209) in the northern portion of Terminal Island, between New Dock Street and Cerritos Channel, at 849 and 921 East New Dock Street (Figure 2). Operations in this area include container handling, maritime support, and other mixed uses.

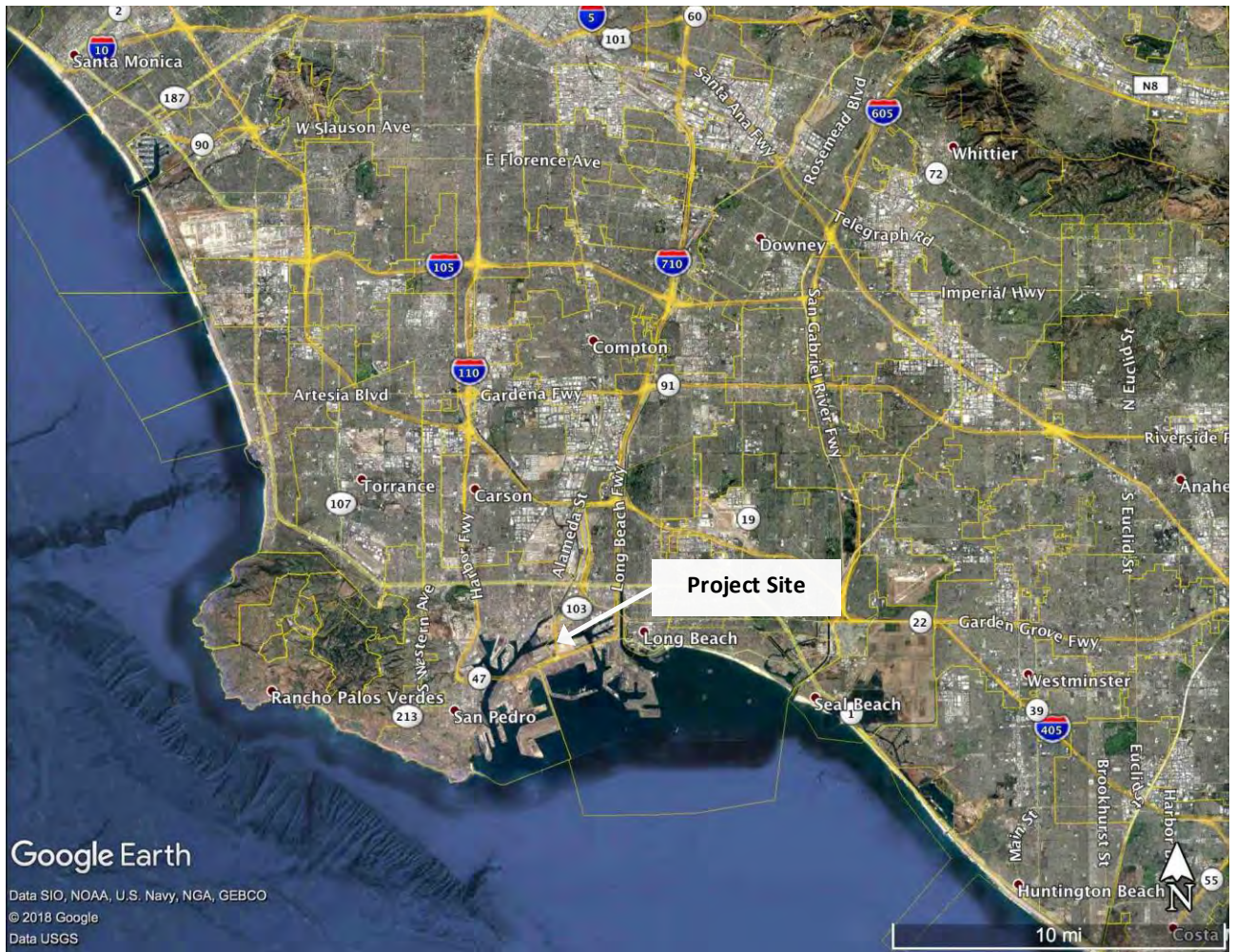


Figure 1 Regional Location

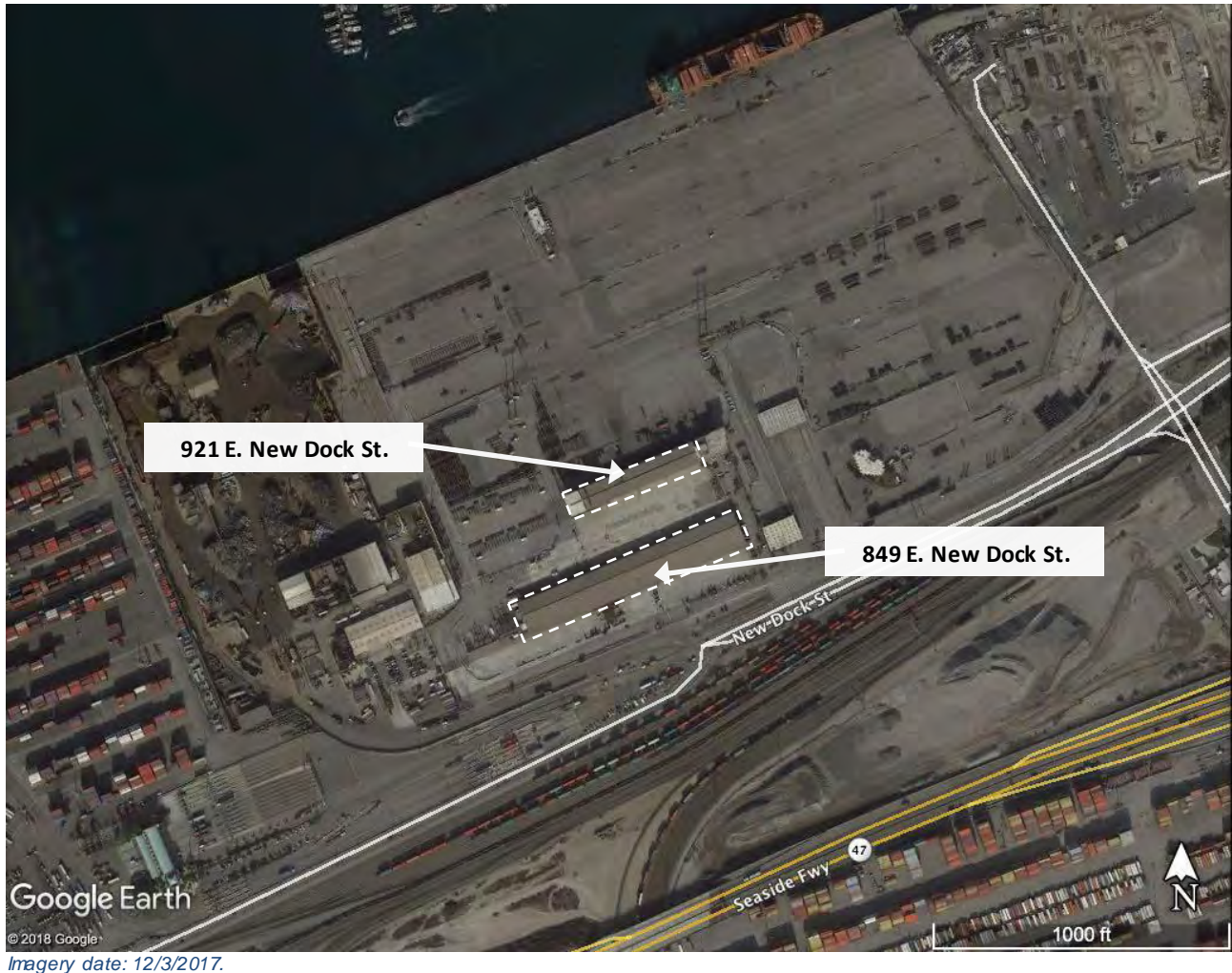


Figure 2 Project Site

Land Use and Zoning

The Project site is located within *Port Master Plan* Planning Area 3 (Figure 3). Area 3 is located on Terminal Island and is the largest planning area. It consists of all of Terminal Island with the exception of Fish Harbor. Six of the port's container terminal are located in Planning Area 3. It includes cargo container handling, maritime support activities, and other mixed uses (LAHD 2014). The Project site is located on Assessor's Parcel Number (APN) 7440-012-902, which is designated General/Bulk Cargo – Non Hazardous (Industrial / Commercial) under the City of Los Angeles General Plan and is zoned qualified-heavy industrial ([Q]M3-1) under the City of Los Angeles Zoning Ordinance (City of Los Angeles 2018).

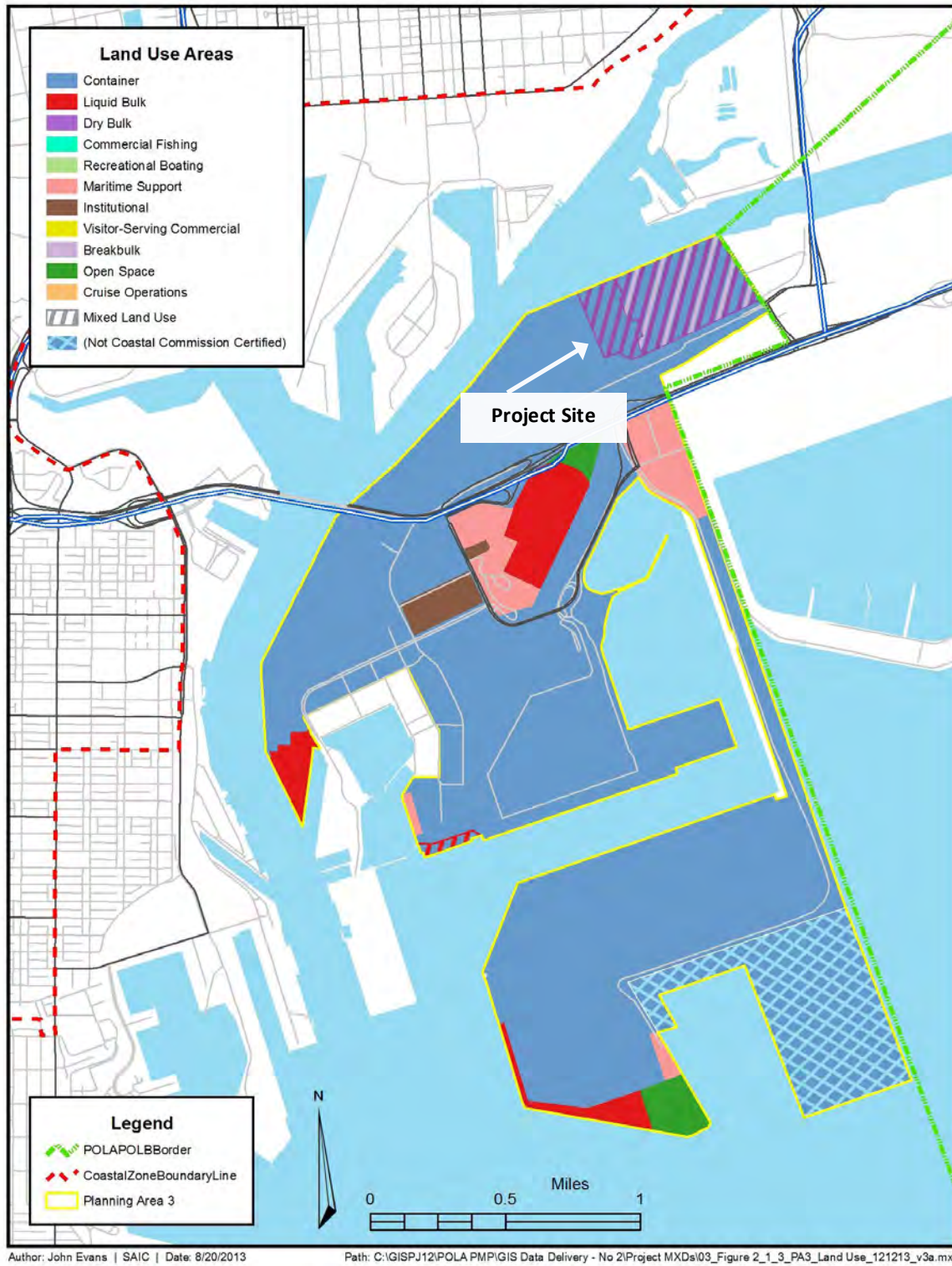


Figure 3 Port Master Plan - Planning Area 3

2.2 PROJECT BACKGROUND AND OBJECTIVES

Project Background

The Project site is 849 and 921 E. New Dock Street, located at Berths 206-209, an 86-acre POLA multi-use cargo terminal that was formerly occupied by Matson Navigation Company from 1970 to 2003. The sites will be used by two different tenants: Port Maintenance Group (PMG) and Pacific Crane Maintenance Company (PCMC) for chassis storage and maintenance.

The Project site consists of two buildings:

- 849 E. New Dock Street is a two-story, 124-bay warehouse building with approximately 62,000 square feet of gross leasable area. Constructed in 1970 and usually referred to as the Container Freight Station (CFS) Warehouse, this building was formerly used as a container equipment maintenance and office building.
- 921 E. New Dock Street is a two-story, 32-bay warehouse. constructed in 1970, this building was previously called the Container Equipment Maintenance (CEM) Building. This building is located just north of the CFS Warehouse building.

Project Objective

The objective of the proposed Project is to renovate two buildings for reuse.

The buildings will be utilized to perform maintenance, repairs and refurbishment of chassis along with tire storage and maintenance. Federal law (49CFR Section 300-399) requires regular inspection intervals on chassis by qualified mechanics. Inspections may result in tire changes, light repairs, welding, and/or fixing broken light fixtures. Mechanics may also work on generator set wire harnesses as needed. Some of the existing space in each building will be used for offices and a lunch/break room for employees.

The larger of the two warehouses (to be occupied by PCMC) may be modified slightly with potential removal of approximately 20,000 square feet on the western side of the building. One of the driveways may need to be widened as well. The site is already currently paved and is secured with fencing and lighting. Specifically,

- 849 E. New Dock Street would be renovated for use by Pacific Crane Maintenance Company (PCMC) as a chassis depot and repair facility. PCMC anticipates employing approximately 60 people once the project is completed.
- 921 E. New Dock Street would be renovated for PMG's expanded intermodal equipment maintenance and repair operations, which would include chassis and generator set servicing in addition to tires. PMG will employ approximately 21 people.

2.3 PROJECT CONSTRUCTION AND OPERATION ACTIVITIES

Construction and operation activities are summarized in the table below:

Location	Construction Activities	Operation Activities
921 E. New Dock Street	No construction, demolition, dredging or filling would occur.	<p>Port Maintenance Group will provide intermodal equipment maintenance and repair operations (tire, chassis, and generator set servicing):</p> <ul style="list-style-type: none"> • Tractor-trailer trucks (up to 25 trips/day), • Tire hauling trucks (up to 5 trips/day), • Flatbed generator set hauler trucks (up to 5 trips/week), • Vendor parts supply trucks (up to 5 trips/ day) • Employee commute automobiles (21 trips/day) <p>Welding and tire repairs may be necessary. Welding gases and small amounts of diesel and gasoline will be stored on site.</p> <p>Truck traffic would occur during normal business hours (7 a.m. – 5 p.m.), Monday through Friday.</p> <p>25-year permit</p>
849 E. New Dock Street	<ul style="list-style-type: none"> • Demolish 20,000 square feet of the western end of the building • Rebuild the western wall of the building • Demolish a cinder block wall (50 feet long by 6 feet tall by 2 feet wide) • Install a ramp at the base of the demolished wall • Install fencing (k-rail base with chain-link top) • Remove one palm tree and its cinder block planter box • Repair roll-up bay doors. <p>Diesel-fueled equipment will be used during construction.</p>	<p>PCMC’s chassis depot and repair operations would include:</p> <ul style="list-style-type: none"> • Tractor-trailer trucks (15 trips/day) • Vendor parts supplier delivery trucks (5 trips/day) • Employee commute automobiles (60 trips/day) <p>Truck traffic would occur during normal business hours (7 a.m. – 5 p.m.), Monday through Friday.</p> <p>25-year permit</p>

2.4 PROJECT PERMITS AND APPROVALS

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed Project. Pursuant to Section 15367, the CEQA lead agency for the Project is the LAHD. Anticipated permits and approvals issued by the lead agency that would be required to implement the Project are listed below. Other permits and approvals required to implement the Project that are issued by other responsible agencies are listed in Section 3, Paragraph 9.

- || LAHD Harbor Engineer Permit(s)
- || Coastal Development Permit

3. INITIAL STUDY CHECKLIST

This Initial Study is prepared in accordance with CEQA Guidelines Section 15063 and CEQA Guidelines Appendix G.

1. **Project Title:** Chassis Depot and Repair Facilities – Berths 206-209
2. **Lead Agency:** City of Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731
3. **Contact Person:** Erin Sheehy
Project Manager, Environmental Management Division
4. **Project Location:** The Project site is located at POLA's Berths 206-209 multi-use cargo terminal on New Dock Street on Terminal Island, San Pedro, Los Angeles City and County, California. The site is located within *Port Master Plan* Planning Area 3 (LAHD 2014), a 1,940-acre area used for cargo container operations, maritime support, and other mixed land uses.
5. **General Plan Designation:** POLA – General/Bulk Cargo
6. **Zoning:** (Q)M3-1 – Qualified Heavy Industrial (APN #7440-012-902)
7. **Description of Project:** The Project proposes to use existing warehouses (849 and 921 E. New Dock Street) as chassis depot and repair facilities.
8. **Surrounding Land Uses/Setting:** The Project site is located within POLA's Berths 206-209 multi-use cargo terminal, which is bordered by Cerritos Channel to the north, SA Recycling (Berths 210-211) to the west, New Dock Street to the south, and the POLB cargo terminal to the east. Landside access to the Project site is provided by a network of arterial routes and freeways, including Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), and the Seaside Freeway (SR-47).
9. **Other Public Agencies Whose Approval is Required:**
 - City of Los Angeles, Department of Building and Safety Permits

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

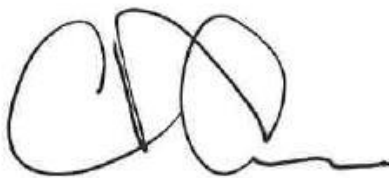
3.2 DETERMINATION

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

I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier 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 upon the proposed project, nothing further is required.



Signature

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

04-08-19

Date

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				x
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				x
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				x
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				x
e. Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?				x
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				x
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				x

	<i>Potentially Significant Impact</i>	<i>Less-than-Significant Impact After Mitigation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
c. Conflict with existing zoning for, or cause rezoning of, forest land (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 forest land or conversion of forest land to non-forest use?				x
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				x
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan or clean air programs?			x	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			x	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			x	
d. Expose sensitive receptors to substantial pollutant concentrations?				x
e. Create objectionable odors affecting a substantial number of people?			x	
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				x

	<i>Potentially Significant Impact</i>	<i>Less-than-Significant Impact After Mitigation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				x
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				x
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				x
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				x
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				x
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				x
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				x
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				x
d. Disturb any human remains, including those interred outside of dedicated cemeteries?				x
6. ENERGY. Would the project:				
a. Conflict with adopted energy conservation plans?			x	
b. Use non-renewable resources in a wasteful and inefficient manner?			x	

	<i>Potentially Significant Impact</i>	<i>Less-than-Significant Impact After Mitigation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
c. Result in a need for new systems, or substantial alterations to power or natural gas?				x
7. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				x
ii) Strong seismic ground shaking?				x
iii) Seismic-related ground failure, including liquefaction?				x
iv) Landslides?				x
b. Result in substantial soil erosion or the loss of topsoil?				x
c. Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			x	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				x
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				x
8. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			x	

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				x
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				x
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				x
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				x
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				x
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				x
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				x
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				x

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?				x
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				x
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				x
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				x
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				x
f. Otherwise substantially degrade water quality?				x
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				x
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				x
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				x

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
j. Inundation by seiche, tsunami, or mudflow?				x
k. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of Sea Level Rise?				x
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				x
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				x
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				x
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				x
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				x
13. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			x	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			x	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				x

	<i>Potentially Significant Impact</i>	<i>Less-than-Significant Impact After Mitigation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			x	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				x
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				x
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				x
15. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?				x
ii) Police protection?				x
iii) Schools?				x

	<i>Potentially Significant Impact</i>	<i>Less-than-Significant Impact After Mitigation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
iv) Parks?				x
v) Other public facilities?				x
16. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				x
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				x
17. TRANSPORTATION AND TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			x	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			x	
c. Result in a change in marine traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				x
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				x
e. Result in inadequate emergency access?			x	

	<i>Potentially Significant Impact</i>	<i>Less-than-Significant Impact After Mitigation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				x
18. TRIBAL CULTURAL RESOURCES. 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, 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 Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				x
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				x
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			x	

	<i>Potentially Significant Impact</i>	<i>Less-than-Significant Impact After Mitigation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?				x
f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?				x
g. Comply with federal, state, and local statutes and regulations related to solid waste?			x	
20. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			x	
b. Does the project have impacts that are individually limited, but cumulatively considerable? “Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.			x	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				x

4. IMPACTS

4.1 AESTHETICS

Would the Project:

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

No Impact. There are no protected or designated scenic vistas in the Project vicinity. The Project's construction activities, which include removal of a palm tree, would not have a substantial adverse effect on a scenic vista. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project site is not visible from any eligible or designated state scenic highway. The nearest designated state scenic highway is located approximately 30 miles north of the Project (Route 2, from La Cañada-Flintridge to the San Bernardino County Line). The nearest eligible state scenic highway (i.e., State Highway 1, from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) is approximately 7 miles east of the Project site (California Department of Transportation [Caltrans] 2011). In addition to Caltrans state scenic highways, the City of Los Angeles has city-designated scenic highways, but the Project site is not visible from any city-designated scenic highways. As such, there are no scenic resources, including but not limited to trees, rock outcroppings, or historic buildings, within a state scenic highway that could be substantially damaged by the Project. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project involves renovating two buildings for reuse, including removing one palm tree. The Project would not substantially degrade the existing visual character or quality of the site or its surroundings. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not create any new sources of shade or shadow. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.2 AGRICULTURE AND FORESTRY RESOURCES

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. There is no farmland at the Project site. The California Department of Conservation's Farmland Mapping and Monitoring Program, which identifies categories of agricultural resources that are significant and require special consideration (Department of Conservation 2016a), shows the Project site is not located in an area designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project site is located on a parcel zoned heavy industrial. The Project would not conflict with existing zoning or a Williamson Act contract (Department of Conservation 2016b). No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project site is located on a developed, industrial-zoned parcel that does not have forest land, timberland, or timberland zoned timberland production. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project site does not have forest land. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project site does not have farmland. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.3 AIR QUALITY

Would the Project:

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

Less than Significant Impact. The federal Clean Air Act (CAA) of 1969 and its significant amendments (1990) form the basis for the nation's air pollution control effort. The United States Environmental Protection Agency (USEPA) 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 in California to the California Air Resources Board (CARB). CARB, in turn, delegates to local air agencies the responsibility of regulating stationary emission sources.

The South Coast Air Quality Management District (SCAQMD) is responsible for attainment of the clean air standards within the South Coast Air Basin (Basin), which includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. All projects in the port are located within the Basin. Air basins not in attainment with the ambient air quality standards must prepare Air Quality Management Plans (AQMP) which includes proposed measures designed to bring the region into compliance.

The 2016 AQMP (adopted March 2017) proposes emission-reduction measures that are designed to bring the Basin into attainment of the national and state air quality standards. AQMP attainment strategies include mobile source control measures and clean fuel programs that are enforced at the state and federal levels on engine manufacturers and petroleum refiners and retailers.

As a result, the proposed Project construction activities would be required to comply with these any and all applicable regulations currently in existence or promulgated as a result of this most current AQMP. Compliance with AQMP requirements would further ensure that the proposed Project's activities would not obstruct with the plan's implementation. Therefore, the proposed Project would not conflict with or obstruct implementation of the AQMP, the State Implementation Plan (SIP), and the CAA. Impacts would be less than significant and no mitigation is required.

Clean Air Action Plan

The most recent version of the Clean Air Action Plan (CAAP) for the San Pedro Bay Complex was approved by the Boards of Harbor Commissioners for both the POLB and the POLA on November 2, 2017 (POLA and POLB 2017). The CAAP is a plan 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.

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

Less than Significant Impact. The following table presents SCAQMD's emissions significance

thresholds for assessing potential air quality impacts.

**Table 4.3-1
Emissions Significance Thresholds**

SCAQMD Significance Thresholds for Daily Emissions		
Air Pollutant	Construction Threshold (lb/day)	Operation Threshold (lb/day)
NO _x	100	55
Volatile Organic Compounds (VOC)	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Ambient Pollutant Concentration Thresholds		
Air Pollutant	Ambient Concentration Thresholds	
Nitrogen dioxide (NO ₂) ^a		
1-hour average	0.18 ppm (339 µg/m ³) (State)	
1-hour average	0.100 ppm (188 µg/m ³) ^b (Federal)	
Annual average	0.03 ppm (57 µg/m ³) (State)	
Particulate matter (PM ₁₀) ^b		
24-hour average	10.4 µg/m ³ (construction)	
24-hour average	2.5 µg/m ³ (operation)	
Annual average	1.0 µg/m ³	
Particulate matter (PM _{2.5}) ^b		
24-hour average	10.4 µg/m ³ (construction)	
24-hour average	2.5 µg/m ³ (operation)	
Sulfur dioxide (SO ₂)		
1-hour average	0.25 ppm (state) & 0.075 ppm (Federal – 99th percentile)	
24-hour average	0.04 ppm (State)	
Carbon monoxide (CO) ^a		
1-hour average	20 ppm (23,000 µg/m ³) (State)	
8-hour average	9.0 ppm (10,000 µg/m ³) (State/Federal)	
Toxic Air Contaminant and Odor Thresholds		
Toxic air contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2015.

^a The nitrogen dioxide and carbon monoxide thresholds are absolute concentration thresholds, meaning that the maximum predicted Project incremental concentration relative to baseline is added to the background concentration for the Project vicinity, and the total concentration is compared to the threshold.

^b The PM₁₀ and PM_{2.5} thresholds are incremental concentration thresholds, meaning that the maximum predicted Project incremental concentration relative to baseline is directly compared to the threshold without adding the background concentration.

Construction Impacts

Project construction activities would include renovating two buildings, and are anticipated to occur over an approximate three month period beginning in early 2019.

Construction air emissions estimates using CARB's **California Emissions Estimator Model** (CalEEMod) were completed for all criteria pollutants associated with the use of construction equipment and worker commute vehicles. Emissions from off-road equipment were calculated using estimated engine horsepower rating, load factors and usage hours. Construction air emissions calculations are included as Appendix A.

SCAQMD's CEQA Air Quality Handbook requires that maximum daily construction emissions be compared to their published CEQA thresholds (SCAQMD 1993). If emissions are greater than the thresholds, the project is deemed to have significant air quality impacts.

Peak daily construction emissions would not exceed SCAQMD's CEQA significance thresholds.

Table 4.3-2
Peak Daily Construction Emissions (pounds per day)

	NO_x	VOC	SO_x	CO	PM₁₀	PM_{2.5}
Peak Daily Total Construction	49.9	4.7	<0.1	25.8	4.5	2.5
SCAQMD Max. Daily CEQA Significance Threshold ¹	100	75	150	550	150	55
Exceeds CEQA Threshold?	No	No	No	No	No	No

Prepared by: Environmental Compliance Solutions, Inc.

¹ SCAQMD 2015

In addition to regional emission standards as presented above, SCAQMD has developed a voluntary program to determine whether or not projects trigger the need for air dispersion modeling. SCAQMD's Localized Significance Thresholds (LST) methodology is based on maximum daily allowable emissions, the area of the emissions source, and the distance to the nearest exposed individual. The LST is set up as a series of look-up tables for emissions of NO_x, CO, PM₁₀, and PM_{2.5}. If anticipated emissions are below the LST look-up table emission levels then the proposed activity is considered not to violate or substantially contribute to an existing or projected air quality standard. This IS/ND conservatively assumes the nearest sensitive receptors are the marina liveaboard tenants approximately 2,000 feet to the north, across the Cerritos Channel.

Table 4.3-3 below shows onsite peak daily construction emissions would not exceed SCAQMD's LSTs.

**Table 4.3-3
Peak Daily Onsite Construction Emissions (pounds per day)**

	NO_x	VOC	SO_x	CO	PM₁₀	PM_{2.5}
Peak Daily Onsite Construction	4.4	4.4	<0.1	24.1	4.1	2.3
SCAQMD Localized Significance Threshold (LST) ¹	179	NA	NA	10,198	191	120
Exceeds CEQA Threshold?	No	No	No	No	No	No

Prepared by: Environmental Compliance Solutions, Inc.

¹ SCAQMD Localized Significance Thresholds Guidance, July 2008 – Final Localized Significance Threshold Methodology, Tables C-1, C-2, C-4, and C-6 based on Source Receptor Area 4 (South Coastal Los Angeles County). Assumes 5-acre site area, nearest sensitive receptor > 500 meters (~2,000 ft).

Operation Impacts

Operation emissions primarily would occur from the use of heavy-duty diesel trucks moving chassis and tires to and from the two warehouse locations and their combined employee commutes. Table 4.3-4 shows the proposed Project's peak daily operational emissions would not exceed SCAQMD's CEQA significance thresholds. Peak daily emissions assume 40 heavy-duty diesel trucks per day and 81 employee commutes per day.

**Table 4.3-4
Peak Daily Operation Emissions (pounds per day)**

	NO_x	VOC	SO_x	CO	PM₁₀	PM_{2.5}
Peak Daily Operation	18.8	1.0	0.01	8.6	4.1	1.2
SCAQMD Max. Daily CEQA Significance Threshold ¹	55	55	150	550	150	55
Exceeds CEQA Threshold?	No	No	No	No	No	No

¹ SCAQMD 2015

The building may contain asbestos (as indicated in the hazards section below). If any demolition activities occur, all local, state and federal regulations must be complied with including SCAQMD's Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. The proposed Project's peak daily construction and operation emissions do not exceed applicable significance thresholds, indicating short-term air quality impacts would not violate air quality standards and a less-than-significant impact.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact. The Basin is designated as a federal nonattainment area for ozone and PM_{2.5}, and a state nonattainment area for ozone, PM₁₀, and PM_{2.5}.¹ The Project's criteria pollutant emissions are below applicable pollutant thresholds established by SCAQMD.

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 was evaluated against SCAQMD's cumulative impacts policy (SCAQMD 2003) and no significant cumulative air quality impacts were identified.

d) Expose sensitive receptors to substantial pollutant concentrations?

No Impact. The Project would not expose sensitive receptors to substantial pollutant concentrations. The Project's air pollutant emissions are below SCAQMD's CEQA significance thresholds, including the LST thresholds used as surrogates for pollutant concentration modeling. In addition, the construction emissions would be short-term, occurring over a two- to three-month period.

The nearest sensitive receptors are the liveaboard tenants (people that live on their boats) approximately 2,000 feet north of the Project site, in the marinas across the Cerritos Channel. The marina locations include Newmarks Yacht Centre (Berth 204), Lighthouse Yacht Landing (Berth 205), Pacific Yacht Landing (Berth 203), Yacht Haven Marina (Berth 202), California Yacht Marina - Wilmington (Berth 202), and Holiday Harbor – Wilmington (Berth 201).

The nearest Kindergarten through 12th grade (K-12) school is George De La Torre Junior Elementary School (500 Island Avenue, Wilmington), approximately 1.5 miles to the northwest. Due to the short-term duration of construction and operational emissions significantly below SCAQMD standards, no impacts to sensitive receptors is anticipated. No mitigation measures are required.

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

Less than Significant Impact. Operation of diesel-fueled vehicles could generate odors at the Project site, but no objectionable odors are anticipated to affect a substantial number of people given the nearest sensitive receptors are approximately 2,000 feet away. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

¹ The Los Angeles area is designated nonattainment for the lead AAQS, mainly due to two lead-acid battery recyclers. Lead emissions would not be expected from Project activities.

4.4 BIOLOGICAL RESOURCES

Would the Project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project involves renovating two buildings, including removal of one palm tree, at a paved, multi-use cargo terminal that does not support riparian habitat or other sensitive natural communities. No other trees or other vegetation would be removed as part of the Project, therefore no potential nesting habitat would be impacted. Given the developed nature of the Project site, the likelihood is low that any sensitive or special status species would be present at the Project site. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

As there is no in-water work proposed as part of the project, no impacts to marine special status would occur.

Impacts associated with listed and other sensitive species would be less than significant.

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

No Impact. As discussed in Section 4.4(a) above, the Project site is located at a paved multi-use cargo terminal and does not contain riparian habitat or other sensitive communities. Some landscaping is present. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. There are no wetlands on the Project site. The nearest recognized saltwater wetland is located approximately 3.5 miles southwest near the Cabrillo Marina. The Project would not have a substantial adverse effect on federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

- 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 Project site is located at a paved, multi-use cargo terminal that does not support special status species and is not a major migration corridor or wildlife corridor. The Project would not 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 significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would involve renovating two buildings, including removing one palm tree, at a paved, multi-use cargo terminal on Terminal Island. The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

- 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. No habitat exists for any special status or sensitive biological species at the Project site or in its vicinity. There are no Habitat Conservation Plans (HCPs) currently in place at the POLA. This Project does not trigger an HCP, Natural Community Conservation Plan (NCCP), or any other approved habitat conservation plan. The proposed Project is not located in a Significant Ecological Area (SEA). The nearest SEA is the California least tern nesting area at the southern tip of Pier 400, approximately 3 miles to the south. The Project would not conflict with the provisions of an HCP, NCCP, or other approved local, regional, or state habitat conservation plan. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.5 CULTURAL RESOURCES

Would the Project:

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

No Impact. A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historic resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for inclusion in the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

A historical resources assessment completed for the Project site in August 2018 found that neither of the two buildings met any of the criteria to be eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or as a City of Los Angeles designated Historic-Cultural Monument (HCM). (SWCA, August 2018 – “Historical Resources Assessment for the Matson Container Terminal at the Port of Los Angeles, Los Angeles, California”) Therefore, the Project would have a less than significant impact on historical resources. No mitigation measures are required.

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

No Impact. The potential to discover an unknown archaeological resource within the Project site is highly unlikely given the scope of the Project and the fact that the Project site is a developed, active, previously disturbed cargo terminal and is underlain by manmade fill. Nevertheless, the Project would adhere to CEQA Guidelines (CCR Title 14, Section 15064.5), which states that construction activities would cease in the affected area in the highly unlikely event an archaeological discovery is made. Once the discovery has been evaluated by a qualified archaeologist, (see 36 Code of Federal Regulations [CFR] 800.11.1 and CCR, Title 14, Section 15064.5 [f]) and if the resource is found to not be significant, the work can resume. If the resource is found to be significant, they shall be avoided or shall be treated consistent with Section 106 of State Historic Resource Preservation Officer Guidelines.

By adhering to these guidelines, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project site is located at an existing cargo terminal on the northern portion of Terminal Island, a heavy industrial area that is mostly paved and underlain by manmade fill. No unique paleontological resources or sites or geologic features are known to exist at the Project site. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. No human remains are known to exist at the Project site. The Project would not be expected to encounter any human remains given the nature of the construction activities and the fact that the site was disturbed previously during construction of the Matson cargo terminal. Nevertheless, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate that in the event of an inadvertent or unanticipated discovery of any human remains in a location other than a dedicated cemetery, work shall stop immediately. If the coroner determines the remains are Native American, the coroner

shall contact the Native American Heritage Council (NAHC). The NAHC shall identify the most likely descended from the deceased Native American and make recommendations for means of treating or disposing of the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. By complying with the regulations prescribed in California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, the Project would have a less than significant impact should human remains be encountered. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.6 ENERGY

- a) Would the project conflict with adopted energy conservation plans?

Less than Significant Impact. The Project would not conflict with adopted energy conservation plans. The Project would require minimal energy (in terms of fuel consumption) for construction and operation activities. For construction, estimated total fuel consumption would be 7,564 gallons (7,140 gallons diesel, 424, gallons gasoline). For operation, estimated maximum annual fuel consumption would be 133,250 gallons (99,500 gallons diesel, 33,750 gallons gasoline). For fuel consumption calculations, see Air Quality Technical Appendix 1. No mitigation measures are deemed necessary.

- b) Would the project use non-renewable resources in a wasteful and inefficient manner?

Less than Significant Impact. The Project would not use non-renewable resources in a wasteful or inefficient manner. Non-renewable resources, primarily diesel and gasoline, would be used to fuel construction equipment, operation's vehicles, and worker automobiles. No mitigation measures are deemed necessary.

- c) Would the project result in a need for new systems, or substantial alterations to power or natural gas?

No Impact. The project would not result in a need for new power or natural gas systems or substantial alterations to them. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.7 GEOLOGY AND SOILS

Would the Project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on

other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Project would not expose people or structures to potential adverse effects involving rupture of a known earthquake fault. The Project site is not located within a fault zone, but is located within the seismically active Southern California region and has the potential to be subjected to ground shaking hazards associated with earthquake events on active faults. The Project site is located approximately 1 mile east of the Palos Verdes fault zone, but is not located within the Alquist-Priolo Earthquake Fault Zone (California Institute of Technology 2012). While it is not located within a fault zone, the Project site is located within a landslide and liquefaction zone as defined by the California Department of Conservation (California Department of Conservation 2015). No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

ii) Strong seismic ground shaking?

No Impact. Please see the response to 4.7 (a)(i) above.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Please see the response to 4.7 (a)(i) above.

iv) Landslides?

No Impact. The Project site is flat with no significant natural or graded slopes. While the Project site is located within an area susceptible to landslides and liquefaction (California Department of Conservation 2015), the proposed Project would not create new potential substantial adverse effects involving landslides. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not result in substantial soil erosion or the loss of topsoil. The Project site is currently covered by pavement and buildings and would continue to be covered following project completion. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

Less than Significant Impact. The Project site is located within an area susceptible to landslides and liquefaction (California Department of Conservation 2015), but Project activities would have a low likelihood of causing a landslide, lateral spreading, subsidence, liquefaction or collapse. No mitigation measures are deemed necessary.

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

No Impact. The Project would renovate existing structures and would not be located on expansive soil creating substantial risks to life or property. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not use septic tanks or alternative disposal systems; sewers would be used for the disposal of wastewater. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.8 GREENHOUSE GASES

This section summarizes potential greenhouse gas (GHG) emissions associated with the proposed Project.

GHG emissions from construction activities, which include equipment and vehicles powered by diesel and gasoline, were calculated and are included as Appendix A – Air Quality Emission Calculations.

CEQA Significance Thresholds

State CEQA Guidelines Section 15064.4(b) sets forth the factors that should be considered by a lead agency when assessing the significance of impacts from GHG emissions on the environment. These factors include:

- The extent to which a project may increase or reduce GHG emissions compared with the existing environmental setting;
- Whether project emissions exceed a threshold of significance that the lead agency determines applicable to a project; and
- The extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

The guidelines do not specify significance thresholds and allow the lead agencies discretion in how to address and evaluate significance based on these criteria.

The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year (MT/yr) of carbon dioxide equivalent (CO₂e) (MT/yr CO₂e) for industrial projects where SCAQMD is the lead agency (SCAQMD 2008a). For the purpose of this IS/ND, this analysis used this threshold

to evaluate the proposed Project's GHG emissions under CEQA. If estimated GHG emissions remain below this threshold, they would be expected to produce less than significant impacts to GHG levels.

LAHD has determined the SCAQMD-adopted interim industrial threshold of 10,000 MT/yr CO_{2e} to be suitable for the proposed Project following reasons:

- The SCAQMD interim threshold used as the basis for its development, Governor Schwarzenegger's June 1, 2005 Executive Order S-3-05 which set emission reduction targets of reducing GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050 (SCAQMD 2008a). The 2020 target is the core of the California Global Warming Solutions Act of 2006, widely known as Assembly Bill (AB) 32.
- The proposed Project's primary GHG source is construction equipment. The SCAQMD industrial source threshold is appropriate for projects with mobile emission sources. California Air Pollution Control Officers Association (CAPCOA) guidance considers industrial projects to include substantial GHG emissions associated with mobile sources (CAPCOA 2008). SCAQMD, on industrial projects for which it is the lead agency, uses the 10,000 MT/yr threshold to determine CEQA significance by combining a project's stationary source and mobile source emissions. Although the threshold was originally developed for stationary sources, SCAQMD staff views the threshold as conservative for projects with both stationary and mobile source because it is applied to a larger set of emissions and therefore captures a greater percentage of projects than would be captured if the threshold was only used for stationary sources.
- The SCAQMD industrial source threshold is appropriate for projects with sources that use primarily diesel fuel. Although most of the sources that were considered by the SCAQMD in the development of the 10,000 MT/yr threshold are natural gas-fueled, both natural gas and diesel combustion produce carbon dioxide (CO₂) as the dominant GHG (The Climate Registry 2016). Furthermore, the conversion of all GHG species into a CO_{2e} ensures that the GHG emissions from any source, regardless of fuel type, can be evaluated equitably.

After considering these guidelines, LAHD has set the following threshold for use in this IS/ND to determine the significance of Project-related GHG impacts. The Project would create a significant GHG impact if it:

- a) Generates GHG emissions that, either directly or indirectly, that may have a significant impact on the environment?

The Project's annual construction GHG emissions do not exceed SCAQMD's significance threshold.

**Table 4.8-1
Annual Construction GHG Emissions (metric tons/year)**

	GHG (CO₂e) (metric tons/yr)
Construction Emissions	76.6
Amortized Emissions ¹	2.6
Significance Threshold ²	10,000
Exceeds Threshold?	No
Environmental Compliance Solutions, Inc. 1 metric ton = 1,000 kg = 2,205 lbs = 1.1 U.S. (short) tons. CO ₂ e = the carbon dioxide equivalent of all GHGs combined. ¹ SCAQMD protocol requires amortizing construction emissions over 30 years ² SCAQMD 2015	

Table 4.8-2 below shows the Project’s annual operation GHG emissions do not exceed SCAQMD’s significance threshold.

**Table 4.8-2
Annual Operation GHG Emissions (metric tons/year)**

	GHG (CO₂e) (metric tons/yr)
Operation Emissions	263
Amortized Emissions ¹	43.9
Significance Threshold ²	10,000
Exceeds Threshold?	No
Environmental Compliance Solutions, Inc. 1 metric ton = 1,000 kg = 2,205 lbs = 1.1 U.S. (short) tons. CO ₂ e = the carbon dioxide equivalent of all GHGs combined. ¹ SCAQMD protocol requires amortizing construction emissions over 30 years ² SCAQMD 2015	

Less than Significant Impact. The proposed Project would generate GHG emissions from the combustion of diesel and gasoline in equipment and vehicles that would be well below SCAQMD’s CEQA significance thresholds. No mitigation measures are deemed necessary.

Informational assessment: Consider whether the Project is consistent with certain statewide, regional and local plans and policies.

As noted above, CEQA Guidelines Section 15064.4(b) provides that one factor to be considered in assessing the significance of GHG emissions on the environment is “the extent to which a project

complies with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of GHG emissions.”

Several state, regional and local plans have been developed that set goals for the reduction of GHG emissions over the next few years and decades. Some of these plans and policies (notably, Executive Order S-3-05 and AB 32) were taken into account by the SCAQMD in developing the 10,000 MT/yr CO₂e threshold. However, 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). (See *Center for Biological Diversity v. California Department of Fish and Wildlife [Newhall Ranch]* [2015] 62 Cal.4th 204, 223.) Consequently, no CEQA significance assessment based upon compliance with such regulations or requirements can be made for the Project. Nevertheless, LAHD has considered for informational purposes only, whether the Project activities and features are consistent with federal, state or local plans, policies or regulations for the reduction of GHG emissions, as set forth below:

The State of California is leading the way in the United States with respect to GHG reductions. Several legislative and municipal targets for reducing GHG emissions, below 1990 levels have been established. Key examples include:

- Senate Bill (SB) 32
 - 1990 levels by 2020
 - 40 percent below 1990 levels by 2030
- AB 32
 - 80 percent below 1990 levels by 2050
- City of Los Angeles Sustainable City Plan
 - 45 percent below 1990 levels by 2025
 - 60 percent below 1990 levels by 2035
 - 80 percent below 1990 levels by 2050

LAHD has been tracking GHG emissions, in terms of CO₂e, since 2005 through the LAHD municipal GHG inventory and the annual inventory of air emissions. POLA-related GHG emissions started making significant reductions since 2006, reaching a maximum reduction in CO₂e of 15 percent from 1990 levels in 2013. Subsequently, 2014 and 2015 saw GHG levels rise due to a period of port congestion that arose from circumstances outside of the control of either the LAHD or its tenants. This event illustrates a major challenge related to managing GHG-related emissions, as events outside the control of LAHD or its individual tenants will continue to have a varying degree of impact on the progress of reduction efforts.

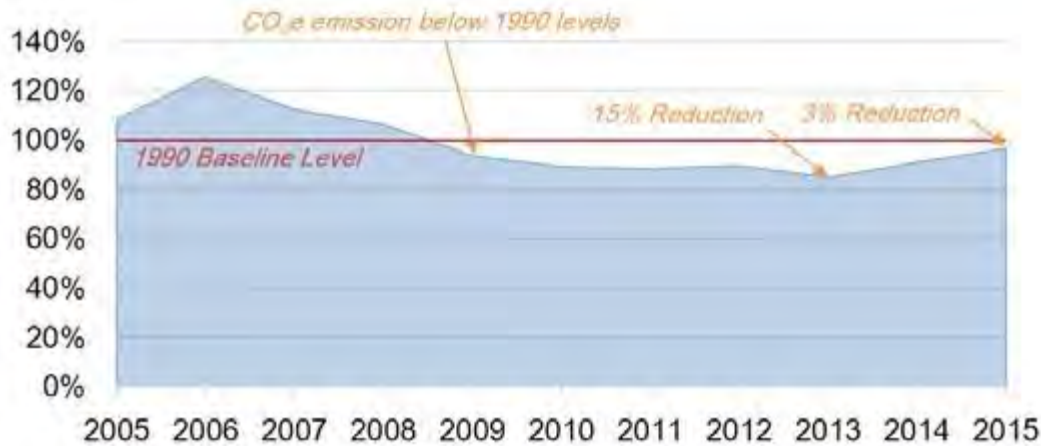


Figure 4 Actual GHG Emissions (2005-2015)



Figure 5 Actual GHG Emissions (2005-2015) & GHG Compliance Trajectory (2015-2050)

LAHD and its tenants have initiated a number of wide-ranging strategies to reduce all port-related GHGs, which includes the benefits associated with the CAAP, Zero Emission Roadmap, Energy Management Action Plan (EMAP), operational efficiency improvements, and land use and planning initiatives. Looking toward 2050, there are several unknowns that will affect future GHG emission levels. These unknowns include grid power portfolios; maritime industry preferences of power sources and fuel types for ships, harbor craft, terminal equipment, locomotives, and trucks; advances in cargo movement efficiencies; the locations of manufacturing centers for products and commodities moved; and increasing consumer demand for goods. The key relationships that have led to operational efficiency improvements to date are the cost of energy, current and upcoming regulatory programs, and the competitive nature of the goods movement industry. We anticipate these relationships will continue to produce benefits with regards to GHG emissions for the foreseeable future.

It is not possible at this time to determine whether POLA-wide emissions or any particular Project applicant will be able to meet the compliance trajectory shown. Compliance will depend upon future regulations or requirements that may be adopted, future technologies that have not been identified or fully developed at this time, or any other POLA-wide GHG reduction strategies that may be

established. As a result, while LAHD will continue to work with its tenants to implement aggressive GHG reduction measures to meet the compliance trajectory that is shown, LAHD cannot with certainty confirm compliance with these future plans and policies at this time.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

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

Less than Significant Impact. The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. During construction, the primary hazardous material at the Project site would be diesel fuel for equipment and vehicles. During operations, small quantities of hazardous materials, including diesel fuel, gasoline, lubricating oils and grease, and welding gases (compressed acetylene and oxygen) would be used, but these hazardous materials would be managed safely in accordance with local, state, and federal regulations.

In addition, based on the ages of the buildings, which were constructed in 1970, asbestos and lead-based paint may be present, as regulation of these materials did not begin until the Toxic Substances Control Act (TSCA) was passed in 1976. The Project would safely manage hazardous materials in accordance with applicable local, state, and federal regulations. No mitigation measures are deemed necessary.

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

Less than Significant Impact. The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials. The buildings to be renovated were constructed in 1970. Based on their age, asbestos and lead-based paint may be present, as regulation of these materials did not begin until TSCA was passed in 1976. If present, these hazardous materials would be managed in accordance with applicable local, state, and federal regulations [including SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities](#). No mitigation measures are deemed necessary.

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

No Impact. The Project site is not located within one-quarter mile of an existing or proposed school, and hazardous emissions and handling of hazardous or acutely hazardous materials are not anticipated within one-quarter mile of an existing or proposed school. The nearest K-12 school is the George De La Torre Junior Elementary School (500 Island Avenue), approximately 1.5 miles to

the northwest. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., “Cortese List”) maintained by the California Department of Toxic Substances Control (DTSC). There is no impact from the proposed Project related to the disturbance of a Cortese Site and no mitigation is necessary.

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

No Impact. The Project site is not located within an airport land use plan or within two miles of an airport. The nearest public airports are Zamperini Field Airport (Torrance), approximately 5 miles to the northwest, and Long Beach Airport, approximately 6 miles to the northeast. A private heliport is located at Berth 95, approximately two miles to the southwest. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. A private heliport, Catalina Air-Sea Terminal Heliport, is located at Berth 95 approximately 2 miles southwest of the Project site. Given the heliport’s distance from the Project site, the Project would not result in a safety hazard for people working in the project area. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project involves renovating two buildings at an existing multi-use cargo terminal. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. According to the Safety Element of the City of Los Angeles General Plan, the Project site is not located in an area designated as Very High Fire Hazard Severity Zone and there are no wildlands in the vicinity of the Project site (City of Los Angeles, 1996). No significant adverse

impacts and have been identified and no mitigation measures are deemed necessary.

4.10 HYDROLOGY AND WATER QUALITY

Would the Project:

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

No Impact. The Project would not violate any water quality standards or waste discharge requirements. The Project involves renovating two buildings, which would include limited demolition and debris removal. Construction activities would be conducted in accordance with the Los Angeles County National Pollutant Discharge Elimination System Permit for the Municipal Separate Storm Sewer System (NPDES MS4 Permit) requirements for construction projects, which includes application of certain best management practices. In addition, there are BMP requirements for construction sites including erosion and sediment controls, non-stormwater management & waste management. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Groundwater in the harbor area is south of the Dominquez Gap Barrier and generally impacted by saltwater intrusion (salinity) and is, therefore, unsuitable for use as drinking water. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not substantially alter the existing drainage pattern of the site or area, and would not alter the course of a stream or river. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not substantially alter the existing drainage pattern of the site or area, would not alter the course of a stream or river, and would not substantially increase the rate or amount of surface runoff. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. No significant new paving or site changes are expected as part of this project. Two existing warehouses will be used. Therefore, the Project would not substantially alter the existing drainage pattern of the site or area. As mentioned above, the project would comply with construction project requirements in the Los Angeles County NPDES MS4 permit. The Project would not create or contribute runoff water that would exceed the capacity of existing stormwater drainage systems or provide substantial sources of polluted runoff. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

- f) Otherwise substantially degrade water quality?

No Impact. The Project would not substantially degrade water quality. As mentioned above, the project would comply with construction project requirements in the Los Angeles County NPDES MS4 permit. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project site is located within a 100-year flood hazard area (Federal Emergency Management Agency [FEMA] 2008); however, the Project does not involve placement of housing onsite. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would renovate existing structures, but would not place any structures that would impede or redirect flood flows. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not expose people or structures to a significant risk of loss, injury or death involving flooding. There are no dams or levees near the Project site. As stated in Question 4.10(g) above, the Project site is located within a 100-year flood hazard area. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

- j) Cause inundation by seiche, tsunami, or mudflow?

No Impact. The Project site is located within a tsunami inundation area (Tsunami Inundation Map for Emergency Plan, California Department of Conservation 2009), but the Project would not cause

inundation by seiche, tsunami, or mudflow. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

- k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of Sea Level Rise?

No Impact. The Project involves demolishing structures and therefore would not expose people or structures to a significant risk of loss, injury or death involving flooding from Sea Level Rise. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.11 LAND USE AND PLANNING

Would the Project:

- a) Physically divide an established community?

No Impact. The Project would involve renovating buildings that would provide maintenance support to local port activities. The Project would not physically divide an established community. As such, no impact would occur. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed Project would not conflict with a specific plan, general plan, or zoning ordinance. The Project site is zoned [Q]M3-1 (Qualified Heavy Industrial) under the City of Los Angeles Zoning Ordinance and would continue to have the same land uses as under existing conditions. The proposed Project would not alter the land use of the site or surrounding areas and would not conflict with the *Port Master Plan* (LAHD 2014) or any applicable land use plans. Therefore, no impact would occur with the implementation of the proposed Project. No mitigation measures are deemed necessary.

- c) Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)?

No Impact. The Project would not conflict with an applicable HCP or NCCP because the site is not located within an adopted HCP or NCCP, as discussed above. As such, no impact would result from the Project. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.12 MINERAL RESOURCES

Would the Project:

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

No Impact. The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and California residents. The Project site is already a developed cargo terminal and is located in a highly industrialized area surrounded by industrial land uses. According to the California Department of Conservation (Division of Oil, Gas and Geothermal Resources (DOGGR)), oil and gas wells are located less than 500 feet from the Project site. The Project site is located on the Wilmington Oil Field, the third largest oil field in the U.S. (California Department of Conservation 2018). No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. As described under Section 4.12(a), there are no active oil wells on site. The Project would not result in the loss of availability of a mineral resource recovery site as described under Section 4.12(a). Therefore, no impact to the availability of a mineral resource would result from the Project. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.13 NOISE

Would the Project Result In:

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

Less than Significant Impact. The City of Los Angeles adopted a Noise Element as part of their General Plan in November 1998 (City of Los Angeles 1998). The noise element provides an overview of various noise sources (current and anticipated) along with standards and policies. The standards for construction-related noise are codified in the Los Angeles City Noise Ordinance (Los Angeles Municipal Code Section 41.40), which limits construction activities to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 5:00 PM on Saturday (no work is allowed on Sundays). Construction activities at the Project site would comply with this ordinance.

The Los Angeles Municipal Code Section 112.05, *Maximum Noise Level of Powered Equipment or Powered Hand Tools*, details that the maximum noise level powered equipment may produce within a distance of 500 feet from a City residential zone is 75 A-weighted decibels (dBA) at a distance of

50 feet, unless compliance is technically infeasible. Technically infeasible means that the noise limitations cannot be attained during use of the equipment even with the use of mufflers, shields, sound barriers and/or other noise reduction techniques.

Project construction activities are estimated to be completed within three months. Construction activities could result in temporary increases in ambient noise levels in the Project area on a short-term basis. Noise and groundborne vibration from the Project would be generated during construction and removal of approximately 20 percent of the larger of the two existing warehouses, including operation of diesel construction equipment. The nearest potential residential receptors are the liveaboard tenants located in the marinas approximately 2,000 feet north of the Project site, across the Cerritos Channel. Due to the Project's short-term nature and the distance to potential residential receptors, noise is anticipated to have a less than significant impact.

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

Less than Significant Impact. Construction activities are not expected to cause excessive groundborne vibrations or noise levels. Any groundborne noise levels would have a less than significant impact and be short-term in nature, as the project duration is anticipated to be two months or less. No mitigation is required.

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

No Impact. As mentioned above, there are no sensitive receptors or residential areas near the proposed site. The closest marina with a potential liveaboards is approximately 2,000 feet (or more than 0.35 mile away). The Project would generate temporary construction noise in the project vicinity. The proposed Project is surrounded by industrial uses. Due to the short-term duration of the construction activities, and because these activities would occur during the City's allowable time periods, and because the proposed Project would occur in an existing industrial area with no residences within 500 feet, the proposed Project would result in a less-than-significant noise impact, and no mitigation is required.

For operational activities, there would be some noise associated with up to 60 truck trips per day (over a 10 hour work day). The area is currently surrounded by heavy industry and other truck trip intensive uses. Since there are no sensitive receptors nearby, no significant adverse noise impacts and have been identified and no mitigation measures are deemed necessary.

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

Less than Significant Impact. Construction activities would comply with Municipal Code Sections 41.40 and 112.05, and any increase in ambient noise levels in the project vicinity would be temporary and have less than significant impact. No mitigation measures are deemed necessary.

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

No Impact. The Project is not located within an airport land use plan. The nearest public airports are Zamperini Field Airport (Torrance), approximately 5 miles to the northwest, and Long Beach Airport, approximately 6 miles to the northeast. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. A private heliport, Catalina Air-Sea Terminal Heliport, is located at Berth 95, approximately 2 miles southwest of the Project site. The helicopters fly primarily north-south over the Main Channel to Catalina Island. Given the distance between the Project site and the heliport, workers at the Project site would not be exposed to excessive noise levels from helicopters. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.14 POPULATION AND HOUSING

Would the Project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Project would not induce population growth in the area, either directly or indirectly. Following construction, the both Project buildings are anticipated to employ 81 people combined.

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

No Impact. The Project would not displace existing housing. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not displace people. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.15 PUBLIC SERVICES

Would the Project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services

i) Fire Protection?

No Impact. The Los Angeles Fire Department (LAFD) provides fire protection services as well as emergency medical (paramedic) services within the City of Los Angeles. LAFD Fire Station 40, located at 330 Ferry Street, is the closest station to the Project site (LAFD 2018). During construction, emergency access to the Project vicinity would be maintained for emergency service vehicles. Following the completion of the Project, there would be no substantial adverse impacts for new or altered fire protection services. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

ii) Police protection?

No Impact. The Los Angeles Port Police (Port Police) is the primary law enforcement agency within the POLA. The Port Police are responsible for patrol and surveillance of POLA property including 12 square miles of landside property and 43 miles of waterfront. The Los Angeles Police Department (LAPD) provides police protection to the entire City of Los Angeles, including San Pedro. The Project site is located within the LAPD Harbor Division Area, which covers 27.5 square miles including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island. The Project would not increase demand for new police protection services. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

iii) Schools?

No Impact. The Project would not create new housing and would not require new schools. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

iv) Parks?

No Impact. The Project does not include development of any residential uses and would not create increased demand for new parks. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

- v) Other public facilities?

No Impact. The Project does not include development of residential uses and would not create increased demand for other public facilities. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.16 RECREATION

Would the Project:

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The Project would not construct new buildings and would not increase the use of existing regional parks or other recreational facilities. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

- b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The Project would not develop, or require the construction of, recreational facilities that would physically affect the environment. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.17 TRANSPORTATION AND TRAFFIC

Would the Project:

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

Less than Significant Impact. According to the Los Angeles County Congestion Management Program (CMP), a Traffic Impact Analysis (TIA) should be conducted at all CMP arterial monitoring intersections, including monitored freeway on-ramps or off-ramps, where a proposed project would add 50 or more trips during either the AM weekday peak hour (7:00 AM – 9:00 AM) or the PM weekday peak hour (4:00 PM to 6:00 PM) and at all mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours (Los Angeles County Metropolitan Transportation Authority 2010). The City of Los Angeles states a Technical Memorandum is required when a project is likely to add 25 to 42 AM or PM peak hour

trips, and the adjacent intersection(s) are presently operating at Level of Service (LOS) E or F (City of Los Angeles 2016). Additionally, the guidelines state a Traffic Study is required when a project is likely to add 43 or more AM or PM peak-hour trips.

The Project's construction-related activities would require less than 20 construction workers. Construction worker commute trips would be well below the Los Angeles County CMP thresholds triggering a TIA or the City of Los Angeles thresholds triggering a Technical Memorandum or Traffic Study.

Project construction activities would not result in significant traffic trip generation and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The Project would have a less than significant impact. Project operational trips would equal approximately 60 truck trips throughout a 10-hour work day, so no significant transportation impacts are anticipated. Therefore, no mitigation measures are deemed necessary.

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

Less than Significant Impact. The Project would result in a temporary increase in traffic, but it would not conflict with a CMP or other standards established for designated roads or highways. No mitigation measures are deemed necessary.

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

No Impact. The Project would not result in a change in air traffic patterns. The nearest airports are Zamperini Field Airport (Torrance), approximately 5 miles to the northwest, and Long Beach Airport, approximately 6 miles to the northeast. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not substantially increase hazards due to a design feature or incompatible uses. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

- e) Result in inadequate emergency access?

Less than Significant Impact. The Project would not result in inadequate emergency access, but would increase vehicle traffic. All access routes for emergency services in the vicinity of the Project site would be maintained. No mitigation measures are deemed necessary.

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

No Impact. The Project would not alter the land use of the site or surrounding area, and would not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities land use plans. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.18 TRIBAL CULTURAL RESOURCES

This section evaluates impacts related to tribal cultural resources associated with the implementation of the proposed Project.

AB 52, which went into effect on July 1, 2015, established a consultation process with all California Native American Tribes on the Native American Heritage Council (NAHC) List and required consideration of Tribal Cultural Values in the determination of project impacts and mitigation. AB 52 established a new class of resources, tribal cultural resources, defined as a site feature, place, cultural landscape, sacred place or object, which is of cultural value to a Tribe that is either: (1) on or eligible for the California Historic Register or a local historic register; or (2) treated by the lead agency, at its discretion, as a traditional cultural resource per Public Resources Code 21074 (a)(1)(A)-(B). Public Resources Code Section 21083.09, added by AB 52, required the California Natural Resources Agency to update Appendix G of the CEQA Guidelines to address tribal cultural resources. Pursuant to Government Code Section 11346.6, on August 8, 2016 the California Natural Resources Agency adopted and amended the CEQA Guidelines to include consideration of impacts to tribal cultural resources. These amendments separated the consideration of paleontological resources from tribal cultural resources and updated the relevant sample questions to add specific consideration of tribal cultural resources.

AB 52 Consultation: Pursuant to Public Resources Code Section 21080.3.1(d) Anthony Morales, Chief of San Gabriel Band of Mission Indians was informed of the Project on September 15, 2018. Pursuant to Public Resources Code Section 21080.3.1(b), LAHD requested a response in writing within 30 days if a consultation was desired. Consultation was not requested.

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. As discussed in Section 4.5, *Cultural Resources*, the Project's buildings have no

historical significance. It is unlikely a tribal cultural resource would be encountered based on the nature of the Project's construction activities. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

- 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 shall consider the significance of the resource to a California Native American tribe.

No Impact. There are no known tribal cultural resources at the Project site. It is unlikely a tribal cultural resource would be encountered during demolition activities based on the scope of the Project. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:

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

No Impact. The Project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. Please see the response to 4.19(a) above. The Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities of which could cause significant environmental effects. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

Less than Significant Impact. The Project would result in a minimal increase in new water demand from the anticipated employment of 81 people. The Project would not require water supply from existing entitlements and resources, and no new or expanded entitlements would be needed. No mitigation measures are deemed necessary.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The Project would not result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

No Impact. The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's waste. No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

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

Less than Significant Impact. The Project would comply with federal, state, and local statutes and regulations related to solid waste, including the City of Los Angeles' Solid Waste Integrated Resource Plan (City of Los Angeles 2013). No significant adverse impacts and have been identified and no mitigation measures are deemed necessary.

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

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

Less than Significant Impact. The Project has been determined to have no impacts or less than significant impacts.

As discussed in Section 4.4, *Biological Resources*, because the Project site is located in a developed area, there are no rare or endangered habitats or protected plant or wildlife species.

As discussed in Section 4.5, *Cultural Resources*, impacts to cultural resources would be less than significant because the Project site is underlain by manmade fill and zoned for industrial use. As a result, no known examples of major periods of California history or prehistory would be eliminated with implementation of the Project. Additionally, the Project's buildings are not historically significant. Therefore, the Project would not degrade the quality of the environment and would have less than significant impact.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant Impact. The Project's impacts are individually limited and are not cumulatively considerable.

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

Less than Significant Impact. The Project does not have environmental effects which would could cause substantial adverse effects on human beings, either directly or indirectly.

5. PROPOSED FINDING

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

6. PREPARERS AND CONTRIBUTORS

This IS/ND was prepared by City of Los Angeles Harbor Department. Members of the professional staff are listed below:

- Christopher Cannon, Director of Environmental Management
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7. ACRONYMS AND ABBREVIATIONS

(Q)M3-1	Qualified Heavy Industrial
AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
APP	Application for Port Permit
Basin	Southern California Air Basin
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH ₄	Methane
CMP	Congestion Management Program
CO	Carbon monoxide
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
CWA	Clean Water Act
dBA	A-weighted decibel
DOGGR	Division of Oil, Gas and Geothermal Resources
DTSC	Department of Toxic Substances
EMAP	Energy Management Action Plan
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
IPaC	Information for Planning and Consultation
IS	Initial Study
K-12	Kindergarten through 12 th Grade
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
lbs/ day	pounds per day
LID	Low Impact Development
LOS	Level of Service

LST	Localized Significance Thresholds
MT/yr	metric tons per year
N ₂ O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Council
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NO ₂	Nitrogen dioxide
NO _x	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PM ₁₀	Particulate matter less than 10 microns in diameter
PM _{2.5}	Particulate matter less than 2.5 microns in diameter
POLA	Port of Los Angeles
POLB	Port of Long Beach
Port Police	Los Angeles Port Police
RAP	Remedial Action Plan
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Area
SIP	State Implementation Plan
SLR	Sea Level Rise
SO _x	Sulfur oxides
SWPPP	Stormwater Pollution Prevention Plan
TIA	Traffic Impact Analysis
TSCA	Toxic Substances Control Act
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VOC	Volatile Organic Compounds

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Appendix A

Air Quality Technical Appendix

Chassis Depot and Repair Facilities – Berths 206-209

APP No. 180515-080 / 180628-112

Construction Emission Calculations

Prepared by:

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PCMC/PMC Warehouse - Los Angeles-South Coast County, Annual

PCMC/PMC Warehouse
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	93.00	1000sqft	10.00	93,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2050
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - PCMC/PMC Warehouse
 Demolish Part of Warehouse and Rebuild Side Wall

Land Use - Lot approx 75% of 500 ft x 1150 ft

Construction Phase - Demo of Portion of Larger Warehouse (and a smaller cinder block building, planter, and palm tree). Rebuild wall of Warehouse. Repave demoed area.

Off-road Equipment - Demo of Portion of Warehouse

Off-road Equipment -

Off-road Equipment - Repave demoed area

Off-road Equipment - Rebuild portion of warehouse

Trips and VMT - Debris estimate

Demolition -

Vehicle Trips - Operational Emissions Not Calculated

Area Coating -

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation - Default

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	20.00
tblConstructionPhase	NumDays	20.00	2.00
tblConstructionPhase	PhaseEndDate	12/16/2019	2/25/2019
tblConstructionPhase	PhaseEndDate	1/13/2020	2/27/2019
tblConstructionPhase	PhaseStartDate	12/17/2019	2/26/2019
tblLandUse	LotAcreage	2.13	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Paving
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblTripsAndVMT	HaulingTripNumber	173.00	249.00
tblTripsAndVMT	VendorTripNumber	15.00	10.00
tblTripsAndVMT	WorkerTripNumber	39.00	16.00
tblTripsAndVMT	WorkerTripNumber	13.00	12.00

2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2019	3-31-2019	0.7017	0.7017
		Highest	0.7017	0.7017

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3793	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4600e-003
Energy	4.4000e-004	3.9700e-003	3.3300e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	206.3276	206.3276	4.8500e-003	1.0700e-003	206.7667
Mobile	0.0265	0.1964	0.3755	2.3600e-003	0.2546	8.7000e-004	0.2554	0.0683	8.1000e-004	0.0691	0.0000	220.2364	220.2364	7.7800e-003	0.0000	220.4308
Waste						0.0000	0.0000		0.0000	0.0000	17.7455	0.0000	17.7455	1.0487	0.0000	43.9637
Water						0.0000	0.0000		0.0000	0.0000	6.8229	155.9675	162.7905	0.7045	0.0173	185.5602
Total	0.4062	0.2004	0.3800	2.3800e-003	0.2546	1.1700e-003	0.2557	0.0683	1.1100e-003	0.0694	24.5684	582.5339	607.1023	1.7658	0.0184	656.7238

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3793	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4600e-003
Energy	4.4000e-004	3.9700e-003	3.3300e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	206.3276	206.3276	4.8500e-003	1.0700e-003	206.7667
Mobile	0.0265	0.1964	0.3755	2.3600e-003	0.2546	8.7000e-004	0.2554	0.0683	8.1000e-004	0.0691	0.0000	220.2364	220.2364	7.7800e-003	0.0000	220.4308
Waste						0.0000	0.0000		0.0000	0.0000	17.7455	0.0000	17.7455	1.0487	0.0000	43.9637
Water						0.0000	0.0000		0.0000	0.0000	6.8229	155.9675	162.7905	0.7045	0.0173	185.5602
Total	0.4062	0.2004	0.3800	2.3800e-003	0.2546	1.1700e-003	0.2557	0.0683	1.1100e-003	0.0694	24.5684	582.5339	607.1023	1.7658	0.0184	656.7238

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	BldgDemo	Demolition	1/1/2019	1/28/2019	5	20	
2	Site Improvements	Building Construction	1/29/2019	2/25/2019	5	20	
3	Paving	Paving	2/26/2019	2/27/2019	5	2	

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Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
BldgDemo	Concrete/Industrial Saws	1	8.00	81	0.73
BldgDemo	Cranes	1	8.00	231	0.29
BldgDemo	Excavators	1	8.00	158	0.38
BldgDemo	Off-Highway Trucks	1	8.00	402	0.38
BldgDemo	Rubber Tired Dozers	2	8.00	247	0.40
BldgDemo	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Improvements	Cranes	1	7.00	231	0.29
Site Improvements	Forklifts	1	6.00	89	0.20
Site Improvements	Generator Sets	1	8.00	84	0.74
Site Improvements	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Improvements	Welders	1	2.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
BldgDemo	7	18.00	0.00	249.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Improvements	5	16.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 BldgDemo - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0187	0.0000	0.0187	2.8300e-003	0.0000	2.8300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0444	0.4595	0.2413	5.1000e-004		0.0221	0.0221		0.0205	0.0205	0.0000	45.1881	45.1881	0.0130	0.0000	45.5124
Total	0.0444	0.4595	0.2413	5.1000e-004	0.0187	0.0221	0.0408	2.8300e-003	0.0205	0.0233	0.0000	45.1881	45.1881	0.0130	0.0000	45.5124

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3.2 BldgDemo - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.1800e-003	0.0394	8.3700e-003	1.0000e-004	2.1400e-003	1.4000e-004	2.2800e-003	5.9000e-004	1.3000e-004	7.2000e-004	0.0000	9.6946	9.6946	6.8000e-004	0.0000	9.7117
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-004	7.5000e-004	8.1700e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	2.0000e-005	5.4000e-004	0.0000	1.8960	1.8960	7.0000e-005	0.0000	1.8977
Total	2.0800e-003	0.0402	0.0165	1.2000e-004	4.1100e-003	1.6000e-004	4.2700e-003	1.1100e-003	1.5000e-004	1.2600e-003	0.0000	11.5907	11.5907	7.5000e-004	0.0000	11.6094

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0187	0.0000	0.0187	2.8300e-003	0.0000	2.8300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0444	0.4595	0.2413	5.1000e-004		0.0221	0.0221		0.0205	0.0205	0.0000	45.1880	45.1880	0.0130	0.0000	45.5124
Total	0.0444	0.4595	0.2413	5.1000e-004	0.0187	0.0221	0.0408	2.8300e-003	0.0205	0.0233	0.0000	45.1880	45.1880	0.0130	0.0000	45.5124

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3.2 BldgDemo - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.1800e-003	0.0394	8.3700e-003	1.0000e-004	2.1400e-003	1.4000e-004	2.2800e-003	5.9000e-004	1.3000e-004	7.2000e-004	0.0000	9.6946	9.6946	6.8000e-004	0.0000	9.7117
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-004	7.5000e-004	8.1700e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	2.0000e-005	5.4000e-004	0.0000	1.8960	1.8960	7.0000e-005	0.0000	1.8977
Total	2.0800e-003	0.0402	0.0165	1.2000e-004	4.1100e-003	1.6000e-004	4.2700e-003	1.1100e-003	1.5000e-004	1.2600e-003	0.0000	11.5907	11.5907	7.5000e-004	0.0000	11.6094

3.3 Site Improvements - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0128	0.1226	0.0880	1.6000e-004		6.7400e-003	6.7400e-003		6.4000e-003	6.4000e-003	0.0000	13.7789	13.7789	2.8600e-003	0.0000	13.8503
Total	0.0128	0.1226	0.0880	1.6000e-004		6.7400e-003	6.7400e-003		6.4000e-003	6.4000e-003	0.0000	13.7789	13.7789	2.8600e-003	0.0000	13.8503

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3.3 Site Improvements - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	0.0118	3.2300e-003	3.0000e-005	6.3000e-004	7.0000e-005	7.0000e-004	1.8000e-004	7.0000e-005	2.5000e-004	0.0000	2.5007	2.5007	1.7000e-004	0.0000	2.5048
Worker	8.0000e-004	6.7000e-004	7.2600e-003	2.0000e-005	1.7500e-003	2.0000e-005	1.7700e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.6854	1.6854	6.0000e-005	0.0000	1.6868
Total	1.2200e-003	0.0125	0.0105	5.0000e-005	2.3800e-003	9.0000e-005	2.4700e-003	6.5000e-004	8.0000e-005	7.3000e-004	0.0000	4.1860	4.1860	2.3000e-004	0.0000	4.1916

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0128	0.1226	0.0880	1.6000e-004		6.7400e-003	6.7400e-003		6.4000e-003	6.4000e-003	0.0000	13.7789	13.7789	2.8600e-003	0.0000	13.8503
Total	0.0128	0.1226	0.0880	1.6000e-004		6.7400e-003	6.7400e-003		6.4000e-003	6.4000e-003	0.0000	13.7789	13.7789	2.8600e-003	0.0000	13.8503

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3.3 Site Improvements - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	0.0118	3.2300e-003	3.0000e-005	6.3000e-004	7.0000e-005	7.0000e-004	1.8000e-004	7.0000e-005	2.5000e-004	0.0000	2.5007	2.5007	1.7000e-004	0.0000	2.5048
Worker	8.0000e-004	6.7000e-004	7.2600e-003	2.0000e-005	1.7500e-003	2.0000e-005	1.7700e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.6854	1.6854	6.0000e-005	0.0000	1.6868
Total	1.2200e-003	0.0125	0.0105	5.0000e-005	2.3800e-003	9.0000e-005	2.4700e-003	6.5000e-004	8.0000e-005	7.3000e-004	0.0000	4.1860	4.1860	2.3000e-004	0.0000	4.1916

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.8000e-004	9.0900e-003	9.1200e-003	1.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.2890	1.2890	4.0000e-004	0.0000	1.2990
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.8000e-004	9.0900e-003	9.1200e-003	1.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.2890	1.2890	4.0000e-004	0.0000	1.2990

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3.4 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	5.0000e-005	5.4000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1264	0.1264	0.0000	0.0000	0.1265
Total	6.0000e-005	5.0000e-005	5.4000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1264	0.1264	0.0000	0.0000	0.1265

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.8000e-004	9.0900e-003	9.1200e-003	1.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.2890	1.2890	4.0000e-004	0.0000	1.2990
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.8000e-004	9.0900e-003	9.1200e-003	1.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.2890	1.2890	4.0000e-004	0.0000	1.2990

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3.4 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	5.0000e-005	5.4000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1264	0.1264	0.0000	0.0000	0.1265
Total	6.0000e-005	5.0000e-005	5.4000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1264	0.1264	0.0000	0.0000	0.1265

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0265	0.1964	0.3755	2.3600e-003	0.2546	8.7000e-004	0.2554	0.0683	8.1000e-004	0.0691	0.0000	220.2364	220.2364	7.7800e-003	0.0000	220.4308
Unmitigated	0.0265	0.1964	0.3755	2.3600e-003	0.2546	8.7000e-004	0.2554	0.0683	8.1000e-004	0.0691	0.0000	220.2364	220.2364	7.7800e-003	0.0000	220.4308

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	156.24	156.24	156.24	669,600	669,600
Total	156.24	156.24	156.24	669,600	669,600

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.532454	0.043739	0.208693	0.115325	0.013167	0.006450	0.024584	0.044209	0.002931	0.001558	0.005337	0.000739	0.000814

5.0 Energy Detail

PCMC/PMC Warehouse - Los Angeles-South Coast County, Annual

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	202.0100	202.0100	4.7700e-003	9.9000e-004	202.4234
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	202.0100	202.0100	4.7700e-003	9.9000e-004	202.4234
NaturalGas Mitigated	4.4000e-004	3.9700e-003	3.3300e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3177	4.3177	8.0000e-005	8.0000e-005	4.3433
NaturalGas Unmitigated	4.4000e-004	3.9700e-003	3.3300e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3177	4.3177	8.0000e-005	8.0000e-005	4.3433

PCMC/PMC Warehouse - Los Angeles-South Coast County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	80910	4.4000e-004	3.9700e-003	3.3300e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3177	4.3177	8.0000e-005	8.0000e-005	4.3433
Total		4.4000e-004	3.9700e-003	3.3300e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3177	4.3177	8.0000e-005	8.0000e-005	4.3433

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	80910	4.4000e-004	3.9700e-003	3.3300e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3177	4.3177	8.0000e-005	8.0000e-005	4.3433
Total		4.4000e-004	3.9700e-003	3.3300e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3177	4.3177	8.0000e-005	8.0000e-005	4.3433

PCMC/PMC Warehouse - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	362700	202.0100	4.7700e-003	9.9000e-004	202.4234
Total		202.0100	4.7700e-003	9.9000e-004	202.4234

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	362700	202.0100	4.7700e-003	9.9000e-004	202.4234
Total		202.0100	4.7700e-003	9.9000e-004	202.4234

6.0 Area Detail

6.1 Mitigation Measures Area

PCMC/PMC Warehouse - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3793	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4600e-003
Unmitigated	0.3793	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0431					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3361					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4600e-003
Total	0.3793	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4600e-003

PCMC/PMC Warehouse - Los Angeles-South Coast County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0431					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3361					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4600e-003
Total	0.3793	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3100e-003	2.3100e-003	1.0000e-005	0.0000	2.4600e-003

7.0 Water Detail

7.1 Mitigation Measures Water

PCMC/PMC Warehouse - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	162.7905	0.7045	0.0173	185.5602
Unmitigated	162.7905	0.7045	0.0173	185.5602

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	21.5063 / 0	162.7905	0.7045	0.0173	185.5602
Total		162.7905	0.7045	0.0173	185.5602

PCMC/PMC Warehouse - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	21.5063 / 0	162.7905	0.7045	0.0173	185.5602
Total		162.7905	0.7045	0.0173	185.5602

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	17.7455	1.0487	0.0000	43.9637
Unmitigated	17.7455	1.0487	0.0000	43.9637

PCMC/PMC Warehouse - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	87.42	17.7455	1.0487	0.0000	43.9637
Total		17.7455	1.0487	0.0000	43.9637

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	87.42	17.7455	1.0487	0.0000	43.9637
Total		17.7455	1.0487	0.0000	43.9637

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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PCMC/PMC Warehouse - Los Angeles-South Coast County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

PCMC/PMC Warehouse
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	93.00	1000sqft	10.00	93,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2050
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

Project Characteristics - PCMC/PMC Warehouse
 Demolish Part of Warehouse and Rebuild Side Wall

Land Use - Lot approx 75% of 500 ft x 1150 ft

Construction Phase - Demo of Portion of Larger Warehouse (and a smaller cinder block building, planter, and palm tree). Rebuild wall of Warehouse. Repave demoed area.

Off-road Equipment - Demo of Portion of Warehouse

Off-road Equipment -

Off-road Equipment - Repave demoed area

Off-road Equipment - Rebuild portion of warehouse

Trips and VMT - Debris estimate

Demolition -

Vehicle Trips - Operational Emissions Not Calculated

Area Coating -

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation - Default

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	20.00
tblConstructionPhase	NumDays	20.00	2.00
tblConstructionPhase	PhaseEndDate	12/16/2019	2/25/2019
tblConstructionPhase	PhaseEndDate	1/13/2020	2/27/2019
tblConstructionPhase	PhaseStartDate	12/17/2019	2/26/2019
tblLandUse	LotAcreage	2.13	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Paving
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblTripsAndVMT	HaulingTripNumber	173.00	249.00
tblTripsAndVMT	VendorTripNumber	15.00	10.00
tblTripsAndVMT	WorkerTripNumber	39.00	16.00
tblTripsAndVMT	WorkerTripNumber	13.00	12.00

2.0 Emissions Summary

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217
Energy	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339
Mobile	0.1510	1.0516	2.1472	0.0134	1.4261	4.7800e-003	1.4309	0.3817	4.4600e-003	0.3862		1,375.6767	1,375.6767	0.0470		1,376.8511
Total	2.2319	1.0734	2.1749	0.0135	1.4261	6.4600e-003	1.4326	0.3817	6.1400e-003	0.3879		1,401.7760	1,401.7760	0.0475	4.8000e-004	1,403.1067

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217
Energy	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339
Mobile	0.1510	1.0516	2.1472	0.0134	1.4261	4.7800e-003	1.4309	0.3817	4.4600e-003	0.3862		1,375.6767	1,375.6767	0.0470		1,376.8511
Total	2.2319	1.0734	2.1749	0.0135	1.4261	6.4600e-003	1.4326	0.3817	6.1400e-003	0.3879		1,401.7760	1,401.7760	0.0475	4.8000e-004	1,403.1067

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	BldgDemo	Demolition	1/1/2019	1/28/2019	5	20	
2	Site Improvements	Building Construction	1/29/2019	2/25/2019	5	20	
3	Paving	Paving	2/26/2019	2/27/2019	5	2	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
BldgDemo	Concrete/Industrial Saws	1	8.00	81	0.73
BldgDemo	Cranes	1	8.00	231	0.29
BldgDemo	Excavators	1	8.00	158	0.38
BldgDemo	Off-Highway Trucks	1	8.00	402	0.38
BldgDemo	Rubber Tired Dozers	2	8.00	247	0.40
BldgDemo	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Improvements	Cranes	1	7.00	231	0.29
Site Improvements	Forklifts	1	6.00	89	0.20
Site Improvements	Generator Sets	1	8.00	84	0.74
Site Improvements	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Improvements	Welders	1	2.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
BldgDemo	7	18.00	0.00	249.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Improvements	5	16.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

3.2 BldgDemo - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8703	0.0000	1.8703	0.2832	0.0000	0.2832			0.0000			0.0000
Off-Road	4.4386	45.9532	24.1261	0.0506		2.2084	2.2084		2.0500	2.0500		4,981.132 2	4,981.132 2	1.4302		5,016.886 7
Total	4.4386	45.9532	24.1261	0.0506	1.8703	2.2084	4.0786	0.2832	2.0500	2.3332		4,981.132 2	4,981.132 2	1.4302		5,016.886 7

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1170	3.8132	0.8130	9.9500e-003	0.2177	0.0140	0.2317	0.0597	0.0134	0.0731		1,076.317 1	1,076.317 1	0.0741		1,078.170 3
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0899	0.0661	0.8679	2.1900e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		218.3315	218.3315	7.5000e-003		218.5190
Total	0.2069	3.8793	1.6809	0.0121	0.4189	0.0157	0.4346	0.1130	0.0150	0.1280		1,294.648 7	1,294.648 7	0.0816		1,296.689 3

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

3.2 BldgDemo - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8703	0.0000	1.8703	0.2832	0.0000	0.2832			0.0000			0.0000
Off-Road	4.4386	45.9532	24.1261	0.0506		2.2084	2.2084		2.0500	2.0500	0.0000	4,981.132 2	4,981.132 2	1.4302		5,016.886 7
Total	4.4386	45.9532	24.1261	0.0506	1.8703	2.2084	4.0786	0.2832	2.0500	2.3332	0.0000	4,981.132 2	4,981.132 2	1.4302		5,016.886 7

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1170	3.8132	0.8130	9.9500e-003	0.2177	0.0140	0.2317	0.0597	0.0134	0.0731		1,076.317 1	1,076.317 1	0.0741		1,078.170 3
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0899	0.0661	0.8679	2.1900e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		218.3315	218.3315	7.5000e-003		218.5190
Total	0.2069	3.8793	1.6809	0.0121	0.4189	0.0157	0.4346	0.1130	0.0150	0.1280		1,294.648 7	1,294.648 7	0.0816		1,296.689 3

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

3.3 Site Improvements - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2759	12.2643	8.8039	0.0157		0.6736	0.6736		0.6398	0.6398		1,518.8600	1,518.8600	0.3152		1,526.7389
Total	1.2759	12.2643	8.8039	0.0157		0.6736	0.6736		0.6398	0.6398		1,518.8600	1,518.8600	0.3152		1,526.7389

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0416	1.1573	0.3071	2.6100e-003	0.0640	7.3800e-003	0.0714	0.0184	7.0600e-003	0.0255		278.8146	278.8146	0.0179		279.2613
Worker	0.0799	0.0587	0.7715	1.9500e-003	0.1788	1.5400e-003	0.1804	0.0474	1.4200e-003	0.0489		194.0725	194.0725	6.6700e-003		194.2391
Total	0.1215	1.2160	1.0785	4.5600e-003	0.2429	8.9200e-003	0.2518	0.0659	8.4800e-003	0.0743		472.8871	472.8871	0.0245		473.5004

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

3.3 Site Improvements - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2759	12.2643	8.8039	0.0157		0.6736	0.6736		0.6398	0.6398	0.0000	1,518.8600	1,518.8600	0.3152		1,526.7389
Total	1.2759	12.2643	8.8039	0.0157		0.6736	0.6736		0.6398	0.6398	0.0000	1,518.8600	1,518.8600	0.3152		1,526.7389

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0416	1.1573	0.3071	2.6100e-003	0.0640	7.3800e-003	0.0714	0.0184	7.0600e-003	0.0255		278.8146	278.8146	0.0179		279.2613
Worker	0.0799	0.0587	0.7715	1.9500e-003	0.1788	1.5400e-003	0.1804	0.0474	1.4200e-003	0.0489		194.0725	194.0725	6.6700e-003		194.2391
Total	0.1215	1.2160	1.0785	4.5600e-003	0.2429	8.9200e-003	0.2518	0.0659	8.4800e-003	0.0743		472.8871	472.8871	0.0245		473.5004

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8840	9.0934	9.1233	0.0145		0.4784	0.4784		0.4410	0.4410		1,420.8728	1,420.8728	0.4415		1,431.9101
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8840	9.0934	9.1233	0.0145		0.4784	0.4784		0.4410	0.4410		1,420.8728	1,420.8728	0.4415		1,431.9101

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0441	0.5786	1.4600e-003	0.1341	1.1600e-003	0.1353	0.0356	1.0700e-003	0.0366		145.5544	145.5544	5.0000e-003		145.6793
Total	0.0600	0.0441	0.5786	1.4600e-003	0.1341	1.1600e-003	0.1353	0.0356	1.0700e-003	0.0366		145.5544	145.5544	5.0000e-003		145.6793

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

3.4 Paving - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8840	9.0934	9.1233	0.0145		0.4784	0.4784		0.4410	0.4410	0.0000	1,420.8727	1,420.8727	0.4415		1,431.9101
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8840	9.0934	9.1233	0.0145		0.4784	0.4784		0.4410	0.4410	0.0000	1,420.8727	1,420.8727	0.4415		1,431.9101

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0441	0.5786	1.4600e-003	0.1341	1.1600e-003	0.1353	0.0356	1.0700e-003	0.0366		145.5544	145.5544	5.0000e-003		145.6793
Total	0.0600	0.0441	0.5786	1.4600e-003	0.1341	1.1600e-003	0.1353	0.0356	1.0700e-003	0.0366		145.5544	145.5544	5.0000e-003		145.6793

4.0 Operational Detail - Mobile

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1510	1.0516	2.1472	0.0134	1.4261	4.7800e-003	1.4309	0.3817	4.4600e-003	0.3862		1,375.6767	1,375.6767	0.0470		1,376.8511
Unmitigated	0.1510	1.0516	2.1472	0.0134	1.4261	4.7800e-003	1.4309	0.3817	4.4600e-003	0.3862		1,375.6767	1,375.6767	0.0470		1,376.8511

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	156.24	156.24	156.24	669,600	669,600
Total	156.24	156.24	156.24	669,600	669,600

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.532454	0.043739	0.208693	0.115325	0.013167	0.006450	0.024584	0.044209	0.002931	0.001558	0.005337	0.000739	0.000814

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339
NaturalGas Unmitigated	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	221.671	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339
Total		2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.221671	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339
Total		2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339

6.0 Area Detail

6.1 Mitigation Measures Area

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217
Unmitigated	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2362					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.6000e-004	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217
Total	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2362					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.6000e-004	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217
Total	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

PCMC/PMC Warehouse - Los Angeles-South Coast County, Summer

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

PCMC/PMC Warehouse
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	93.00	1000sqft	10.00	93,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2050
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

Project Characteristics - PCMC/PMC Warehouse
Demolish Part of Warehouse and Rebuild Side Wall

Land Use - Lot approx 75% of 500 ft x 1150 ft

Construction Phase - Demo of Portion of Larger Warehouse (and a smaller cinder block building, planter, and palm tree). Rebuild wall of Warehouse. Repave demoed area.

Off-road Equipment - Demo of Portion of Warehouse

Off-road Equipment -

Off-road Equipment - Repave demoed area

Off-road Equipment - Rebuild portion of warehouse

Trips and VMT - Debris estimate

Demolition -

Vehicle Trips - Operational Emissions Not Calculated

Area Coating -

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation - Default

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	20.00
tblConstructionPhase	NumDays	20.00	2.00
tblConstructionPhase	PhaseEndDate	12/16/2019	2/25/2019
tblConstructionPhase	PhaseEndDate	1/13/2020	2/27/2019
tblConstructionPhase	PhaseStartDate	12/17/2019	2/26/2019
tblLandUse	LotAcreage	2.13	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Paving
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	PhaseName		BldgDemo
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	2.00
tblTripsAndVMT	HaulingTripNumber	173.00	249.00
tblTripsAndVMT	VendorTripNumber	15.00	10.00
tblTripsAndVMT	WorkerTripNumber	39.00	16.00
tblTripsAndVMT	WorkerTripNumber	13.00	12.00

2.0 Emissions Summary

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217
Energy	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339
Mobile	0.1485	1.0626	2.0375	0.0128	1.4261	4.7900e-003	1.4309	0.3817	4.4700e-003	0.3862		1,316.7748	1,316.7748	0.0475		1,317.9623
Total	2.2294	1.0844	2.0652	0.0129	1.4261	6.4700e-003	1.4326	0.3817	6.1500e-003	0.3879		1,342.8741	1,342.8741	0.0481	4.8000e-004	1,344.2179

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217
Energy	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339
Mobile	0.1485	1.0626	2.0375	0.0128	1.4261	4.7900e-003	1.4309	0.3817	4.4700e-003	0.3862		1,316.7748	1,316.7748	0.0475		1,317.9623
Total	2.2294	1.0844	2.0652	0.0129	1.4261	6.4700e-003	1.4326	0.3817	6.1500e-003	0.3879		1,342.8741	1,342.8741	0.0481	4.8000e-004	1,344.2179

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	BldgDemo	Demolition	1/1/2019	1/28/2019	5	20	
2	Site Improvements	Building Construction	1/29/2019	2/25/2019	5	20	
3	Paving	Paving	2/26/2019	2/27/2019	5	2	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
BldgDemo	Concrete/Industrial Saws	1	8.00	81	0.73
BldgDemo	Cranes	1	8.00	231	0.29
BldgDemo	Excavators	1	8.00	158	0.38
BldgDemo	Off-Highway Trucks	1	8.00	402	0.38
BldgDemo	Rubber Tired Dozers	2	8.00	247	0.40
BldgDemo	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Improvements	Cranes	1	7.00	231	0.29
Site Improvements	Forklifts	1	6.00	89	0.20
Site Improvements	Generator Sets	1	8.00	84	0.74
Site Improvements	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Site Improvements	Welders	1	2.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
BldgDemo	7	18.00	0.00	249.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Improvements	5	16.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

3.2 BldgDemo - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8703	0.0000	1.8703	0.2832	0.0000	0.2832			0.0000			0.0000
Off-Road	4.4386	45.9532	24.1261	0.0506		2.2084	2.2084		2.0500	2.0500		4,981.132 2	4,981.132 2	1.4302		5,016.886 7
Total	4.4386	45.9532	24.1261	0.0506	1.8703	2.2084	4.0786	0.2832	2.0500	2.3332		4,981.132 2	4,981.132 2	1.4302		5,016.886 7

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1199	3.8641	0.8680	9.7800e-003	0.2177	0.0143	0.2319	0.0597	0.0136	0.0733		1,058.062 9	1,058.062 9	0.0770		1,059.986 6
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	0.2196	3.9373	1.6644	0.0119	0.4189	0.0160	0.4349	0.1130	0.0152	0.1283		1,263.646 4	1,263.646 4	0.0840		1,265.746 9

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

3.2 BldgDemo - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8703	0.0000	1.8703	0.2832	0.0000	0.2832			0.0000			0.0000
Off-Road	4.4386	45.9532	24.1261	0.0506		2.2084	2.2084		2.0500	2.0500	0.0000	4,981.132 2	4,981.132 2	1.4302		5,016.886 7
Total	4.4386	45.9532	24.1261	0.0506	1.8703	2.2084	4.0786	0.2832	2.0500	2.3332	0.0000	4,981.132 2	4,981.132 2	1.4302		5,016.886 7

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1199	3.8641	0.8680	9.7800e-003	0.2177	0.0143	0.2319	0.0597	0.0136	0.0733		1,058.062 9	1,058.062 9	0.0770		1,059.986 6
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	0.2196	3.9373	1.6644	0.0119	0.4189	0.0160	0.4349	0.1130	0.0152	0.1283		1,263.646 4	1,263.646 4	0.0840		1,265.746 9

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

3.3 Site Improvements - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2759	12.2643	8.8039	0.0157		0.6736	0.6736		0.6398	0.6398		1,518.8600	1,518.8600	0.3152		1,526.7389
Total	1.2759	12.2643	8.8039	0.0157		0.6736	0.6736		0.6398	0.6398		1,518.8600	1,518.8600	0.3152		1,526.7389

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0433	1.1589	0.3385	2.5400e-003	0.0640	7.5000e-003	0.0715	0.0184	7.1700e-003	0.0256		271.2771	271.2771	0.0191		271.7535
Worker	0.0886	0.0651	0.7080	1.8400e-003	0.1788	1.5400e-003	0.1804	0.0474	1.4200e-003	0.0489		182.7409	182.7409	6.2900e-003		182.8981
Total	0.1319	1.2239	1.0464	4.3800e-003	0.2429	9.0400e-003	0.2519	0.0659	8.5900e-003	0.0745		454.0180	454.0180	0.0254		454.6516

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

3.3 Site Improvements - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2759	12.2643	8.8039	0.0157		0.6736	0.6736		0.6398	0.6398	0.0000	1,518.8600	1,518.8600	0.3152		1,526.7389
Total	1.2759	12.2643	8.8039	0.0157		0.6736	0.6736		0.6398	0.6398	0.0000	1,518.8600	1,518.8600	0.3152		1,526.7389

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0433	1.1589	0.3385	2.5400e-003	0.0640	7.5000e-003	0.0715	0.0184	7.1700e-003	0.0256		271.2771	271.2771	0.0191		271.7535
Worker	0.0886	0.0651	0.7080	1.8400e-003	0.1788	1.5400e-003	0.1804	0.0474	1.4200e-003	0.0489		182.7409	182.7409	6.2900e-003		182.8981
Total	0.1319	1.2239	1.0464	4.3800e-003	0.2429	9.0400e-003	0.2519	0.0659	8.5900e-003	0.0745		454.0180	454.0180	0.0254		454.6516

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8840	9.0934	9.1233	0.0145		0.4784	0.4784		0.4410	0.4410		1,420.8728	1,420.8728	0.4415		1,431.9101
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8840	9.0934	9.1233	0.0145		0.4784	0.4784		0.4410	0.4410		1,420.8728	1,420.8728	0.4415		1,431.9101

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0488	0.5310	1.3800e-003	0.1341	1.1600e-003	0.1353	0.0356	1.0700e-003	0.0366		137.0557	137.0557	4.7100e-003		137.1736
Total	0.0665	0.0488	0.5310	1.3800e-003	0.1341	1.1600e-003	0.1353	0.0356	1.0700e-003	0.0366		137.0557	137.0557	4.7100e-003		137.1736

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

3.4 Paving - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8840	9.0934	9.1233	0.0145		0.4784	0.4784		0.4410	0.4410	0.0000	1,420.8727	1,420.8727	0.4415		1,431.9101
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8840	9.0934	9.1233	0.0145		0.4784	0.4784		0.4410	0.4410	0.0000	1,420.8727	1,420.8727	0.4415		1,431.9101

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0488	0.5310	1.3800e-003	0.1341	1.1600e-003	0.1353	0.0356	1.0700e-003	0.0366		137.0557	137.0557	4.7100e-003		137.1736
Total	0.0665	0.0488	0.5310	1.3800e-003	0.1341	1.1600e-003	0.1353	0.0356	1.0700e-003	0.0366		137.0557	137.0557	4.7100e-003		137.1736

4.0 Operational Detail - Mobile

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1485	1.0626	2.0375	0.0128	1.4261	4.7900e-003	1.4309	0.3817	4.4700e-003	0.3862		1,316.7748	1,316.7748	0.0475		1,317.9623
Unmitigated	0.1485	1.0626	2.0375	0.0128	1.4261	4.7900e-003	1.4309	0.3817	4.4700e-003	0.3862		1,316.7748	1,316.7748	0.0475		1,317.9623

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	156.24	156.24	156.24	669,600	669,600
Total	156.24	156.24	156.24	669,600	669,600

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.532454	0.043739	0.208693	0.115325	0.013167	0.006450	0.024584	0.044209	0.002931	0.001558	0.005337	0.000739	0.000814

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339
NaturalGas Unmitigated	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	221.671	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339
Total		2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.221671	2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339
Total		2.3900e-003	0.0217	0.0183	1.3000e-004		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003		26.0790	26.0790	5.0000e-004	4.8000e-004	26.2339

6.0 Area Detail

6.1 Mitigation Measures Area

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217
Unmitigated	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2362					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.6000e-004	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217
Total	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2362					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8414					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.6000e-004	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217
Total	2.0785	8.0000e-005	9.4300e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0204	0.0204	5.0000e-005		0.0217

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

PCMC/PMC Warehouse - Los Angeles-South Coast County, Winter

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Chassis Depot and Repair Facilities - Berths 206-209

APP No. 180515-080 / 180628-112

Operational Emission Calculations

Prepared by:

Environmental Compliance Solutions, Inc.
171 Pier Avenue #337
Santa Monica, CA 90405

APP No. 180515-080 / 180628-112

Operation Emissions

Summary

Max. Daily Operation Emissions

Item	Max. Daily Operation Emissions (lb/day)						
	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e (GHG)
Project	18.8	1.0	8.2	4.1	1.2	0.1	5,653
CEQA Significance Threshold (1)	55	55	550	150	55	150	-
Significant?	No	No	No	No	No	No	-

(1) SCAQMD Air Quality Significance Thresholds (rev Mar 2015), <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>
 GHG = Greenhouse Gases = CO2e (includes CO2, CH4, and N2O emissions).

NOx = nitrogen oxides, VOC = volatile organic compounds, CO = carbon monoxide, PM10 = particulate matter 10 microns and less, PM2.5 = particulate matter 2.5 microns and less, SO2 = sulfur dioxide.

Max. Annual Operation Emissions - CO2e (GHG) Only

Item	Max. Annual Operation GHG Emissions (metric tons/year)
Project Max. Annual	641
Project Max. Annual amortized over 30 Years	21.4
CEQA Significance Threshold (1)	10,000
Significant?	No

(1) SCAQMD Air Quality Significance Thresholds (rev Mar 2015), <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>
 30-year amortization per SCAQMD's Draft Oct 2008 Interim CEQA Greenhouse Gas (GHG) Significance Threshold Guidance Document

There are no CEQA annual significance thresholds for NOx, VOC, CO, PM10, PM2.5, or SO2.

Assumed annual operation: 250 days/year

Max. Annual Operation Fuel Consumption

Equipment Type	Fuel	Total Fuel Usage (gallons)
Heavy-duty trucks	Diesel	37,400
Worker vehicles	Gasoline	29,565
Total		66,965

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Operation Emissions

Daily Emissions and Fuel Use

Max. Daily Operation Emissions

Equipment/Activity	Vehicle Type	Count	mi/day	Max. Daily Emissions (lb/day)							Fuel Use (gal/day)	
				NOx	VOC	CO	PM10	PM2.5	SO2	CO2e (GHG)	Diesel	Gasoline
T7 POLA Heavy-Duty Drayage Trucks	Onroad	40	20	18.3	0.7	2.0	0.1	0.1	0.03	3,364	149.6	
Worker commute	Onroad	81	40	0.5	0.3	6.2	0.0	0.0	0.0	2,289		118.3
Fugitive dust	-	-	-				4.0	1.1				
Total				18.8	1.0	8.2	4.1	1.2	0.05	5,653	149.6	118.3

For assumptions, see Onroad Vehicle Details and Emission Factors (next page).

Fugitive dust includes road dust from vehicle travel on paved roads and vehicle brake and tire wear.

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Operation Emissions
Onroad Vehicle Details and Emission Factors

Onroad Vehicle Details

Vehicle Description	EMFAC Vehicle Class	Engine Model Year	Fuel	Fuel Use (gal/day/veh)	Distance (mile/day/veh)	Idling (min/day/veh)	Daily Exhaust Emissions (excludes Fugitive Dust) (lb/day/vehicle)							Fugitive dust (lb/day/veh)	
							NOx	VOC	CO	PM10	PM2.5	SO2	GHG	PM10	PM2.5
T7 POLA Heavy-Duty Drayage Trucks	T7 POLA	2010	DSL	3.74	20	5	0.457	0.017	0.049	0.002	0.002	0.001	84.1	0.02173	0.00593
Worker commute	LDA	Aggregated	GAS	1.46	40	0	0.006	0.004	0.076	0.000	0.000	0.000	28.3	0.03878	0.01030

Emission factors

Vehicle Description	Exhaust Emission Factors (grams/mile)							Fugitive Dust (grams/mile)				Road Dust (grams/mile)	
	NOx	VOC	CO	PM10	PM2.5	SO2	GHG	PM10-Tire Wear	PM10-Brake Wear	PM2.5-Tire Wear	PM2.5-Brake Wear	PM10	PM2.5
T7 POLA Heavy-Duty Drayage Trucks	10.142	0.368	1.073	0.045	0.043	0.018	1865	0.036	0.062	0.009	0.026	0.395	0.099
Worker commute	0.067	0.017	0.787	0.002	0.002	0.003	317	0.008	0.037	0.002	0.016	0.395	0.099

Vehicle Description	Idling Emission Factors (g/hr)							Startup/Hotsoak/Runloss Emission Factors (g/trip/vehicle)						
	NOx	VOC	CO	PM10	PM2.5	SO2	GHG	NOx	VOC	CO	PM10	PM2.5	SO2	GHG
T7 POLA Heavy-Duty Drayage Trucks	55.16	2.854	11.399	0.002	0.002	0.098	10253	0	0	0	0	0	0	0
Worker commute	0	0	0	0	0	0	0	0.10397	0.48707	1.5616	0.00221	0.00221	0.00067	64.6069

Emission Factor notes:

NOx, VOC, CO, PM10, PM2.5, SO2, and CO2 emission factors (except road dust) from CARB's EMFAC2014 (v1.0.7) model for calendar year 2019 and assume aggregated speeds.

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Operation Emissions

Onroad Vehicle Details and Emission Factors

Road dust emission factors calculated using EPA's AP42 entrained road dust equation (see below).

Daily emissions (DSL vehicles) = (miles/day) * (EF [g/mile]) + (idling time [min/day]) / (60 [min/hr]) * (Idling EF [g/hr])

Daily emissions (GAS vehicles) = (miles/day) * (EF [g/mile]) + (2 [trips/day]) * (EF [g/trip/vehicle])

For worker commute vehicles, 2 trips/day assumed for startup/hotsoak/runloss emissions.

LDA = Light-duty automobile

CalEEMod default Home-Work trip length in South Coast Air Basin is 19.8 miles (Rural) and 14.7 miles (Urban) - emissions estimates assume 20 miles (40 miles roundtrip).

Fuel use estimated from GHG emissions.

Fugitive dust for PAVED roads:

EPA's AP42, Chapter 13.2.1 (Paved Roads, 1/2011):

PM10 EF (g/mile) = $1 * (sL)^{0.91} * (W)^{1.02}$

PM2.5 EF (g/mile) = $0.25 * (sL)^{0.91} * (W)^{1.02}$

where sL = surface silt loading (g/m²), W = average vehicle weight (ton)

Parameter

Value

Basis/Assumption

sL: 0.135 g/m² Assumes 100% local roads (for LA Co.: local = 0.135 g/m², Major/Collector = 0.013 g/m², Freeway = 0.015 g/m²)
sL from CARB, Methodology 7.9 (Entrained Road Travel, Paved Road Dust) Nov 2016, Table 3,
https://www.arb.ca.gov/ei/areasrc/fullpdf/full7-9_2016.pdf

W: 2.4 tons CalEEMod v2016.3.2 default. Estimated avg weight of ALL vehicles traveling on roads.

PM10: 0.395 g/mile

PM2.5: 0.099 g/mile

Per AP42, paved road EF is applied using fleet avg weight of ALL vehicles traveling on road.

Road dust emissions assume no credit/reduction for precipitation.

CO₂e (GHG): GWP*CO₂ + GWP*CH₄ + GWP*N₂O

CH₄ and N₂O emission factors:

Vehicle type	CH ₄ (g/mile)	N ₂ O (g/mile)
DSL	0.0051	0.0048
GAS	0.0358	0.0473

Table B-1, https://www.epa.gov/sites/production/files/2016-03/documents/mobileemissions_3_2016.pdf

DSL CH₄ and N₂O EFs are for Medium and Heavy Duty Diesel and assumed to apply to all on-road diesel vehicles identified above.

GAS EFs are for 1995 model year gasoline passenger car (25-year old vehicle is conservative assumption) and are assumed to apply to all on-road gasoline vehicles identified above.

Global Warming Potential (GWP) for CO₂, CH₄, and N₂O:

	<u>Value</u>	<u>Basis</u>
CO ₂ GWP	1	2014 IPCC Fifth Assessment Report (AR5), http://www.ghgprotocol.org/calculation-tools

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Operation Emissions

Onroad Vehicle Details and Emission Factors

CH4 GWP:	28	2014 IPCC Fifth Assessment Report (AR5), http://www.ghgprotocol.org/calculation-tools
N2O GWP:	265	2014 IPCC Fifth Assessment Report (AR5), http://www.ghgprotocol.org/calculation-tools
CO2 emission factor		
	<u>Value</u>	<u>Basis</u>
Gasoline CO2 EF:	8.78 kg/gal	Table 2, EPA Mobile Combustion CO2 Emission Factors, https://www.epa.gov/sites/production/files/2016-09/documents/emission-factors_nov_2015_v2.pdf
Diesel CO2 EF:	10.21 kg/gal	Table A-1, EPA Mobile Combustion CO2 Emission Factors, https://www.epa.gov/sites/production/files/2016-09/documents/emission-factors_nov_2015_v2.pdf