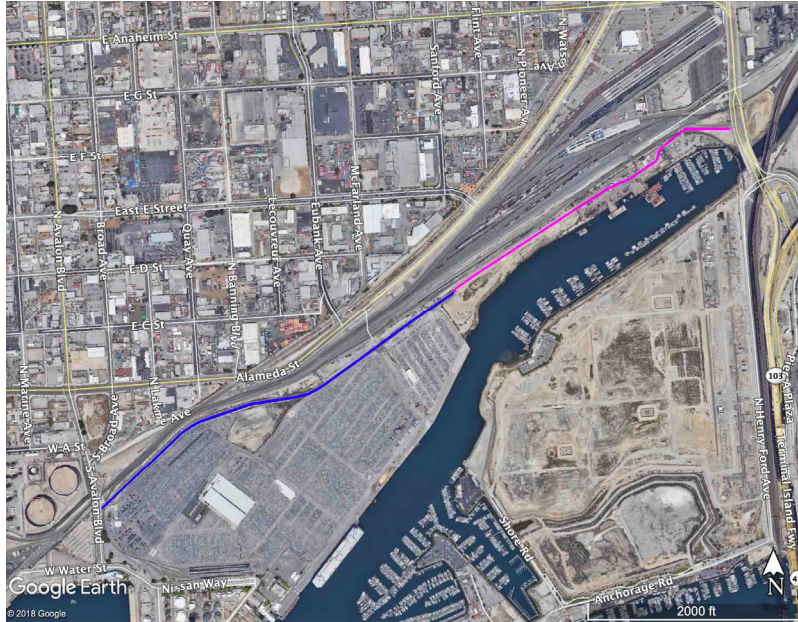


Final Recirculated Initial Study/Negative Declaration

Berth 200 Roadway Extension



Prepared By:

Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

June 2021

APP No. 190314-037
SCH No. 2021040388

This page left intentionally blank

FINAL RECIRCULATED INITIAL STUDY/NEGATIVE DECLARATION.....	i
RESPONSE TO COMMENTS.....	1-1
DISTRIBUTION OF THE DRAFT RECIRCULATED IS/ND.....	1-1
COMMENTS ON THE DRAFT IS/ND	1-1
1.1 CEQA Process	1-4
1.2 Document Format.....	1-5
2.0 Project Description.....	2-1
2.1 Project Overview	2-1
2.1.1 Project Location.....	2-1
2.1.2 Existing Conditions	2-2
2.2 Project Description	2-8
2.2.1 Construction.....	2-8
2.2.2 Operation	2-8
2.3 Project Permits and Approvals	2-8
3.0 Initial Study Checklist	3-1
4.0 Impacts and Mitigation Measures	4-1
I. AESTHETICS.....	4-1
II. AGRICULTURE AND FORESTRY RESOURCES.....	4-3
III. AIR QUALITY.....	4-4
IV. BIOLOGICAL RESOURCES.....	4-8
V. CULTURAL RESOURCES.....	4-14
VI. ENERGY.....	4-15
VII. GEOLOGY AND SOILS.....	4-16
VIII. GREENHOUSE GAS EMISSIONS.....	4-18
IX. HAZARDS AND HAZARDOUS MATERIALS.....	4-21
X. HYDROLOGY AND WATER QUALITY.....	4-24
XI. LAND USE AND PLANNING.....	4-26
XII. MINERAL RESOURCES.....	4-26
XIII. NOISE.....	4-27
XIV. POPULATION AND HOUSING.....	4-29
XV. PUBLIC SERVICES.....	4-30
XVI. RECREATION.....	4-31
XVII. TRANSPORTATION.....	4-31
XVIII. TRIBAL CULTURAL RESOURCES.....	4-33
XIX. UTILITIES AND SERVICE SYSTEMS.....	4-34
XX. WILDFIRE.....	4-35
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.....	4-36
5.0 Proposed Finding	5-1
6.0 Preparers and Contributors	6-1

7.0	Acronyms and Abbreviations	7-1
8.0	References	8-1

List of Figures

Figure 1, Regional Location Map.....	2-4
Figure 2, Project Vicinity Map	2-5
Figure 3, Project Site Map.....	2-6
Figure 4, Detailed Engineering Drawing	2-7

Appendices

- A - Responses to Comments Received on Previous IS/ND
- B - Air Quality, Greenhouse Gas Emissions, and Energy Calculations
- C - Noise Calculations

FINAL RECIRCULATED INITIAL STUDY/NEGATIVE DECLARATION

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

PROPOSED PROJECT

The City of Los Angeles Harbor Department (LAHD) has prepared this Initial Study (IS)/Negative Declaration (ND) to address potential environmental impacts of the proposed Berth 200 Roadway Extension project (proposed Project), located at Berth 200 in Wilmington in the Port of Los Angeles. LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The proposed Project would widen and extend the Berth 200 roadway between South Avalon Boulevard and North Henry Ford Avenue. Roadway work would include grading, excavating, paving, striping, and other infrastructure improvements such as storm drainage, lighting, and fencing. The Project site is accessible from South Avalon Boulevard and would be located on multiple parcels. Relocation and/or replacement of existing ancillary structures (e.g., power poles, streetlights, fire hydrants, etc.) may also be required. The proposed Project includes widening the existing Berth 200 roadway by approximately 11 feet which would allow for an 8-foot safety shoulder in both directions. The road would also be extended approximately 3,000 linear feet connecting it to North Henry Ford Avenue.

The objectives of the Project are to improve container terminal efficiency, allow trucks to be diverted away from the proposed future Wilmington Waterfront Park, and improve the visual experience from the park by imposing truck restrictions on Water Street. All trucks will be required to turn right onto North Henry Ford Avenue.

DETERMINATION

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

FINAL IS/ND ORGANIZATION

This Final Recirculated IS/ND has been prepared in accordance with the requirements of CEQA (California Public Resources Code [PCR] 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR] 15000 et seq.) The Final IS/ND includes the following discussion including a response to one comment on the Draft IS/ND.

Responses to Comments: This section describes the distribution of the Draft Recirculated IS/ND for public review, the one comment letter received (via email) on the Draft Recirculated IS/ND by LAHD, and LAHD's response to this comment.

Clarifications and Modifications: No significant changes or new information has been added. Therefore, no recirculation is required.

The following sections were included in the Draft Recirculated IS/ND and are included in this final document:

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

Section 2. Project Description. This section provides a detailed description of the proposed Project's 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. Environmental Analysis and Discussion of Impacts. This section presents the environmental analysis for each issue area identified on the environmental checklist. 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. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the Recirculated IS/ND.

Section 7. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the Recirculated IS/ND.

Section 8. References. This section provides a list of reference materials used during the preparation of the Recirculated IS/ND.

RESPONSE TO COMMENTS

DISTRIBUTION OF THE DRAFT RECIRCULATED IS/ND

In accordance with the CEQA statutes and Guidelines, this Draft Recirculated IS/ND was circulated for a second period of 30 day public review and comment from April 15, 2021 through May 14, 2021.

The Draft Recirculated IS/ND was distributed to approximately 90 interested and/or involved public agencies, organizations, and commercial entities for review and was also made available for public review online on the Port's website at <http://www.portoflosangeles.org>. A copy of the document was also available for public review at the Harbor Department Environmental Management Division (EMD) located at 425 S. Palos Verdes Street, San Pedro. Due to COVID-19, the public was asked to schedule a time for document pick-up at the Harbor Department EMD office. In addition, the Draft IS/ND was filed with the Los Angeles County Clerk and the State Clearinghouse.

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 Recirculated IS/ND. This comment and response is included in the record and shall be considered by 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 State 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 Recirculated IS/ND reflects the Lead Agency's independent judgement and analysis." LAHD received one comment letter during the review period as presented on the following pages. This comment letter has been noted and will be before the decision makers for their consideration prior to taking any action on the proposed Project.

Comment Letter #1 – VOPAK (submitted via email)

Vopak is providing comments on the Subject Port of Los Angeles Notice of Intent letter dated April 15, 2021.

Vopak is concerned about traffic congestion at the intersection of Berth 200 Roadway and Henry Ford Avenue. Vopak's understanding of the current plan is that there will not be a traffic light at the intersection. As a result, vehicles exiting Berth 200 Roadway will be required to turn right onto southbound Henry Ford Avenue. There is a rail crossing on Henry Ford Avenue south of the intersection that is frequently gridlocked as a result of railroad activities. With vehicles required to head south, the gridlock will extend onto the Berth 200 Roadway and block truck traffic from both Vopak, WWL Vehicle Services of America and a future port tenant proposing to develop a dry bulk terminal at Berth 192. A traffic light or some other means should be incorporated into the project, to avoid traffic gridlock.

Please take this recommendation into consideration. It would potentially reduce gridlock and provide an alternative route for vehicle traffic at this intersection.

Should you have any questions regarding Vopak's concerns, please contact me at (310) 221 5957 or email at stephen.comley@vopak.com.

Sincerely,

Stephen D. Comley
Vopak Safety Health Environmental Manager

Response to Comment Letter #1: VOPAK

The City of Los Angeles Department of Transportation (LADOT) has determined that a new traffic signal is not feasible, considering the very close proximity of existing traffic signals and at-grade rail crossings to the north and south of the Berth 200 Roadway intersection with Henry Ford Avenue. Thus, as this intersection with Henry Ford Avenue is in LADOT's jurisdiction and control, the intersection cannot be signalized.

It should be noted that the Henry Ford Avenue/Terminal Island Freeway ramps/Pier A Way traffic signal controller has a safety mechanism to ensure that southbound Henry Ford Avenue vehicles do not queue upstream onto or past the northerly rail crossing (north of Berth 200 roadway), when there are rail crossings at this intersection. Consequently, when there is a rail crossing, there will be southbound traffic gaps for the projected eastbound-southbound (right turns from Berth 200 Roadway) vehicles between the time the southbound queue at the Henry Ford Avenue/Pier A Way intersection dissipates, and when the northerly rail gate is lifted. Also, based upon 2019 traffic counts, the intersection of Henry Ford Avenue/Pier A Way operates at a good traffic operating condition, even with intermittent rail crossings. Any possible delays for the eastbound right turns from the Berth 200 Roadway should be minimal due to the following: a rail crossing safety mechanism within adjacent traffic signals that prevents vehicular queue spillover at the intersection of Henry Ford Avenue with the proposed Berth 200 roadway, current levels of traffic and corresponding operating conditions at adjacent intersections, and rail crossings consisting of predominantly cuts of trains (not full-length trains). However, the Harbor Department routinely monitors roadway operating conditions and rail crossings on an on-going basis in collaboration with LADOT. Accordingly, the Harbor Department will monitor traffic operations after the road is constructed.

1.0 INTRODUCTION

The City of Los Angeles Harbor Department (LAHD) has prepared this Recirculated Initial Study/Negative Declaration (Recirculated IS/ND) to address potential environmental effects of the proposed Berth 200 Roadway Extension (Project), located at Berth 200, San Pedro, in the Port of Los Angeles (Port). LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The proposed Project involves widening and extending the Berth 200 roadway between South Avalon Boulevard and North Henry Ford Avenue. Future truck traffic would continue down the extended roadway where it would then make a right-turn onto North Henry Ford Avenue. Vehicles travelling north on Avalon, would be required to turn right onto Berth 200. The remaining segment of Avalon will be permanently closed. This was assessed in a previous port CEQA document (the Avalon Boulevard, Fries Street and "A" Street Segments closure Negative Declaration - SCH# 2014041019).

There are several Port tenants located along the roadway, including, but not limited to, Wallenius Wilhelmson Logistics (WWL), Manson Construction, and Leeward Bay Marina. There is also Tidelands Oil Company.

Part of the road development project involves paving over an idle oil well, paving a 4-acre parcel, adjusting the elevations of the Leeward Bay Marina parking lot entrance to match the proposed road, and modifications to two existing rail crossings.

Approximately 125 daily truck trips are expected to use the road each way. The net total additional miles driven per day is estimated to be approximately 1.42 per truck

Construction would take approximately 18 months. The objectives of the Project are the following:

- 1) improve terminal efficiency,
- 2) divert trucks away from the proposed future Wilmington Waterfront Park,
- 3) improve the park's visual experience with a truck restriction imposed on Water Street,
- 4) improve an existing thoroughfare.

1.1 CEQA Process

This recirculated document was prepared in accordance with the California Environmental Quality Act (CEQA), the California Public Resources Code Section 21000 et seq., the CEQA Guidelines (14 CCR 15000 et seq.), and the City of Los Angeles CEQA Guidelines (2006). One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision-makers. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. A draft IS/ND for this project was previously circulated for public review from May 21, 2020 – June 20, 2020, which included a discussion of the Project's potential effects on the existing environment.

Since circulation of the original draft IS/ND, additional project components have been added for which the LAHD believes require this document to be recirculated.

A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073. (14 CCR 15073.5 (a)). For this project, there is new information relative to the project description that goes beyond merely clarifying, amplifying or making insignificant modifications to the previously certified document. Based on public comments received and additional project description changes, this document has been revised and is being recirculated. Public comments received are included here as Appendix A.

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a Project. Pursuant to Section 15367 of the CEQA Guidelines (14 CCR 15000 et seq.), LAHD is the lead agency for the Project and has prepared an environmental document that complies with CEQA. The LAHD Board of Harbor Commission will consider the information in this document when determining whether to approve the proposed Project.

This Recirculated IS/ND meets CEQA content requirements by including a project description, a description of the environmental setting and project location, a finding that the proposed Project will not have a significant effect on the environment, and inclusion of any feasible mitigation measures, if necessary, to avoid potentially significant effects.

In accordance with CEQA and the CEQA Guidelines, this Recirculated IS/ND will be circulated for a period of 30 days for public review and comment. The public review period for this Recirculated IS/ND is scheduled to begin on April 15, 2021 and will conclude on May 14, 2021.

This Recirculated IS/MND will be distributed to responsible and trustee 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 Port's website at <http://portoflosangeles.org>. A copy of the document is also available for public review at the Harbor Department Environmental Management Division (EMD) located at 425 South Palos Verdes Street, San Pedro, CA 90731. Due to COVID-19, please send your request to ceqacomment@portla.org or call (310) 732-3675 to schedule an appointment to pick up a copy.

During the 30-day public review period, the public has an opportunity to provide written comments on the information contained within this Recirculated IS/ND. The public comments on the Recirculated IS/ND and responses to public comments will be included in the record and considered by LAHD during deliberation as to whether or not necessary approvals should be granted for the proposed Project. A project will only be approved when LAHD finds "that there is no substantial evidence that the Project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis" (14 CCR 15070). Responses to all public comments on the Draft Recirculated IS/ND will be included in the Final Recirculated IS/ND.

In reviewing the Recirculated 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 and ways in which the potential significant effects of the proposed Project are proposed to be avoided or mitigated. Comments on the Recirculated IS/ND should be submitted in writing prior to the end of the 30-day public review period and must be postmarked by May 14, 2021.

Please submit written comments to:

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

Written comments may also be sent via email to ceqacomment@portla.org. All correspondence, through mail or email, should include the project title "Berth 200 Roadway Extension" in the subject line.

For additional information, please contact the LAHD Environmental Management Division at (310) 732-3675.

1.2 Document Format

This Recirculated IS/ND contains the following sections:

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

Section 2. Project Description. This section provides a detailed description of the Project's 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. Impacts and Mitigation Measures. This section presents the environmental analysis for each issue area identified on the environmental checklist. If the 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. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the Recirculated IS/ND.

Section 7. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the Recirculated IS/ND.

Section 8. References. This section provides a list of reference materials used during the preparation of the Recirculated IS/ND.

The environmental analysis included in Section 4, Impacts and Mitigation Measures, is consistent with the CEQA Initial Study format presented in Section 3, Initial Study Checklist. Impacts are separated into the following categories:

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

Less-than-Significant Impact 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. There were no significant adverse effects identified from the project; therefore, no mitigation measures are included herein.

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

No Impact. This category applies when a 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 that show that the impact does not apply to the specific project. A "No Impact" answer should be explained where it is based on project-specific factors and general standards.

2.0 Project Description

2.1 Project Overview

The proposed Project involves widening and extending the Berth 200 roadway between South Avalon Boulevard and North Henry Ford Avenue. Future truck traffic would continue east down the extended roadway where it would then make a right-turn (south) onto North Henry Ford Avenue. Vehicles travelling north on Avalon, would be required to turn right onto Berth 200. The remaining segment of Avalon will be permanently closed. This was assessed in a previous Port CEQA document (the Avalon Boulevard, Fries Street and “A” Street Segments closure Negative Declaration - SCH# 2014041019).

There are several Port tenants located along the roadway, including, but not limited to, Wallenius Wilhelmson Logistics (WWL), Manson Construction, and Leeward Bay Marina. There is also Tidelands Oil Company.

In addition to paving, widening, and realigning the street itself, part of the road development project involves paving over an idle oil well, paving a 4-acre lot, adjusting the elevations of the Leeward Bay Marina parking lot entrance to match the proposed road, and modifications to two existing rail crossings.

The project is expected to affect approximately 125 daily truck trips each way. The net total additional miles driven per day is estimated to be approximately 1.42 per truck.

Construction would take approximately 18 months. The objectives of the Project are the following:

- 1) improve terminal efficiency,
- 2) divert trucks away from the proposed future Wilmington Waterfront Park,
- 3) improve the park’s visual experience with a truck restriction imposed on Water Street, and
- 4) improve an existing thoroughfare.

This section discusses the location, description, background, and objectives of the proposed Project. This document has been prepared in accordance with the California Environmental Quality Act (CEQA - California Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.).

2.1.1 Project Location

Regional Location

The Port is located in San Pedro Bay, 20 miles south of downtown Los Angeles. Figure 1, Regional Location Map, shows the Port relative to the Los Angeles and Orange County areas. The Port encompasses 7,500 acres and 43 miles of waterfront and provides a major gateway for international goods and services. With approximately 23 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities, the Port handled about approximately 178 million metric tons of revenue cargo in fiscal year 2019 (July 2018–June 2019) (POLA, 2019). In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, boat repair facilities, as well as recreational, community, and educational facilities. The Port also provides

slips for approximately 3,800 recreational vessels, 105 commercial fishing boats, 35 miscellaneous small-service crafts, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants primarily located along the west side of the Main Channel. It also accommodates recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

Project Setting

The Project site is bounded by South Avalon Boulevard to the west, rail lines to the north, Berth 200 to the south, and North Henry Ford Avenue to the east (Figure 2, Project Vicinity Map). Overall access to the Project site (and most of the Port) is provided through State Route (SR)-47, the Harbor Freeway (Interstate (I)-110) to the west, the Long Beach Freeway (I-710) to the east, and the San Diego Freeway (I-405) to the north (Figure 1). The Project site is mostly developed, with a paved, 2-lane roadway in the western portion and multiple uses in the eastern portion, including an unpaved road, equipment and boat storage, and a marina (Figure 3, Project Site Map). Primary access to the Project site is from South Avalon Boulevard. The Proposed Project includes increasing the width of the shoulder on each side of the existing road, but no additional lanes for traffic will be created.

Land Use and Zoning

The Project is located in the Port Master Plan's Area 2. Planning Area 2 encompasses the West Basin and Wilmington areas, and includes Berths 96-204. The Wilmington Waterfront land uses provide public access to the waterfront at Berths 183-186. The Project site has PMP land use designations that include, but are not limited to: Container, Maritime Support, Institutional, Visitor-Serving Commercial, Open Space and Mixed Use. The project is consistent with the primary land use designation of the project area according to the PMP and would not require a change to the current zoning, General Plan, or the existing land use designation of the Project site within the Port Master Plan.

The Project site is designated as a [Qualified] Heavy Industrial Zone ([Q]M3-1) and is within the Harbor Gateway State Enterprises Zone (ZI-2130) (City of Los Angeles 2019).

2.1.2 Existing Conditions

The proposed Project would widen and extend the Berth 200 roadway between South Avalon Boulevard and North Henry Ford Avenue. The Project site is accessible from South Avalon Boulevard and North Henry Ford Avenue.

The proposed Project involves widening and extending the Berth 200 roadway between South Avalon Boulevard and North Henry Ford Avenue. Future truck traffic would continue down the extended roadway where it would then make a right-turn onto North Henry Ford Avenue. Vehicles travelling north on Avalon, would be required to turn right onto Berth 200. The remaining segment of Avalon will be permanently closed. This was assessed in a previous port CEQA document (the Avalon Boulevard, Fries Street and "A" Street Segments closure Negative Declaration - SCH# 2014041019).

There are several Port tenants located along the roadway, including, but not limited to, Wallenius Wilhelmson Logistics (WWL), Manson Construction, and Leeward Bay Marina. There is also Tidelands Oil Company.

Part of the road development project involves paving over an idle oil well, paving a 4-acre parcel, adjusting the elevations of the Leeward Bay Marina parking lot entrance to match the proposed road, and modifications to two existing rail crossings. Additionally, fire hydrants, light poles and SD systems will also be required along the roadway.

The road is a two-way road which will enter and exit off of Henry Ford Avenue through the existing driveway. Bike lanes are not part of the project design. No new signalization is planned as part of this project. The roadway will encroach onto the Leeward Bay Marina parking lot near the rail crossing to accommodate roadway realignment. Re-grading and paving of the Leeward Bay Marina parking lot will also occur. The Leeward Bay Marina parking lot entrance will continue to be accessed off of the Berth 200 roadway, not Henry Ford Avenue. Passenger vehicles from Berth 200 Roadway will be able to drive to the re-aligned Water Street. Trucks traveling towards Henry Ford will be required to utilize a right turn lane. Trucks traveling on Henry Ford Avenue will be able to access the Berth 200 roadway from both right and left turns. While the proposed project does include improvements to rail crossings, no additional rail lines will be installed as result of this project.

Figure 1, Regional Location Map

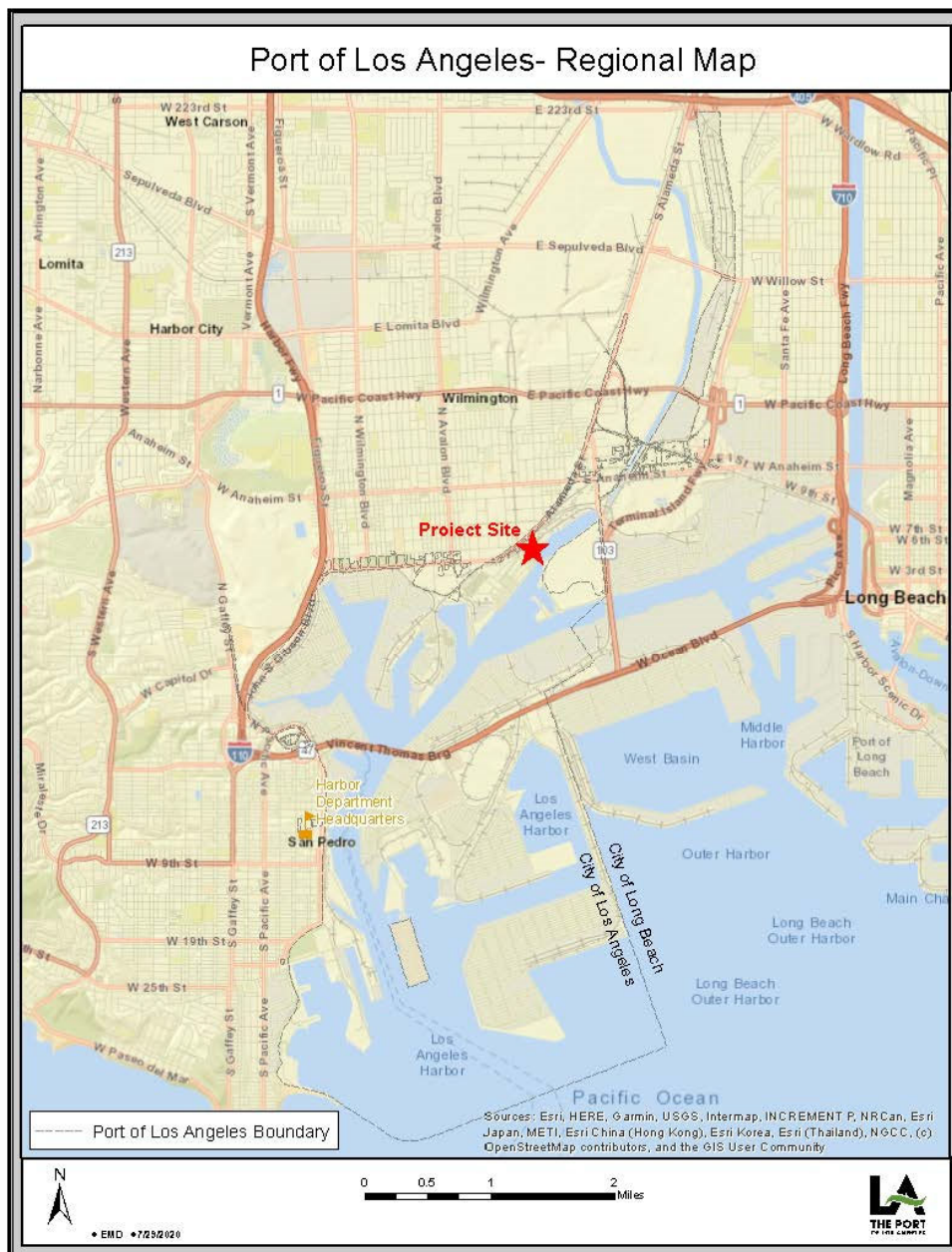
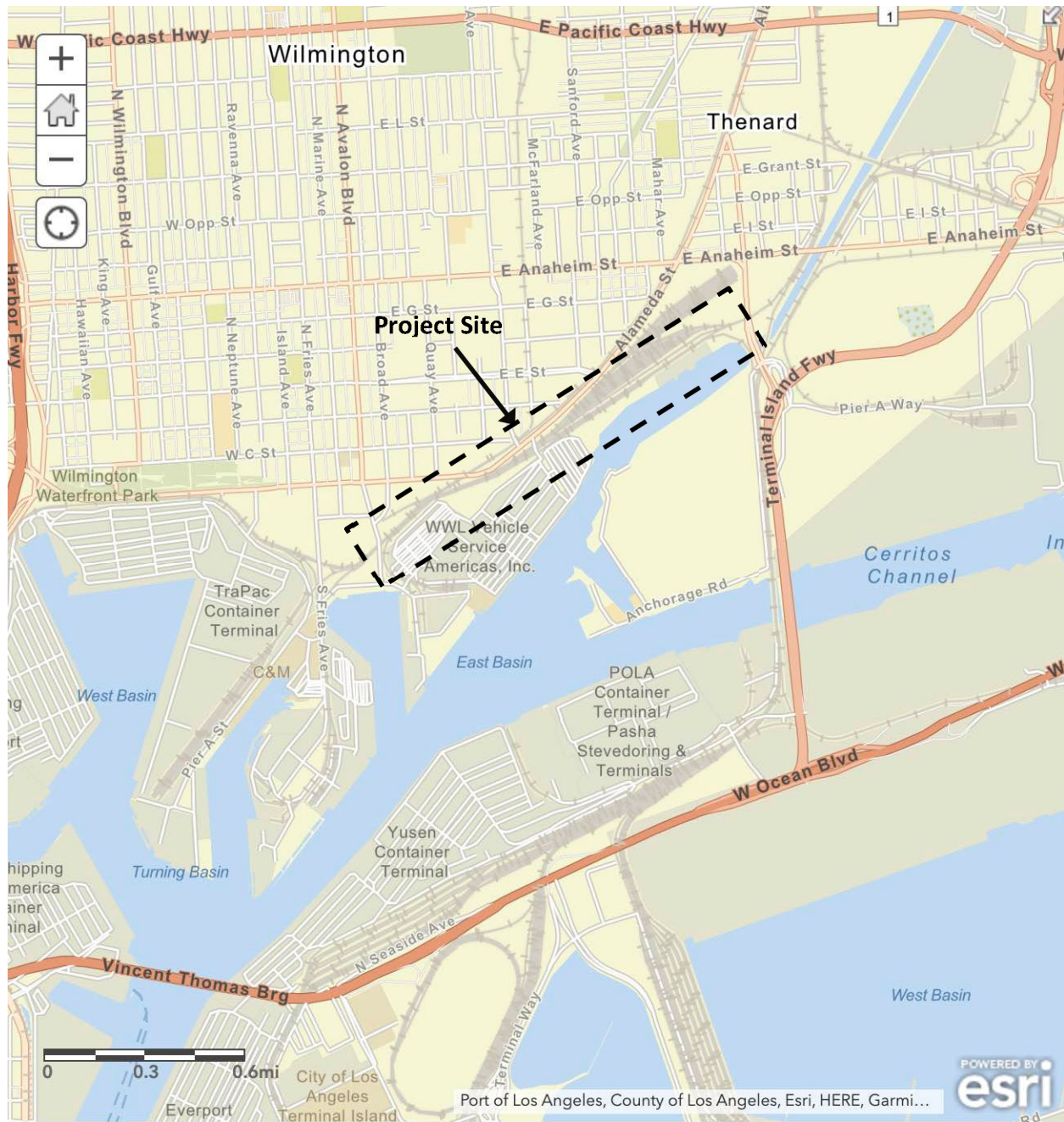
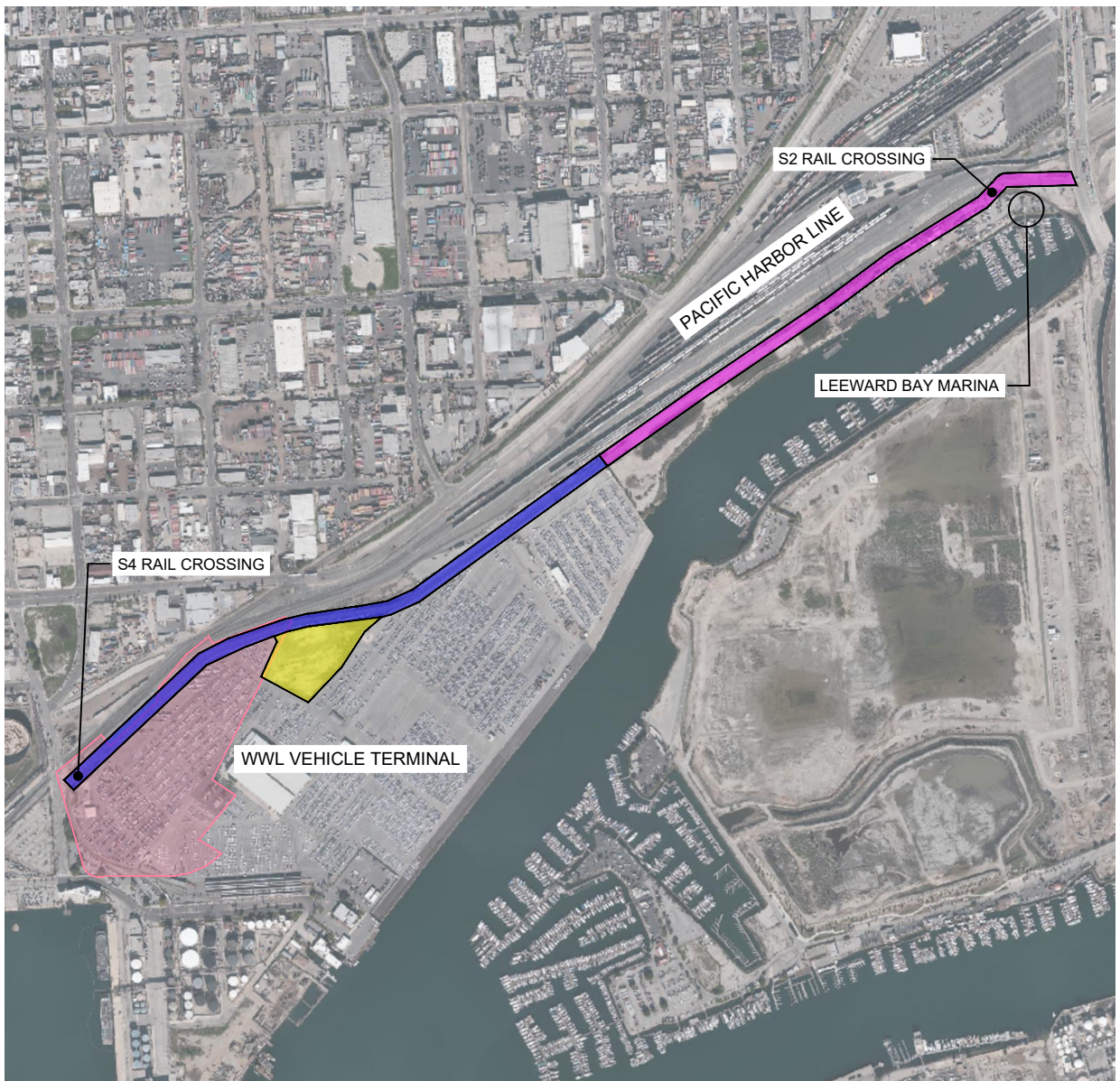


Figure 2, Project Vicinity Map





LEGEND

BERTH 200 ROADWAY WIDENING



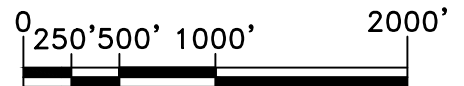
BERTH 200 ROADWAY EXTENSION



DIRT LOT TO BE PAVED



DTSC REGULATED SITE



GRAPHIC SCALE

NOTE:

No substructures are shown on this drawing. Accurate substructure information must be obtained from leasees and L.A.H.D. engineering records.

DRAFT

BERTH 200 ROADWAY IMPROVEMENTS AND EXTENSION

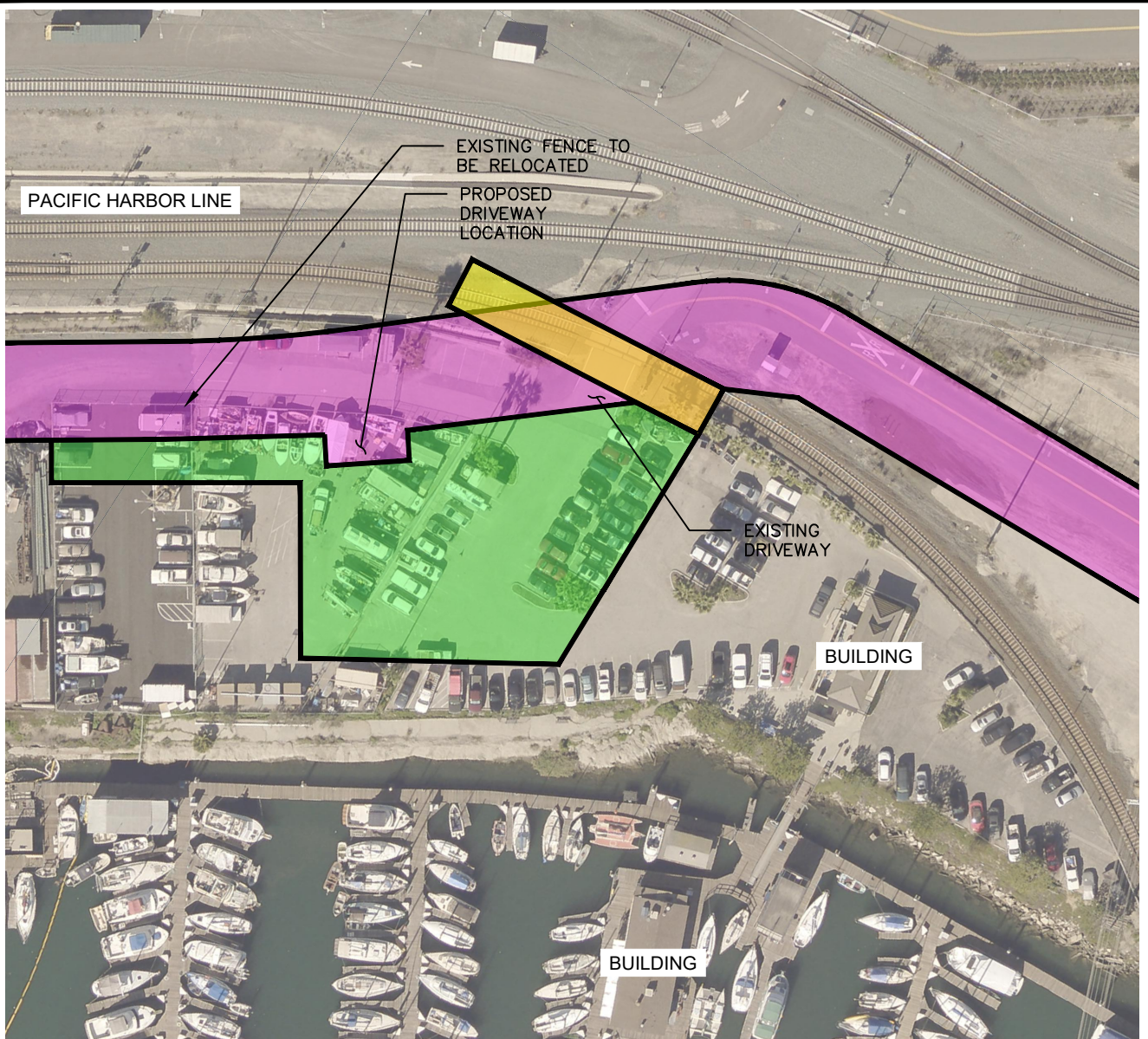
PROJECT SITE PLAN



THE PORT OF LOS ANGELES
ENGINEERING DIVISION
425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309

DRAWING NUMBER

-



LEGEND

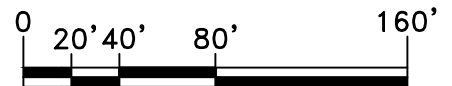
BERTH 200 ROADWAY LIMITS



RAIL CROSSING MODIFICATIONS



GRADING AND PAVING OF PARKING LOT



GRAPHIC SCALE

NOTE:

No substructures are shown on this drawing. Accurate substructure information must be obtained from leasees and L.A.H.D. engineering records.

DRAFT

BERTH 200 ROADWAY IMPROVEMENTS AND EXTENSION

PROJECT SITE PLAN



THE PORT OF LOS ANGELES
ENGINEERING DIVISION
425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309

DRAWING NUMBER

—

2.2 Project Description

2.2.1 Construction

The proposed Project would widen and extend the Berth 200 roadway between South Avalon Boulevard and North Henry Ford Avenue. Future truck traffic would continue down the extended roadway where it would then make a right-turn onto North Henry Ford Avenue.

Construction would take approximately 18 months.

Construction of the Project would involve grading, excavation, paving, striping, and other infrastructure improvements including storm drains, street lighting, and fencing. In total, construction is anticipated to take approximately 18 months. Construction is estimated to begin in late 2022.

The Berth 200 roadway extension will widen approximately 4,000 linear feet of the existing Berth 200 roadway and will construct approximately 3,000 linear feet of new roadway to extend the Berth 200 roadway to North Henry Ford Avenue.

Construction activities include demolition and removal of utilities, excavating, grading, paving, striping and signage, lighting, storm drain construction, fencing, fire protection (fire hydrants) and other improvements.

This project also involves modifications to and widening of two railroad crossings [121S-0.30-X (S2) and 121SD-1.50-CX (S4) (at Avalon/Berth 200)]. The Port will also install Advanced Active Warning Devices. Rail signal equipment will be placed at both locations. Equipment is expected to be installed within 150 feet of the rail grade crossing. This involves excavation for foundations and power needs as well as widening existing rail crossing. Rail signal operating equipment will be relocated. Construction equipment and activity assumptions are presented in Appendix B.

2.2.2 Operation

The proposed project is expected to divert traffic that would have travelled north on Avalon Boulevard. All vehicles will now turn right onto Berth 200 roadway and turn right again at Henry Ford Road. Approximately 125 truck trips per day typically utilize the roadway. The source of these truck trips will be to and from various facilities, including, but not limited to, Wallenius Wilhelmsen Logistics, Tideland, Manson Construction, and Vopak.

2.3 Project Permits and Approvals

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a Project. Pursuant to the State CEQA Guidelines (14 CCR 15367), the CEQA lead agency for the Project is the Los Angeles Harbor Department.

Anticipated permits and approvals that may be required to implement the Project are listed below:

- LAHD Harbor Engineer Permit
- LAHD Coastal Development Permit
- City of Los Angeles Building Permits (including paving permits)

- City of Los Angeles B Permits (for in-street utility work, if required)
- Construction General Permit Order 2009-009-DWQ

3.0 Initial Study Checklist

1	Project Title:	Berth 200 Roadway Extension
2	Lead Agency Name and Address:	Los Angeles Harbor Department (LAHD) 425 S. Palos Verde St., San Pedro, CA 90731
3	Contact Person and Phone Number:	Erin Sheehy, Project Manager, Environmental Management Division, LAHD (310) 732-7693
4	Project Location:	Berth 200 Roadway Expansion
5	Port Master Plan Designation:	Planning Area 2, Port of Los Angeles
6	Zoning:	Qualified Heavy Industrial Zone ([Q]M3-1)
7	Description of Project:	Widening and extending Berth 200 roadway
8	Surrounding Land Uses/Setting	The Project site is bounded by South Avalon Boulevard to the west, North Henry Ford Avenue to the east, rail lines to the north, and Berth 200 to the south. The western portion of the Project site is an active, 2-lane paved road that serves Berth 200; the eastern portion of the Project site has multiple existing uses, including an unpaved roadway, equipment/boat storage, and marina activities. The surrounding land use is port-related activities.
9	Other Public Agencies Whose Approval Is Required	City of Los Angeles B Permits (for in-street utility work, if required); City of Los Angeles Building and Safety; Los Angeles Regional Water Quality Control Board (LARWQCB) (General Permit for Discharges of Stormwater Associated with Construction Activity)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

Determination:

On the basis of this initial evaluation:

X	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the proposed 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 an impact on the environment that is “potentially significant” or “potentially significant unless mitigated” but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.	
		
Christopher Cannon, Director of Environmental Management Division		Date 4/1/2021

ENVIRONMENTAL IMPACTS		(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)			
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	☐	☐	☐	☒
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II.	AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	AIR QUALITY. Would the project:				
a.	Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?	☐	☐	☒	☐
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
IV.	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 by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
V.	CULTURAL RESOURCES. Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?	☐	☐	☐	☒
c.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI.	ENERGY. Would the project:				
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒
VII.	GEOLOGY AND SOILS. Would the project:				
a.	Directly or indirectly cause 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.	☐	☐	☒	☐
ii.	Strong seismic ground shaking?	☐	☐	☒	☐
iii.	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv.	Landslides?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				
d.	Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
VIII. GREENHOUSE GAS EMISSIONS. Would the project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
IX. 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
X.	HYDROLOGY AND WATER QUALITY. Would the project:				
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i.	result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
ii.	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐
iii.	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?	☐	☐	☒	☐
iv.	impede or redirect flood flows?	☐	☐	☐	☒
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	LAND USE AND PLANNING. Would the project:				
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
XII.	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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XIII.	NOISE. Would the project result in:				
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b.	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIV.	POPULATION AND HOUSING. Would the project:				
a.	Induce substantial unplanned 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)?	☐	☐	☐	☒
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. 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:				
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒
XVI. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XVII. TRANSPORTATION. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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:	☐	☐	☐	☒
i. 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 §5020.1(k), or				
ii. 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 §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☐	☒
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	infrastructure, or otherwise impair the attainment of solid waste reduction goals?				
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
XX.	WILDFIRE. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
XXI.	MANDATORY FINDINGS OF SIGNIFICANCE.				
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b.	Does the project have impacts which 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	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
projects, the effects of other current projects, and the effects of probable future projects).					
c.	Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

4.0 Impacts and Mitigation Measures

I. AESTHETICS.

Except as provided in Public Resources Code Section 21099, would the project:

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

No Impact. There are no protected or designated scenic vistas from the Project site. The Project site is located within the working Port environment. The Project site consists of multiple parcels that are currently used for port-related activities, including a paved roadway for Berth 200 cargo transport, equipment/boat storage, and a marina. Existing structures on the Project site include paved and unpaved roadways and associated fencing.

Since the project consists primarily of an extension and widening of an existing public road and additional rail crossings, it is consistent with the surrounding Port uses and would not materially alter views of the Port and ocean available from public and private vantage points. Lighting and fencing will also be installed, but would be consistent with the existing visual conditions at the site. The Project would be similar in nature to the existing visual landscape and would blend into the panorama of the working Port uses and activities. Therefore, no impacts to a scenic vista would result from the Project and no mitigation is required.

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

No Impact. The Project site and surrounding vicinity would not be visible from any state scenic highways that have been designated or determined eligible by the California Department of Transportation (Caltrans). The nearest officially designated state scenic highway is located approximately 26 miles northwest of the Project (State Highway 27 post miles 1.0-3.5) (Caltrans 2018). The nearest eligible state scenic highway is approximately 11 miles southeast of the Project site (State Highway 1 from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) (Caltrans 2018).

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 impact would occur and no mitigation is required.

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

No Impact. The Project is located in an urbanized area. It would not conflict with applicable zoning and land use regulations governing the scenic quality. The Project site is currently zoned for heavy industrial use and the Project would not require any changes to the existing zoning. Use of the existing roadway would continue into the future. No impacts to existing visual character or quality would result from the Project, and it would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur and no mitigation is required.

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

Less-Than-Significant Impact. As described in the Noise section below, Project construction activities will be consistent with the City of Los Angeles (Ordinance No. 144.331; LAMC Section 41.40, Noise Due to Construction Excavation Work – When Prohibited): the hours of construction would be restricted to 7:00 AM to 9:00 PM on weekdays and 8:00 AM and 6:00 PM on weekends. No construction-related nighttime lighting is expected to be needed.

The current lighting environment within the proposed Project site and vicinity consists mainly of street lights. The major source of illumination at the Port is the extensive system of down lights and floodlights attached to the tops of the tall light standards throughout the terminals. High intensity boom lights are attached on top of shipping cranes along the edge of the terminals and channels along the Los Angeles Harbor.

The Project would include the installation of light poles along the proposed extended roadway. Because the nature of the proposed Project is similar to the surrounding land uses, all lighting sources as a result of the proposed Project would be similar and consistent with existing nighttime lighting in the proposed Project area. While the amount and level of lighting at the proposed Project site may increase from existing conditions, any increase would not adversely affect nighttime views because of the dominance of existing surrounding lighting throughout the Port, which operates 24 hours a day. The proposed Project is not anticipated to have any components that might create new sources of glare affecting daytime views. Impacts would be less than significant and no mitigation is required.

II. AGRICULTURE AND FORESTRY RESOURCES.

Would the project:

- a. **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies categories of agricultural resources that are significant and require special consideration. According to the Farmland Map (DOC, 2016) the Project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed Project would not involve the conversion of farmland to non-agricultural use. Therefore, no impact would occur and no mitigation is required.

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

No Impact. The Williamson Act, also known as the California Land Conversion Act of 1969 (California Government Code Section 51200 et seq.), preserves agricultural and open space lands from the conversion to urban land uses by establishing a contract between local governments and private landowners to voluntarily restrict their land holdings to agricultural or open space use. The Project site is not located on any lands with Williamson Act contracts. The Project site is currently designated as [Qualified] Heavy Industrial Zone ([Q]M3-1) and does not support agricultural uses (City of Los Angeles 2019). As such, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur and no mitigation is required.

- 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))?**

No Impact. As discussed in (b) above, the Project site is currently designated as [Qualified] Heavy Industrial Zone ([Q]M3-1) and is within the Harbor Gateway State Enterprise Zone (ZI-2130). The Project site does not support timberland or forest land. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impact would occur and no mitigation is required.

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

No Impact. The Project site is not designated as forest land, and no loss or conversion of forest land would result from the implementation of the proposed Project. No impact would occur and no mitigation is required.

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

No Impact. No farmlands exist within or in the immediate vicinity of the Project site; therefore, these road improvements would have no effect on farmland. No impact would occur and no mitigation is required.

III. AIR QUALITY.

Would the project:

a. **Conflict with or obstruct implementation of the applicable South Coast Air Quality Management District plans?**

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 San Pedro Bay Port complex 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.

Project construction activities are subject to all applicable local, state and federal air quality regulations designed to reduce emissions from on-road trucks, off-road construction equipment, paving activities, and fugitive dust. The project is expected to generate very minimal short-term construction-related emissions (approximately 18 months). Operational emissions from trucks are not expected to increase because no additional lanes will be added to the roadway and no additional trucks are expected to use the road over current uses.

Therefore, the proposed Project would not conflict with or obstruct implementation of the AQMP, the SIP, and the CAA. Impacts would be less than significant and no mitigation is required.

Clean Air Action Plan

The LAHD, in partnership with the Port of Long Beach (POLB), adopted the Clean Air Action Plan (CAAP) in 2006 and subsequently updated the CAAP in 2010 and 2017 (POLA and POLB 2017). The CAAP is a plan designed to reduce the health risks posed by air pollution from all Port- and POLB-related emission sources, including ships, trains, trucks, terminal equipment, and harbor craft. The CAAP contains strategies to reduce emissions from sources in and around the Ports and plans for zero-emissions infrastructure. It also encourages freight efficiency and addresses energy resources.

The proposed Project is not expected to conflict with the CAAP's emission reduction goals and initiatives. Short-term construction emissions are calculated herein. Impacts would be less than significant and no mitigation is required. Minor operational emissions are associated with 125 truck trips travelling approximately 1.4 additional miles per day.

- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is in non-attainment under an applicable federal or state ambient air quality standard?**

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}. As outlined below, the proposed Project's criteria pollutant emissions are significantly below SCAQMD's established CEQA significance thresholds.

Construction Impacts

Project construction to extend the Berth 200 roadway would take approximately 18 months. Construction activities would include earthwork, paving, striping, and infrastructure improvements such as street lighting and storm water drainage.

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.

Table 1 below shows peak daily construction emissions are below SCAQMD's CEQA maximum daily significance thresholds. Table 2 shows peak daily operational emissions associated with a slight increase in truck VMT.

Table 1
Peak Daily Construction Emissions (pounds per day)

	NO_x	VOC	SO_x	CO	PM₁₀	PM_{2.5}
Peak Daily Total Construction Emissions	43.5	6.6	0.1	60.2	9.2	4.2
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.

NOTE: The maximum peak day emissions from each individual task included herein.

¹ SCAQMD 1993 CEQA Handbook

Table 2
Peak Daily Operational Emissions (pounds per day)

	NO_x	VOC	SO_x	CO	PM₁₀	PM_{2.5}
Peak Daily Total Operational Emissions	9.8	0.34	0.02	1.16	0.03	0.03
SCAQMD Max. Daily CEQA Significance Threshold ¹	55	55	150	550	150	150
Exceeds CEQA Threshold?	No	No	No	No	No	No

Prepared by: Environmental Compliance Solutions, Inc.

NOTE: Worst case operational emissions based on 125 heavy duty diesel trucks driving an additional 1.4 miles per day each.

¹ SCAQMD 1993 CEQA Handbook

In addition to CEQA maximum daily emission thresholds, 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 calculated emissions are below the LST look-up table levels, then the proposed activity is considered to not violate or substantially contribute to an existing or projected air quality standard. This Recirculated IS/ND conservatively assumes the nearest sensitive receptors are the liveaboard tenants in the Leeward Marina approximately 250 feet away from the eastern end of the roadway. The closest homes are approximately 2,300 feet away.

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

Table 3 Localized Construction Emissions (Pounds per Day)

	NO_x	PM₁₀	PM_{2.5}	CO
Construction Emissions ¹	43.5	9.2	4.2	60.2
Sensitive Receptor SCAQMD Localized Significance Threshold ²	118	42	10	1,982
Worker SCAQMD Localized Significance Threshold ³	57	NA	NA	585
Significant?	NO	NO	NO	NO

1 – All construction emissions, not just the on-site emissions which related to the LSTs are presented in this table.

2 – Determined for a 5-acre construction site located 50 meters from the nearest sensitive receptor (interpolated SCAQMD LST Table Value).

3 – Determined for a 5-acre construction site located 25 meters from the nearest off-site worker.

Table 4. Localized Operation Emissions (Pounds per Day)

	NO_x	PM₁₀	PM_{2.5}	CO
Peak Daily Operational Emissions	9.8	0.03	0.03	1.16
Sensitive Receptor SCAQMD Localized Significance Threshold ¹	118	10	3	1,982
Worker SCAQMD Localized Significance Threshold ²	123	NA	NA	1,530
Significant?	NO	NO	NO	NO

¹ – Determined for a 5-acre site located 250 meters from the nearest sensitive receptor (interpolated SCAQMD LST Table Value).

² – Determined for a 5-acre site located 25 meters from the nearest off-site worker.

The Project involves improvements to an existing roadway which is not expected to change any Port activities or operations. It will, however, require approximately 125 heavy duty trucks to drive approximately 1.4 additional miles per day each.

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 Project’s incremental effects are cumulatively considerable.”

The proposed Project’s peak daily construction emissions would not exceed applicable significance thresholds, indicating short-term air quality impacts would not violate air quality standards. The proposed Project would be short-term in nature and not expected to result in any cumulatively significant air quality impacts.

Less-than-significant impacts would occur and no mitigation is required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less-Than-Significant Impact: 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 an 18-month period.

The nearest sensitive receptors are the liveaboard tenants (people that live on their boats) near the end of the roadway near Henry Ford Road at the Leeward Bay Marina. Note: this is already an existing roadway, but it will be paved and widened. As mentioned above, the closest liveaboards are approximately 250 feet away from the end of the roadway. The closest residential homes are approximately 2,300 feet away from the road upon its completion. Emissions associated with construction would be temporary. Under SCAQMD’s LST thresholds, impacts would be less than significant at both the marina and private residences.

The nearest schools are George De La Torre Junior Elementary School and Wilmington Park Elementary, both approximately 0.7 miles away. Due to the short-term duration of construction and

emissions that are below SCAQMD standards, less-than-significant impacts would occur and no mitigation is required.

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

Less-than-Significant Impact. Short-term operation of diesel-fueled vehicles during construction activities could generate short-term odors. However, construction activities are expected to be minimal nearest the closest receptors – which are liveaboards approximately 250 feet away. The majority of residential areas near the roadway are almost one-half mile away. Therefore, less-than-significant impacts would occur and no mitigation is required.

IV. 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 by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

No Impact. Neither construction of the roadway improvements nor the road's continued use are expected to affect any candidate, sensitive, or special status species, as none are expected to nest, reside or migrate along an existing busy roadway. Further, there are no trees being removed as part of the proposed Project.

Project-related construction activities would be short-term and temporary and would not result in a loss of individual or substantial loss of habitat for any federal endangered, threatened, candidate species, state list species or other special status species.

No waterside construction improvements that could affect marine wildlife are part of this project. For the aforementioned reasons, no impacts associated with candidate, sensitive, or special-status species as identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS are expected and no mitigation is required.

For illustrative purposes, special status species are listed here.

Special-Status Plants

The land-based portion of the Project site consists largely of paved surfaces surrounding industrial facilities. A small amount of unpaved area is present near the shoreline, but vegetation there consists of common weedy species and introduced landscaping species (e.g., grasses and iceplant). Vegetation elsewhere on the site consists of patches of grass and ornamental trees and shrubs. No candidate, sensitive, or special-status plant species are known to occur on the Project site and there is no habitat that would support such species. Accordingly, no impacts would occur to special-status plants.

Special-Status Wildlife

A number of Federal and state-listed threatened and endangered species are found in Los Angeles Harbor area (Table 4.4-1). As mentioned above, the current Project area is an active

marine oil terminal. Given the industrialized and largely paved nature of these berths, the Project site is highly unlikely to serve as nesting habitat for any of the listed bird species, and it is not considered critical foraging habitat for any of the special-status bird species, including the endangered California least tern (*Sternula antillarum brownii*). Furthermore, construction would not remove the small amount of vegetation present that could be nesting habitat for species afforded protection under the Migratory Bird Treaty Act. As operational activity would be similar to existing conditions, operations would not result in increased disruption of bird activity. Accordingly, impacts on listed bird species would be less than significant and no mitigation is required.

Five species of marine mammals are known to forage in the Port (Table 4.4-1), but none breeds there. Sea lions were observed throughout the Port, including near Berth 163-164, in all of the Biosurveys conducted in the Port Complex (MEC 2002, SAIC 2010, MBC 2016, Wood E&I, 2021), while harbor seals, which were far less abundant than sea lions, were largely limited to Outer Harbor waters and have rarely been observed in the vicinity of the Project site. Neither of these species is endangered, and there are no designated significant ecological areas for either species within the Port.

Table 5. Special Status Species (Designated by CDFW and USFWS) Observed in the Port Area		
Species	Agency/Designation	Notes
Birds		
Belding's Savannah Sparrow (<i>Passerculus sandwichensis</i>)	CDFW – SE	Inhabits coastal salt Apriles of southern California. Not observed in POLA and POLB Biosurveys performed from 2000 to present (2018-2019)
Black Oystercatcher (<i>Haematopus palliatus</i>)	USFWS – BCC	Known to nest in the Port Complex. 320 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey. Species observed along Middle Breakwater.
Black Skimmer (<i>Rhyncops niger</i>)	USFWS – BCC CDFW – SCC	Year-round species. Known to nest annually at Pier 400. 184 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey. Most observations at Cabrillo Beach.
Black-crowned Night Heron (<i>Nycticorax nycticorax</i>)	CDFW – SA	Year-round species. No nesting was observed during the 2018-2019 POLA and POLB Biosurvey, but 37 individuals sighted in the Port Complex.
Brant (<i>Branta bernicla</i>)	CDFW – SA	Uncommon in the Port, but found regionally. No known nesting has occurred in the Port

Table 5. Special Status Species (Designated by CDFW and USFWS) Observed in the Port Area

Species	Agency/Designation	Notes
		Complex. 1 individual observed during the 2018-2019 POLA and POLB Biosurvey.
Brown Pelican (<i>Pelecanus occidentalis</i>)	CDFW – FP	No known nesting site in the Port Complex. 2,780 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey. Observation primarily recorded in Outer Harbor along breakwaters and shallow water habitats.
Burrowing Owl (<i>Athene cunicularia</i>)	USFWS – BCC	Primarily transient. Last observed nesting in Port Complex during the 2008 POLA and POLB Biosurvey. Not observed during the 2018-2019 POLA and POLB Biosurvey. However, they are observed transiting occasionally during their migration season.
California Gull (<i>Larus californicus</i>)	CDFW – WL	Year-round species. 261 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey.
California Least Tern (<i>Sterna antillarum browni</i>)	USFWS – FE CDFW – SE, FP	Migratory species. Designated nesting site at Pier 400. 90 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey. Foraging occurs primarily around Pier 400, the breakwater and shallow water habitats.
Caspian Tern (<i>Hydroprogne caspia</i>)	USFWS – BCC	Migratory species. Known to nest at Pier 400 CLT nesting site. 210 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey. Most observations at Pier 300, Pier 400, and Cabrillo Beach.
Common Loon (<i>Gavia immer</i>)	CDFW – SCC	Migratory species. Not known to nest in the Port complex. 3 individuals observed roosting in the Port complex during the 2018-2019 POLA and POLB Biosurvey.
Double-crested Cormorant (<i>Phalacrocorax auratus</i>)	CDFW – WL	Year-round species. Known to nest in Port Complex. 1,894 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey. Observed primarily along the Middle Breakwater.
Elegant Tern (<i>Thalasseus elegans</i>)	CDFW – WL	Migratory species. Known to nest at the Pier 400 CLT nesting site. 5,127 individuals recorded in the Port Complex during the

Table 5. Special Status Species (Designated by CDFW and USFWS) Observed in the Port Area

Species	Agency/Designation	Notes
Great Blue Heron (<i>Ardea herodias</i>)	CDFW – SA	2018-2019 POLA and POLB Biosurvey. Observed regularly foraging at the shallow water habitat at Cabrillo Beach and Seaplane Lagoon during the 2018-2019 POLA Biological Survey. Resident species. Known to nest in trees near POLA Main Channel Wilmington marinas. 704 individuals recorded throughout the Port Complex during the 2018-2019 POLA and POLB Biosurvey.
Great Egret (<i>Ardea alba</i>)	CDFW – Sensitive	Resident species but rare in the Port Complex. Not known to nest in the Port Complex. 6 individuals recorded in the Port complex during the 2018-2019 POLA and POLB Biosurvey.
Loggerhead Shrike (<i>Lanius ludovicianus</i>)	USFWS – BCC	Migratory species. Last observed in Port Complex during 2000 POLA and POLB Biosurvey. Not observed in 2018-2019 POLA and POLB Biosurvey.
Long-billed Curlew (<i>Numenius americanus</i>)	USFWS – BCC	Migratory species. Not known to nest in the Port Complex. 2 individuals recorded in the Port complex during the 2018-2019 POLA and POLB Biosurvey.
Marbled Godwit (<i>Limosa fedoa</i>)	USFWS – BCC	Migratory species. 3 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey. Observed primarily at Cabrillo Beach.
Osprey (<i>Pandion halieatus</i>)	CDFW – WL	Migratory species. Known to nest at Pier E-D in POLB. 43 observations in the Port Complex during the 2018-2019 POLA and POLB Biosurvey.
Peregrine Falcon (<i>Falco occidentalis</i>)	USFWS – BCC CDFW – FP	Resident species. Known to nest on Schuyler F. Heim Bridge and former Gerald Desmond Bridge in POLB. 1 individual recorded at Pier 400 during the 2018-2019 POLA and POLB Biosurvey.
Scripps's Murrelet (<i>Synthliboramphus scrippsi</i>)	USFWS – BCC	Ocean-dwelling species rarely observed on land. Not observed in 2018-2019 POLA and POLB Biosurvey. Last observed in Port

Table 5. Special Status Species (Designated by CDFW and USFWS) Observed in the Port Area

Species	Agency/Designation	Notes
Snowy Egret (<i>Egretta thula</i>)	CDFW – SA	Complex during 2013-2014 POLA and POLB Biosurvey. Known to nest in the Port Complex in 2018-2019. 145 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey, primarily at Cabrillo Beach.
Tufted Puffin (<i>Fratercula cirrhata</i>)	CDFW – SSC	Not observed in the 2018-2019 POLA and POLB Biosurvey. Last observed in the Port Complex during the 2000 POLA and POLB Biosurvey.
Western Snowy Plover (<i>Charadrius nivosus nivosus</i>)	USFWS – BCC, ESA Threatened	Migratory. Not observed in POLA and POLB Biosurveys performed from 2000 to present (2018-2019)
Whimbrel (<i>Numenius phaeopus</i>)	USFWS – BCC	Migratory species. 42 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey. Observed primarily at Cabrillo Beach.
White-faced Ibis (<i>Plegadis chihi</i>)	CDFW – WL	Resident species. Not observed in 2018-2019 POLA and POLB Biosurvey. Last observed in the Port Complex during the 2000 POLA and POLB Biosurvey.
Marine Mammals		
California Sea Lion (<i>Zalophus californianus</i>)	USFWS, NMFS – MMPA Protected	Resident species. Common. 587 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey.
Common Bottlenose Dolphin (<i>Tursiops truncatus</i>)	USFWS, NMFS – MMPA Protected	18 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey.
Common Dolphin (Delphinus spp.)	USFWS, NMFS – MMPA Protected	40 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey.
Gray Whale (Eschrichtius robustus)	USFWS, NMFS – MMPA Protected	Transitory. 1 observation recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey.
Harbor Seal (<i>Phoca vitulina</i>)	USFWS, NMFS – MMPA Protected	Resident species. Common. 223 individuals recorded in the Port Complex during the 2018-2019 POLA and POLB Biosurvey.

Other

Table 5. Special Status Species (Designated by CDFW and USFWS) Observed in the Port Area

Species	Agency/Designation	Notes
Green Sea Turtle (<i>Chelonia mydas</i>)	USFWS, NMFS – ESA Protected	Not observed in POLA and POLB Biosurveys performed from 2000 to present (2018-2019). Known in region.
Notes: USFWS = United States Fish and Wildlife Service; NMFS = National Marine Fisheries Service; CDFW = California Department of Fish and Wildlife; CDF = California Department of Forestry and Fire Protection; MMPA = Marine Mammal Protection Act; ESA = Endangered Species Act; BCC = Bird of Conservation Concern; SA= Special Animal; SSC = Species of Special Concern; FP = Fully Protected; FE = Federally Endangered; WL = Watch List; SE = State Endangered		

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

No Impact. As mentioned above, the Project site is an existing roadway which does not contain riparian habitat or other sensitive natural communities. As such, no impacts associated with riparian habitat or any other sensitive natural community would result from implementation of the Project and no mitigation is required.

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

No Impact. The Project site is not on or adjacent to the water, and paving and widening the road is not expected to impact water quality. The Project construction would be confined to the immediate Project site. There would be no in- or over-water construction or operations, and no activities would occur within or near wetlands. Further, the Project would not affect marine vessel traffic or otherwise affect any in-water operations. Therefore, no impacts to federally protected wetlands as defined by Section 404 of the CWA would occur. No mitigation is required.

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

Less-than-Significant Impact. Since this project is along an existing road with no in-water work, there is currently no suitable habitat on-site to support native resident or migratory fish or wildlife species. The Port Complex is a dense, urban development adjacent to ocean waters; therefore, natural corridors (topographic or habitat pathways) supporting terrestrial wildlife movement typically do not occur (POLA 2018). Part of the existing roadway would be widened, and the unpaved portion would be paved.

The Project would not interfere substantially with the movement of any native resident, migratory fish, or wildlife species. Less-than-significant impacts would occur and no mitigation is required.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. The Project would not conflict with any local policies protecting biological resources. The only biological resources protected by City ordinance (Ordinance No. 177404) pertain to certain tree species. No conflict with the City's native tree protection and relocation ordinance would occur because no native trees will be removed. There will be approximately five shorty palm trees near the rail crossing which will need to be removed. There would be no impact and no mitigation is required.

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

No Impact. No adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan overlays the Project site. The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan, which is located approximately 5 miles west of the Project site (City of Rancho Palos Verdes 2018). The County of Los Angeles (County) has established official, designated areas, referred to as Significant Ecological Areas (SEAs), within the County that contain rare or unique biological resources. The Terminal Island (Pier 400) California least tern nesting site is the only SEA in the Port. The Project site is over two miles from the Terminal Island SEA and nesting site and this SEA would not be affected by the construction or operation of the Project. Outside of the Port boundary, the County has proposed the creation of the Palos Verdes Peninsula SEA; however, the boundary of the proposed SEA would be approximately 4 miles southwest of the Project site and would not be affected by the construction or operation of the Project. Since the Project is not in the vicinity of any existing or proposed SEAs, no impact would occur and no mitigation is required.

V. CULTURAL RESOURCES.

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

No Impact. A historical resource is defined in CEQA Guidelines Section 15064.5(a)(3) 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 National Register of Historic Places, California Register of Historical Resources, or another local register, and/or otherwise identified as significant in a historic resource survey, are also considered historical resources under CEQA. As further described in Section 4.5(b), the proposed Project site is a roadway currently in use (paved and unpaved) and it adjacent area. While the proposed project slightly changes the alignment of the existing roadway, includes paving a 4-acre parcel, and modifications to railroad crossings, the existing area has been disturbed in the past and is unlikely to contain buried cultural resources. The expansion area is underlain by urban fill soils, substantially limiting the potential for the proposed Project to uncover buried cultural resources. Therefore, no impact would occur and no mitigation is required.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

No Impact. The Project site is currently graded, partially paved, and highly disturbed. There is an extremely low potential for encountering native soil and/or discovering archaeological or ethnographic cultural resources. For these reasons, proposed Project activities are not expected to encounter archeological resources; therefore, no impacts are anticipated and no mitigation is required.

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

No Impact. There are no human remains known to exist within the Port boundary. Activities associated with the proposed Project will occur at or near the surface within the footprint of previous construction activity and does not have the potential to disturb any human remains. Therefore, no impact would occur and no mitigation is required.

VI. ENERGY.

Would the project:

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

Less-than-Significant Impact. The Project would not use energy resources in a wasteful or inefficient manner during construction or operation. The Project would require the use of non-renewable resources, primarily diesel and gasoline, to fuel equipment during construction activities. Construction activities are expected to occur for approximately 18 months. For construction activities, estimated total fuel consumption would be approximately 92,000 gallons of diesel and less than 12,000 gallons of gasoline. For operational fuel usage, approximately 9,125 additional gallons of diesel would be required per year due to the fact that approximately 125 trucks, on average, would need to drive approximately 1.4 miles per day more.

See Appendix A for fuel consumption calculations.

In addition, electricity consumption may increase as a result of additional street lighting. Street lighting would meet the latest energy efficiency standards. The lighting would increase safety along the roadway. Any increase in energy use would be not be expected to be used in a wasteful, inefficient, or unnecessary manner. The Project's energy use would have a less-than-significant impact and no mitigation is required.

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

No Impact. The Project would not conflict with adopted state or local renewable energy or energy plans. Additionally, the Project would not conflict with any Port of Los Angeles energy plans, including the Energy Management Action Plan. The Project would not require the removal of any existing renewable energy infrastructure, such as solar panels or wind turbines. The Project would be required to comply with energy efficiency requirements under the California Green Building Code. The LAHD Construction Division is responsible for inspection, management, and oversight of construction projects to ensure projects comply with energy efficiency requirements. Energy

consumption during construction activities would be efficient and would represent a negligible portion of State-wide energy consumption. Therefore, these uses do not conflict with energy plans. No impacts are expected and no mitigation is required.

VII. GEOLOGY AND SOILS.

Would the project:

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

- i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less-than-Significant Impact. The Project site is located in a region with several active fault lines. The Palos Verdes Fault Zone traverses the Port in a general northwest to southeast manner from the West Turning Basin to Pier 400 and beyond and is located southwest of the Project site (POLA 2018). No faults are known to underlie the Project site. Thus, the Project site is not likely susceptible to surface rupture. In addition, the Project would not include the construction of any new habitable structures. Therefore, impacts associated with the risk of surface rupture due to faulting would be less-than-significant and no mitigation is required.

- ii. **Strong seismic ground shaking?**

Less-than-Significant Impact. As discussed under Section VII (a) above, the Project site is located in a region with several active fault lines, which upon rupture could result in strong seismic ground shaking. However, the Project would not include the construction of any new habitable structures. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less-than-significant and no mitigation is required.

- iii. **Seismic-related ground failure, including liquefaction?**

Less-than-Significant Impact. Liquefaction is the loss of soils strength or stiffness due to a buildup of pore-water pressure during strong ground-shaking activity and is typically associated with loose, granular, and saturated soils. According to Exhibit B of the City of Los Angeles General Plan Safety Element, the Project is located in a liquefiable area where there have been recent alluvial deposits, and groundwater is less than 30 feet deep (City of Los Angeles 1996). The Project would not include the construction of any new habitable structures. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related ground failure, including liquefaction. Impacts would be less-than-significant and no mitigation is required.

- iv. **Landslides?**

No Impact. The Project site is relatively flat with no significant natural or graded slopes that could be susceptible to landslides. The Project is not located near any landslide hazard areas. Therefore, the Project would not directly or indirectly cause potential substantial adverse

effects, including the risk of loss, injury, or death involving landslides. No impact would occur and no mitigation is required

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

Less-than-Significant Impact. Common causes of soil erosion from construction include movement of soil off-site via stormwater, wind, and vehicles. The Project would involve earthwork activities that would disturb surface soils or temporarily leave exposed soil on the ground's surface. No substantial increase in soil erosion or loss of topsoil is expected since the area is being paved and has been treated with crushed rock. Erosion and sediment controls would be used during construction to reduce the amount of soils disturbed and to prevent disturbed soils from entering runoff.

Construction activities include earthwork to widen and extend the Berth 200 roadway would be subject to the requirements of the California State Water Quality Control Board, General Permit for Discharges of Stormwater Associated with Construction Activity which is General Construction Permit 2009-009-DWQ. The permit requires minimum and project specific Best Management Practices which will be written into a Stormwater Pollution Prevention Plan and submitted to the state for review.

The SWPPP would be prepared and submitted prior to the start of construction and control measures would be installed at the Project site prior to ground disturbance. Therefore, the Project would not result in substantial soil erosion or the loss of topsoil. The impact would be less-than-significant and no mitigation is required.

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

Less-than-Significant Impact. As discussed under Section VII (a)(iv) above, the Project site is not located within an area susceptible to landslides. As addressed under Section VII (a)(iii) above, the Project is located in a liquefiable area. Project activities would have a low likelihood of causing a landslide, lateral spreading, subsidence, liquefaction or collapse. The Project would not include the construction of any new habitable structures. Therefore, impacts associated with the risk of unstable soil would be less-than-significant and no mitigation is required.

The Project features would not cause or accelerate geologic hazards and would be constructed in accordance with design and engineering criteria and applicable building and safety requirements for roads. This impact would be less-than-significant and no mitigation is required

d. Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial direct or indirect risks to life or property?

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink-swell behavior. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the process of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near surface soils, the higher the potential for substantial expansion. Clay minerals in geologic deposits within the Project area could be expansive, and previously imported fill soils could be expansive as well.

Although the Project could be located on expansive soil, the Project would not include the construction of any new habitable structures. Therefore, impacts associated with the risk of expansive soil would be less-than-significant and no mitigation is required.

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

No Impact. The Project would not require septic tanks or an alternative wastewater disposal system. Existing sewers would be used for the disposal of wastewater. Therefore, no impact would occur and no mitigation is required.

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

No Impact. The Project would not destroy a unique paleontological site. There is already an existing roadway and surrounding development present at the Project site. The project is designed to upgrade the road with wider lanes for safety and paving of an unpaved portion. The site possesses no known unique geologic features. For these reasons, no impact is anticipated to paleontological resources and no mitigation is required.

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

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

Less-than-Significant Impact. GHG emissions from construction activities, including equipment and vehicles powered by diesel and gasoline, are summarized in Table 5.

Table 6
Annual Construction GHG Emissions (metric tons/year)

	GHG (CO₂e) (metric tons/yr)
Operational Emissions	305.60
Total Construction Emissions	1,406
Amortized Construction Emissions ¹	46.9
Total emissions	352.50
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.

CO₂e = the carbon dioxide equivalent of all GHGs combined.

¹ SCAQMD protocol requires amortizing construction emissions over 30 years

² SCAQMD 2015

For details, see Appendix B – 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 Agency's 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 threshold was used to evaluate the Project's GHG emissions under CEQA. If estimated GHG emissions remain below this threshold, they would be expected to produce less-than-significant impacts.

LAHD has determined the SCAQMD-adopted interim industrial threshold of 10,000 MT/yr CO₂e 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 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 CO₂e ensures that the GHG emissions from any source, regardless of fuel type, can be evaluated equitably.

Table 5 above shows the Project's construction GHG emissions would be well below SCAQMD's CEQA significance threshold.

As mentioned in the Project Description above, the roadway currently exists. The project will widen the road and pave the unpaved portion. Greenhouse gas emissions from construction activities and from a slight increase in daily VMT are shown in Table 6 to be less than significant.

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

Less-than-Significant Impact.

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, but are not limited to:

- Senate Bill (SB) 32
 - 1990 levels by 2020
 - 40 percent below 1990 levels by 2030
- Assembly Bill (AB) 32
 - 80 percent below 1990 levels by 2050
- San Pedro Bay Ports Clean Air Action Plan (CAAP)
 - 40 percent below 1990 levels by 2030
 - 80 percent below 1990 levels by 2050
- City of Los Angeles Green New Deal (4-year Update to the Sustainable City pLAn)
 - reduce Port-related GHG emissions by 80 percent by 2050

Several state, regional, and local plans have been developed which set goals for the reduction of GHG emissions over the next few years and decades, but no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects, within the meaning of CEQA Guidelines Section 15064.4(b)(3)1. However, there are GHG emissions reduction measures contained in state and local plans, strategies, policies, and regulations that directly or indirectly affect the proposed Project's construction and operational emissions source sectors or specific types. A summary of Project compliance with all potentially applicable GHG emissions reductions measures is provided in Table 7.

Table 7. Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
State AB 32 Plan Strategies (CARB, 2017)	
Limit Idling Time for Commercial Vehicles (13 CCR § 2485)	Drayage truck operators using the roadway would be required to comply with applicable idling regulations for on-road vehicles during project construction and operation.
Electricity Use/Renewables Performance Standard	The Project's electricity for use in street lighting would come from Los Angeles Department of Water and Power, a California publicly owned utility that is subject to the Renewables Performance Standard that requires increasing renewable energy procurement targets over time and so reduces GHG emissions from electricity generation. Therefore, the electricity used at the site would comply with state electricity sector GHG reduction strategies.
Port of Los Angeles and City of Los Angeles Plans and Strategies	
City of Los Angeles Construction and Demolition (C and D) Waste Recycling Ordinance	The City of Los Angeles approved a Citywide construction and demolition waste recycling ordinance in 2010. This ordinance that requires ALL mixed C&D waste generated within city limits be taken to City-certified C&D waste processors. LA Sanitation (LASAN) is responsible for the C&D waste recycling policy. All haulers and contractors responsible for handling C&D waste must obtain a Private Waste Hauler Permit from LASAN prior to collecting, hauling and transporting C&D waste, and C&D waste can only be taken to City certified C&D processing facilities.
City of Los Angeles General Plan – Mobility Element (City of Los Angeles, 2016)	The City of Los Angeles General Plan, Mobility Element was developed to improve the way people, goods, and resources are moved in Los Angeles. The proposed Project would be consistent with this General Plan Element.

In summary, the proposed Project would conform to state and local GHG emissions/climate change regulations, policies, and strategies; therefore, the proposed Project would have less-than-significant GHG impacts and no mitigation is required

IX. 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. Construction activities associated with building the proposed road improvements would not involve the handling of significant amounts of hazardous materials beyond those needed for construction vehicle operations and typical construction activities. The project may also involve the transport and proper disposal of contaminated soil which would be considered hazardous waste. This would not be expected to create a significant hazard to the public or the environment as it would be properly stored on a truck or trucks and quantities are expected to be minimal. The main hazardous materials in use would be diesel and gasoline in construction equipment. Asphalt and other paving materials are also expected to be used along with paint for striping and lane marking. Therefore, construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and no mitigation is required.

Operation of the proposed Project (i.e. improved existing roadway) would not involve the additional transport, use or disposal of hazardous materials. However, trucks carrying fuels or other hazardous materials may take a different route through the Port complex (by turning right at Henry Ford

Avenue) upon completion of the proposed roadway extension. All carriers are expected to comply with Department of Transportation (DOT) federal guidelines for proper storage and handling of hazardous materials as well as all local and state regulations. With compliance with applicable regulations, the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As such, impacts would be less-than-significant and no mitigation is required.

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

Less-than-Significant Impact. As discussed under Section IX(a) above, construction activities associated with the Project would involve relatively small quantities of hazardous substances associated with the operation of equipment and vehicles. Construction vehicles onsite may require refueling which could result in minor releases of oil, diesel fuel, or other materials. Accident prevention and containment would be the responsibility of the construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. Mandatory compliance with all federal, state, and local regulations on the transport, use, and disposal of hazardous materials would reduce potential for any impacts.

Therefore, 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. A less-than-significant impact would occur and no mitigation is required.

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. There are no existing or proposed schools located within 0.25 mile of the Project. The nearest schools are George De La Torre Junior Elementary School and Wilmington Park Elementary School, both approximately 0.7 miles from the closest section of this roadway. No impact would occur and no mitigation is required.

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

No Impact. While the road itself is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., “Cortese List”) and maintained by the California DTSC (CALEPA 2019), areas immediately adjacent to the road may be impacted with hydrocarbons, heavy metals, or other environmental contaminants and at some locations could potentially render soil as hazardous waste. Project construction would require minimal excavation related to removal of existing road infrastructure. Further, to minimize the potential exposure of on-site construction workers during this ground disturbance, a Health and Safety plan would be implemented during all construction and temporary installation activities. If contaminated materials are suspected or encountered, standard regulatory practices would be applied and construction workers would follow procedures as outlined in the Health and Safety Plan and as required by the DTSC.

While the road itself is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., “Cortese List”) and maintained by the California DTSC (CALEPA 2019), the length of road to be widened along the WWL property may encroach the regulated

soil cap, requiring notification and oversight by the DTSC. These soils may be impacted with hydrocarbons, heavy metals, or other contaminants, and could potentially generate soils classified as hazardous waste. Work to be performed within the DTSC site consists of excavation for pavement section and light pole foundations. Volume of soil is approximately 1,500 CY and is within the “soil cap.”

Project construction would require minimal excavation related to removal of existing road infrastructure. Further, to minimize the potential exposure of on-site construction workers during this ground disturbance, a Health and Safety plan would be implemented during all construction and temporary installation activities. Any materials removed from the cap along the WWL property will be stockpiled separately from other construction materials, covered, and managed as required by the DTSC.

No impact would occur and no mitigation is required.

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

No Impact. The Project site is not located within 2 miles of a public airport or within an airport land use plan. The nearest airports are Torrance Municipal Airport – Zamperini Field, which is located approximately four miles northwest of the Project; the Long Beach Airport, which is located approximately five miles northeast of the Project; and the Compton/Woodley Airport, which is located approximately eight miles north of the Project (County of Los Angeles 2019). Therefore, the Project would not be within the vicinity of a public airport, and safety hazard and noise impacts would not occur. No impact would occur and no mitigation is required.

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

No Impact. The Project would be fully located within a previously developed roadway site. As mentioned above, the proposed Project involves widening and extending the Berth 200 roadway between South Avalon Boulevard and North Henry Ford Avenue. Future truck traffic would continue east down the extended roadway where it would then make a right-turn (south) onto North Henry Ford Avenue. Vehicles travelling north on Avalon, would be required to turn right onto Berth 200.

In addition to paving, widening, and realigning the street itself, part of the road development the project involves: paving over an idle oil well, paving a 4-acre lot, adjusting the elevations of the Leeward Bay Marina parking lot entrance to match the proposed road and modifications to two existing rail crossings. Berth 200 roadway construction activities would not require the closure of public roads and would not restrict access to or around the Project site. Therefore, construction and operation of the Project is not anticipated to interfere with an adopted emergency response plan or emergency evacuation plan. No impacts are anticipated and no mitigation is required.

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

No Impact. The Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. The Project is located within a highly developed Port and not located in a wildland fire hazard area. Therefore, the Project would not expose people or structures, either

directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur and no mitigation is required.

X. HYDROLOGY AND WATER QUALITY.

Would the project:

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

Less-than-Significant Impact. The Project would not violate any water quality standards or waste discharge requirements. The Project site is currently mostly paved and is used as a public roadway.

Construction activities include earthwork to widen and extend the Berth 200 roadway would be subject to the requirements of the California State Water Quality Control Board, General Permit for Discharges of Stormwater Associated with Construction Activity which is General Construction Permit 2009-009-DWQ. The permit requires minimum and project specific Best Management Practices which will be written into a Stormwater Pollution Prevention Plan and submitted to the state for review.

The roadway will be built in accordance with the City of Los Angeles Low Impact Development ordinance. The roadway will include a stormwater infiltration system which will capture and treat surface water runoff, then filter it through a ballast/gravel bed before infiltration.

Therefore, implementation of the project will not violate water quality standards or discharge requirement, or degrade surface or ground water. A less-than-significant impact would occur and no mitigation is required.

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

No Impact. The Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Roadway will include a storm water infiltration system; storm water will be captured, pre-treated to remove large contaminants, stored in a ballast/gravel bed before infiltrating. This project is not expected to deplete groundwater supply. Although ground would be paved as part of the Project, the Project is located on an industrial area that does not support groundwater recharge. Groundwater in the harbor area is south of the Dominguez Gap Barrier and generally impacted by saltwater intrusion (salinity) and is, therefore, unsuitable for use as drinking water. Therefore, implementation of the Project would not affect the location or rate of groundwater recharge. Less-than-significant impact would occur and no mitigation is required.

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

i. 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. There are no streams or rivers located nearby that would be affected by the Project. As discussed in Section X (a), the Project would increase the amount of impervious surfaces; however, it would not have a significant impact on the rate or volume of stormwater runoff. Runoff from the Project site would enter the adjacent Harbor through surface flow or via the storm drain system; there are no downstream rivers that could be adversely affected. No impact would occur and no mitigation is required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less-than Significant Impact. As discussed in Section X (c)(i), there are no streams or rivers located nearby that would be affected by the Project. The Project would increase the amount of impervious surfaces; however, it would not have a significant impact on the rate or volume of stormwater runoff that could result in on- or off-site flooding. Furthermore, the Project would use existing drainage infrastructure. A less-than-significant impact would occur and no mitigation is required.

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

Less-than-Significant Impact. Portions of the Project site are currently paved or used for Port-related activities. Implementation of the Project would include earthwork and an increase in impervious surfaces (pavement) that could contribute to runoff water; however, it would not have a significant impact on the rate or volume of stormwater runoff that could adversely affect the storm flow system, as the Project site is located close to the discharge points. Furthermore, the Project would install drainage infrastructure, as needed. Runoff from the Project would be managed by existing drainage infrastructure similar to existing conditions. A less-than-significant impact would occur and no mitigation is required.

iv. Impede or redirect flood flows?

No Impact. The Project would not impede or redirect flood flows. The Project site is not located within a Federal Emergency Management Agency 100-year or 500-year flood zone (FEMA 2008). No impact would occur and no mitigation is required.

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

Less-than-Significant Impact. The Project site is located within a potential tsunami impact area, according to the Los Angeles General Plan Safety Element (City of Los Angeles 1996). However, the Project would not construct any habitable structures. The Project would not be anticipated to risk release of pollutants due to inundation because the Project is a paved roadway. A less-than-significant impact would occur and no mitigation is required.

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

No Impact. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As discussed in Section X (b), the Project will be a paved roadway located in a developed, industrial Port area. No impact would occur and no mitigation is required.

XI. LAND USE AND PLANNING.

Would the project:

a. Physically divide an established community?

No Impact. The Project is located in a heavy industrial area that does not contain any established communities. The physical division of an established community typically refers to the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, that would impair mobility within an existing community or between a community and outlying area. Under the existing conditions, the Project site is not used as a connection between established communities. Instead, connectivity in the surrounding area is facilitated via local roadways, such as SR-47. Therefore, no impact would occur and no mitigation is required.

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

No Impact. The Project does not conflict with any land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental impact. The Project site is designated as a Harbor Gateway State Enterprise Zone (ZI-2130). The Project site is zoned for heavy industrial uses; the Project would be consistent with that land use designation.

The City General Plan Land Use Element is comprised of the City's 35 community plans. The Project falls under the Port of Los Angeles Community Plan Area, which designates the Project site for General/Bulk Cargo. The Project site is located in Planning Area 2 of the PMP, which designates the site for Maritime Support.

Implementation of the Project would include the same Berth 200 cargo terminal truck traffic and a minor increase in diverted truck traffic due to Avalon street closure, which would be consistent with existing uses in Planning Area 2 and with the Maritime Support land use designation. Therefore, the Project would not conflict with an applicable land use plan, policy, or regulation. No impact would occur and no mitigation is required.

XII. 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. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, there are no gas, geothermal, or other known wells located on the Project site. There are several oil and gas production wells near the Project site, although the majority are plugged. The Project would neither result in a land use conflict with the existing oil extraction nor would it preclude future oil extraction on underlying deposits. According to Exhibit A of the City of Los Angeles General Plan Conservation Element, the Project site is not located within a mineral resource zone (City of Los Angeles 2001). Therefore, the Project would not 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 would occur and no mitigation is required.

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

No Impact. The Project would not result in the loss of availability of a locally-important resource recovery site. According to Exhibit A of the City of Los Angeles General Plan Conservation Element, the Project site is not located within a mineral resource zone (City of Los Angeles 2001). Further, as discussed in Section XII (a) above, there are no gas, geothermal, or other known wells located on the Project site, and the Project would neither result in a land use conflict with the existing oil extraction nor would it preclude future oil extraction on underlying deposits. Therefore, implementation of the Project would not result in the loss of availability of a locally important mineral resource recovery site. No impact would occur and no mitigation is required.

XIII. NOISE.

Would the project result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project 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 its General Plan (City of Los Angeles 1998). The following policies are applicable to the Project:

- Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

Section 41.40 of the LAMC prohibits construction work during nighttime and early morning hours. Construction activities are limited to the hours of 7:00 a.m. to 9:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday (no work is allowed on Sundays or national holidays). LAMC Section 112.04 addresses “powered equipment intended for repetitive use in residential areas,” while LAMC Section 112.05 establishes maximum noise levels for powered equipment or powered hand tools operated in any residential zone or within 500 feet thereof.

The City's CEQA Thresholds Guide (City of Los Angeles 2006) provides screening criteria if construction activities occur within 500 feet of a noise sensitive land use and if construction occurs during the hours specified in LAMC, Section 41.40. The CEQA Threshold Guide also specifies that construction activities that last more than 10 days in a three-month period are less than significant if the existing ambient exterior noise levels at a noise sensitive use do not exceed 5 A-weighted decibels (dBA) during construction. Furthermore, the CEQA Threshold Guide states that Project operations would normally be significant if the ambient noise level measured at the property line of affected uses increases by 3 dBA in the Community Noise Equivalent Level (CNEL) to or within the "normally unacceptable" or "clearly unacceptable" category (generally over 70 decibels), or any increase in CNEL by 5 dBA or greater.

The nearest noise sensitive receptors are the liveaboards located in a marina approximately 250 feet away from the Henry Ford Avenue portion of the road. The Port of Los Angeles is zoned as "heavy manufacturing" (City of Los Angeles 2019) and so the presumed ambient noise level as set forth in LAMC Section 111.03 is 65 dBA. The Project is not anticipated to increase noise levels at the liveaboards. Please see Appendix C for results of the noise analysis.

A significant impact related to construction activity would occur if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 A-weighted decibels (dBA) or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use; and/or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday or at any time on Sunday.

Construction of the proposed Project would occur in accordance with LAMC Section 112.05, Maximum Noise Level of Powered Equipment or Powered Hand Tools, which limits the maximum noise level powered equipment may produce within 500 feet from a residential zone to 75 dBA at a distance of 50 feet from the equipment, unless compliance is technically infeasible. The nearest sensitive receptors (marina liveaboards) to the Project site are approximately 250 feet away.

Construction activity would temporarily increase ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type, direction of use, and presence or absence of noise attenuation barriers.

Though there is a re-routing of truck trips onto this roadway, there would not be an increase in truck trips to the area. As such, an increase in noise at the nearest sensitive receptors is not anticipated. Therefore, a substantial temporary or permanent increase in ambient noise levels would not occur. Impact would be less-than-significant and no mitigation is required.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. As stated above, Project noise levels would be less than significant. Construction activities could generate vibration from operation of equipment like backhoes, rollers, and various trucks. The City of Los Angeles does not specify a significance criterion of vibration, but Caltrans developed guidelines for construction activities and estimates that vibration levels exceeding 0.3 inches per second (in/sec) can damage older residential structures and cause

annoyance to humans (Caltrans 2013). The noise analysis shows that no excessive groundborne vibrations or noise levels would be expected. Impacts would be less-than-significant and no mitigation is required.

- c. **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, 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 or within two miles of a public airport or public use airport. Therefore, the Project would not expose people in the Project area to excessive noise levels. No impact would occur and no mitigation is required.

XIV. POPULATION AND HOUSING.

Would the project:

- a. **Induce substantial unplanned 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 expand and extend a roadway near a cargo terminal. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the Project. Accordingly, it is not anticipated that people would relocate into the area due to the Project.

The Project would not construct new or extend utilities, roads, or other infrastructure into areas not currently served by such improvements. Thus, the Project would not induce population growth. No impact would occur and no mitigation is required.

- b. **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact. The Project would expand and extend a roadway near a cargo terminal. There is no housing within the Project boundaries that would be displaced as a result of the Project. There is no formal housing within the Port, although there are liveaboard boat residents in some marinas within the Port. The Project would not displace liveaboards at these marinas. No replacement housing would be needed due to the Project. No impact would occur and no mitigation is required.

XV. PUBLIC SERVICES.

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?

a. Fire protection?

No Impact. The LAFD provides fire protection and emergency medical response services to the Project site. The LAFD operates 114 stations located throughout the City (LAFD 2016). The closest station is Fire Station No. 49 (400 Yacht Street), less than 0.5 mile from the Project site.

The Project site is already within the service area of the LAFD. 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. The Project would continue to be served by the LAFD. Additionally, as previously discussed under Section XIV (a) above, the Project would not directly or indirectly induce population growth in the City. The Project would not increase the demand for fire services and would neither require the expansion of existing facilities nor the construction of new fire facilities. Overall, it is anticipated that the Project would be adequately served by existing LAFD facilities, equipment, and personnel. A less-than-significant impact would occur and no mitigation is required.

b. Police protection?

No Impact. The Los Angeles Port Police (Port Police) is the primary law enforcement agency within the Port. The Port Police is responsible for patrol and surveillance of Port property including 12 square miles of landside property and 43 miles of waterfront. Port Police headquarters is located at 330 S. Centre Street (between 3rd and 5th Streets), approximately 2 miles southwest of the Project site. Dive Unit facility boats and offices/lockers are located on 954 South Seaside Avenue, approximately 2 miles south of the Project site. 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.

Similar to fire protection services, the Project site is already within the service area of the Port Police and LAPD, and they would continue to serve the Project site during construction and operation. Additionally, the Project would not directly or indirectly induce population growth in the City. The Project use is similar with the existing use of the area. The Project would not increase the demand for police services and would require neither the expansion of existing facilities nor the construction of new police facilities. No impact would occur and no mitigation is required.

c. Schools?

No Impact. Public kindergarten through high school education in the City is provided by the Los Angeles Unified School District. As previously discussed in Section XIV (a), the Project would not directly or indirectly induce population growth in the City. As such, an increase in school-age children requiring public education is not expected to occur as a result of the Project. No impact would occur and no mitigation is required.

d. Parks?

No Impact. As discussed in Section XVI (a), the Project does not include parks, residential uses, or other land uses typically associated with directly inducing population growth. Therefore, there would be no increase in residential use, and an increase in patronage at park facilities is not expected to result. No impact would occur and no mitigation is required.

e. Other public facilities?

No Impact. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the Project. A substantial increase in patronage at libraries, community centers, or other public facilities is not expected. No impact would occur and no mitigation is required.

XVI. 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?**

No Impact. Demand for neighborhood or regional parks or other recreational facilities is primarily generated by an increase in the permanent residential population. The Project does not propose any residential uses that may increase the use of existing neighborhood parks in the vicinity such that substantial physical deterioration of the facility or an increase in park facilities would occur or be accelerated. No impact would occur and no mitigation is required.

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?

No Impact. As discussed in Section XVI (a), the Project site does not operate as a recreational facility, and the Project does not include recreational facilities or require the construction or expansion of recreational facilities. No impact would occur and no mitigation is required.

XVII. TRANSPORTATION.

Would the project:

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

No Impact. The 2020 LADOT guideline state that a project that “generally conforms with, and does not obstruct the City’s development policies and standards will generally be considered to be consistent” and not in conflict. The 2020 LADOT guidelines include 3 screening criteria questions that are answered in order to help guide whether the project conflicts with City circulation system policies.

1. Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

2. Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
3. Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

All responses to the screening criteria questions are “no,” and therefore, this project does not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. No impact would occur and no mitigation is required.

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact. The intent of CEQA Guidelines section 15064.3, subdivision (b)(2) and Threshold T-2.2 in the 2020 LADOT guidelines is to assess whether a transportation project induces substantial additional vehicle miles travelled (VMT) by increasing roadway capacity and inducing additional vehicle travel. The 2020 LADOT guidelines state that projects that provide additional roadway capacity on local or collector streets are not likely to lead to substantial or measurable increase in vehicle travel, provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit. The guidelines include a single screening criteria questions that shall be answered in order to determine consistency with CEQA Guidelines Section 15064.3, subdivision (b)(2).

1. Would the project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

The new roadway is being designed as a local or collector street, and the objective of the project is to route trucks away from the re-aligned Water St. and Avalon Promenade, thereby improving conditions for pedestrians and cyclists using those facilities. LADOT guidelines also state that transportation projects which separate preferential vehicles, such as trucks, from general vehicles are also not likely to induce substantial or measurable increase in vehicle travel. Therefore, the answer to this screening criteria question is “no,” and the project is not required to prepare an induced travel analysis under the LADOT guidelines. No impact will occur and no further analysis or mitigation is required.

c. Substantially increase hazards due to a geometric 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 geometric design feature or incompatible uses. The road design is expected to be completed in a manner which will not include sharp curves, dangerous intersections, or incompatible uses. The Advanced Active Warning Devices to be installed at the rail crossings will promote safety by giving an advance notice of an approaching train; the motorist must take appropriate action when the devices are activated. No impact would occur and no mitigation measures is required.

d. Result in inadequate emergency access?

No Impact. The Project would not result in inadequate emergency access. All access routes for emergency services in the vicinity of the Project site would be maintained. No impact would occur and no mitigation is required.

XVIII. TRIBAL CULTURAL RESOURCES.

This section evaluates impacts related to tribal cultural resources associated with the implementation of the Project. Pursuant to Assembly Bill (AB) 52, a lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the Project if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area. As part of Native American consultation associated with the Project, the Native American Heritage Commission (NAHC) was contacted and a consultation list received of tribes that are traditionally and culturally affiliated with the geographic area of the Project. On August 31, 2019, pursuant to Public Resources Code Section 21080.3.1(d), five tribes were sent AB 52 formal notification of the Project. No responses were received within 30 days of the notification.

Would the project:

a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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:

i. 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 §5020.1(k), or

No Impact. As discussed in Section X, Cultural Resources, the potential to discover an unknown tribal cultural resource within the Project site is very low as the site is already an existing heavily traveled road and the surrounding area has been highly disturbed. Implementation of the Project would include widening of existing roadway and installation of new roadway at the Project site. Earthwork, including excavation and grading, would disturb surface and subsurface soils. For these reasons, no impact would occur and no mitigation is required.

ii. 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 §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No Impact. As discussed in Section XVIII (a), the Project would have very low potential to discover an unknown or buried tribal resource because the Project site is already an existing road and the surrounding area has been highly disturbed. As no known tribal resources have

been identified on the site, it is anticipated no impact would occur and no mitigation is required.

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

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

Less-than-Significant Impact. The Project consists of improvements to an existing roadway. The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment electric power, natural gas, or telecommunications facilities.

However, the Project will require: extension of water line for fire hydrants, new stormwater drainage system for the extension portion of roadway and electrical power for the light poles and rail signal equipment. The construction of these would not be expected to cause significant environmental effects. Less-than-significant impact would occur and no mitigation is required.

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

No Impact. The Project would have sufficient water supplies available and would not create new water demand. There is currently minimal water usage associated with the Project and this would continue to be the case. No impact would occur and no mitigation is required.

- c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

No Impact. The Project would not require wastewater treatment. Therefore, no impact would occur and no mitigation is required.

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

No Impact. The project requires removal of existing pavement, fencing and vegetation. These activities will produce waste that needs to be disposed of.

Once the road is constructed, no solid waste is expected to be generated. The Project would not generate solid waste in excess of State or local standards or impair solid waste reduction goals. Solid waste generated during construction activities would be less-than-significant quantities and temporary. No impact would occur and no mitigation is required.

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

No Impact. Further, there is minimal solid waste associated with Project-related construction activities. No demolition is expected to occur, but rather an existing roadway lane will be widened. Once the road is constructed, no solid waste is expected to be generated. No impact would occur and no mitigation is required.

XX. WILDFIRE.

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**
- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**
- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No Impact. PRC Sections 4201-4204 direct the California Department of Forestry and Fire Protection to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Port is not located in or near a state responsibility area or lands classified as a Very High Fire Severity Zone within its Local Responsibility Area (California Department of Forestry and Fire Protection, 2020; LAFD, 2019). Therefore, the Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones, no impacts would occur, and no mitigation is required.

No impact would occur and no mitigation is required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Less-than-Significant Impact. The Project site does not contain habitat for, or support, any fish or wildlife species, or plant or animal communities listed on any state or federal lists for endangered, threatened or special status species. The urbanized industrial nature of the Project site and surrounding area is not conducive to supporting fish or wildlife or plant and animal communities. As discussed in Section IV, Biological Resources, most of the terrestrial area within the Port contains facilities and infrastructure such as buildings, roads, and paved container storage areas that are highly-disturbed and have limited vegetated habitats. Wildlife use of developed and undeveloped areas within the area is limited. The removal of five palm trees is not expected to disturb any animal habitats. Additionally, the Project construction would be confined to the immediate Project site and no in- or over-water construction or operations are proposed and would not impact marine species. Overall, the Project would not significantly impact protected biological species and resources.

As discussed in Section V, Cultural Resources, the Project site is located on artificial land, there are no known cultural resources located on-site, and the Project would not eliminate important examples of the major periods of California history or prehistory. Further, neither construction nor operations for the Project is expected to encounter archeological resources. For these reasons, the Project would have no impact to cultural or archaeological resources with adherence to applicable regulatory requirements. A less-than-significant impact would occur and no mitigation is required.

- b. Does the project have impacts which 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. Construction of this project may overlap with construction of other nearby Port projects, including, but not limited to: the Avalon Boulevard, Fries Street and "A" Street Segments closures, (analyzed in a separate CEQA document SCH# 2014041019), the Avalon Pedestrian Bridge project (analyzed in separate CEQA document for the Wilmington Waterfront Development Project SCH# 2008031065), and the Berths 187 – 191 Vopak and Allied Cement Project (for which a CEQA document is currently being prepared).

As discussed under each issue area in Sections V through XX of this Recirculated IS/ND, the Berth 200 Roadway Project would not result in significant impacts to any of the CEQA-required study areas: aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, tribal cultural resources, transportation and traffic, utilities and services systems or wildfires. In the absence of significant Project-level impacts, the incremental contribution of the Project would not be cumulatively considerable. Impacts are less-than-significant and no mitigation is required.

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

Less-than-Significant Impact. Based on the analysis in this Recirculated IS/ND, the construction and operation of the Project is not anticipated to have significant impacts that would cause substantial adverse effects on human beings, either directly or indirectly. Less-than-significant impacts would occur and no mitigation is required.

5.0 Proposed Finding

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

6.0 Preparers and Contributors

Port of Los Angeles

Christopher Cannon, Director of Environmental Management Division
Lisa Wunder, Marine Environmental Manager
Nicole Enciso, Acting Marine Environmental Supervisor, CEQA
Kat Prickett, Marine Environmental Supervisor, Water Group
Rachel McPherson, Environmental Specialist, Water Group
Rita Brenner, Environmental Specialist, Hazardous Materials
Erin Sheehy, Environmental Management Division Project Manager
Kerry Cartwright, Goods Movement
Shozo Yoshikawa, Goods Movement
Frank Camal, Engineering
Kevin Kim, Real Estate
Paul Andre, Real Estate

7.0 Acronyms and Abbreviations

AB	Assembly Bill
AQMP	Air Quality Management Plan
BMPs	best management practices
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CAL FIRE	California Department of Forestry and Fire Protection
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Los Angeles
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂ e	carbon dioxide equivalent
County	County of Los Angeles
dBA	A-weighted sound level
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
GHG	greenhouse gas
I-	Interstate
IS	Initial Study
IS/ND	Initial Study/ Negative Declaration
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAMC	Los Angeles Municipal Code
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
NAHC	Native American Heritage Commission
NOX	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
PMP	Port Master Plan
PM ₁₀	directly emitted diesel-emitted particulate matter less than 10 microns
PM _{2.5}	directly emitted particulate matter less than 2.5 microns
Port	Port of Los Angeles
POLA	Port of Los Angeles
Port Police	Los Angeles Port Police
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Area
SIP	State Implementation Plan
SOX	sulfur oxides
SR-	State Route
SWPPP	Stormwater Pollution Prevention Plan
USEPA/EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VOC	volatile organic compound

8.0 References

- 14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.
- AEP (Association of Environmental Professionals). 2019. 2019 California Environmental Quality Act Statutes and Guidelines. Accessed June 2019. Available at: http://resources.ca.gov/ceqa/docs/2019_CEQA_Statutes_and_Guidelines.pdf.
- CalEPA (California Environmental Protection Agency). 2019. “Cortese List: Section 65962.5(a).” Accessed June 2019. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>.
- CAL FIRE (California Department of Forestry and Fire Protection). 2019. “Fire Hazard Severity Zones in SRA.” Adopted November 2007. Accessed June 2019.
- California Natural Resources Agency. 2019. “CEQA: The California Environmental Quality Act: New 2018 Amendments and Additions to the State CEQA Guidelines.” Accessed June 2019. Available at: <http://resources.ca.gov/>.
- California Public Resources Code, Sections 21000–21177. California Environmental Quality Act (CEQA), as amended.
- California State Parks. 2019. California Register of Historical Resources. Accessed June 2019.
- California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual. Accessed June 2019. Available at http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf
- Caltrans. 2018. “List of eligible and officially designated State Scenic Highways.” Last updated August 2, 2018. Accessed June 2019. Available at: <http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html>.
- City of Los Angeles. 1998. Noise Element of the Los Angeles City General Plan. Accessed June 2019. Available at <https://planning.lacity.org/cwd/gnlpln/noiseElt.pdf>
- City of Los Angeles. 2001. Conservation Element of the City of Los Angeles General Plan. Adopted September 26, 2001. Approved April 10, 2001. Accessed June 2019. <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>.
- City of Los Angeles, Department of Transportation (LADOT). 2020. LADOT Transportation Assessment Guidelines. [Online]: https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf
- City of Los Angeles. 2006. L.A. CEQA Thresholds Guide. Accessed June 2019. Available online at <http://planning.lacity.org/Documents/MajorProjects/CEQAThresholdsGuide.pdf>
- City of Los Angeles. 1996. Safety Element of the Los Angeles City General Plan. Accessed June 2019. Available at <https://planning.lacity.org/cwd/gnlpln/safteyelt.pdf>

- Climate Registry. 2016. 2016 Climate Registry Default Emission Factors. Accessed June 2019.
- County of Los Angeles (Department of Regional Planning). 2015. “Significant Ecological Areas and Coastal Resource Areas Figure 9.3.” February 2015. Accessed June 2019. Available at: http://planning.lacounty.gov/assets/upl/sea/Criteria_Table_13.pdf.
- County of Los Angeles (Department of Regional Planning). 2018. “Criteria Table 13 Palos Verdes Peninsula and Coastline: A, B, C, D, E, F.” Accessed June 2019. Available at: <http://planning.lacounty.gov/sea/proposed>.
- DOC (California Department of Conservation). 2016. “Los Angeles County.” 2016. Accessed June 2019. Available at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx>.
- Draynow, August 27, 2019. OTR versus Intermodal. Accessed February 17, 2021. Available at: <https://www.draynow.com>.
- DTSC (Department of Toxic Substances Control). 2019. “EnviroStor.” Accessed June 2019. Available at: <https://www.envirostor.dtsc.ca.gov/public/>
- FEMA (Federal Emergency Management Agency). 2008. FEMA Flood Map Service Center: 06037C1965F. Accessed June 2019. Available at: <https://msc.fema.gov/portal/search?AddressQuery=895%20Reeves%20Ave%2C%20Los%20Angeles%2C%20CA#searchresultsanchor>.
- LADPW (Department of Public Works). 2019. “Los Angeles County Operation Area Disaster Routes, South Los Angeles County.” Accessed June 2019. Available at: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/disaster_rdm-South.pdf.
- LAFD (Los Angeles Fire Department). 2019. “Station List.” Accessed June 2019. Available at: <http://www.lafd.org/fire-stations/find-your-station>.
- LAHD. 2018. “Terminal Island (Pier 400) Railyard Enhancement Project Final Initial Study/Mitigated Negative Declaration.”
- LAPD/LAPP (Los Angeles Police Department/ Los Angeles Port Police). 2019. LAPD / LAPP Tsunami Evacuation Map - Harbor Area –Terminal Island. Accessed June 2019. Available at: <https://data.lacity.org/A-Safe-City/Port-of-Los-Angeles-Tsunami-Evacuation-Routes-Sign/xsnc-uga6/data>.
- Metro (Los Angeles County Metropolitan Transportation Authority). 2010. 2010 Congestion Management Program. Accessed June 2019. Available at: http://media.metro.net/projects_studies/cmp/images/Final_Draft_2010.pdf.
- POLA (Port of Los Angeles). 2011. Phase I and Limited Phase II Environmental Site Assessment Naval Operation Support Center Los Angeles. Accessed June 2019.
- POLA. 2012. “Terminal Island Land Use Plan: Summary Report. January 2012. Accessed June 2019.
- POLA. 2016. “Los Angeles County Important Farmland.” Accessed June 2019. Available at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx>.

- POLA. 2018. Port Master Plan – Port of Los Angeles. September 2018. Accessed June 2019. Available at:
https://kentico.portoflosangeles.org/getmedia/adf788d8-74e3-4fc3-b774-c6090264f8b9/port-master-plan-update-with-no-29_9-20-2018.
- POLA. 2019. “Biological Baseline Surveys.” Accessed June 2019. Available at:
<https://www.portoflosangeles.org/environment/biological-resources/biological-baseline-surveys>.
- POLA. 2019. “California Least Tern.” Accessed June 2019.
- POLA. 2019. “Port Addresses.” Accessed June 2019.
- POLA. 2019. Tonnage Data (1971-2018) In Million Metric Revenue Tons (MMRT) by Fiscal Year (July 1 through June 30). Accessed May 2019. Available at:
<https://www.portoflosangeles.org/business/statistics/tonnage-statistics>.
- POLB (Port of Long Beach). 2018. Initial Study/Mitigated Negative Declaration/Application Summary Report Toyota Logistics Services Improvement Project. June 2018. Accessed June 2019.
- SWRCB (State Water Resources Control Board). 2016. “State Water Resources Control Board GeoTracker.” April 2016. Accessed June 2019. <https://geotracker.waterboards.ca.gov/>.

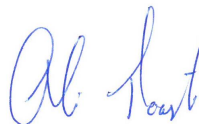
Appendix A –Responses to Comments Received on Previous IS/ND

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: June 11, 2020

TO: Christopher Cannon, Director
City of Los Angeles Harbor Department

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment



**SUBJECT: POLA BERTH 200 ROADWAY IMPROVEMENT PROJECT - NOTICE
OF INTENT TO ADOPT AN INITIAL STUDY/NEGATIVE
DECLARATION**

This is in response to your May 21, 2020 Notice of Intent to Adopt an Initial Study/Negative Declaration for the Berth 200 Roadway Improvement Project, Port of Los Angeles for the proposed widening project on Berth 200, located between South Avalon Boulevard and North Henry Ford Avenue, Wilmington, CA 90744. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, it has been determined the project is unrelated to sewers 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: ra

c: Shahram Kharaghani, LASAN
Michael Scaduto, LASAN
Wing Tam, LASAN
Christopher DeMonbrun, LASAN

Thank you for your comment.



Leeward Bay Marina

611 Henry Ford Avenue, #1
Wilmington, California 90744
Telephone (310) 830-5621

June 1, 2020

Port of Los Angeles

Environmental Department

Attn: Christopher Cannon

RE: Road Widening Project from Bannings Landing to Henry Ford Avenue

I am the operator of Leeward Bay Marina which is at the end of the project at Henry Ford Ave. I received the booklet which describes the project along with the maps. I would like to receive a larger profile of the road as how it relates to the property at the marina. This can be emailed to me at pacificyachtlandingmarina@gmail.com or if size dictates please send to Robert Perel, 1001 Casiano Road, Los Angeles, CA 90049. My phone number is (310) 717-0458.

Sincerely yours,

A handwritten signature in cursive script that reads "Robert Perel". The ink is dark and the signature is fluid.

Robert Perel

LEEWARD BAY MARINA

Please see Figure 4 for a detailed drawing of the proposed roadway improvements near Leeward Bay Marina.

Donna J. Ethington
Berth 203 #9, Wilmington, CA 90744
(310) 549-8111 bayprosvs@earthlink.net

June 6, 2020

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

Subject: Berth 200 Roadway Extension IS/ND

Good Morning Chris,

This internal road was originally proposed by the PCAC as a route to allow emergency vehicles, postal and delivery service vehicles, marina tenants, and oil field workers to enter and exit the east basin businesses without being blocked by trains on the tracks that cross or impact the flow of traffic on Henry Ford Ave. The PCAC recommendation #101 was approved by the BOHC in June 2010, subject to available funding. However, I cannot tell by the project description or the maps if this road accomplishes any of PCAC's intended purposes.

Can you please provide answers to the following questions:

1. Is this a two-way road?
2. Where will this road enter/exit on Henry Ford?
3. Will this be a signalized intersection? If so, is this new or existing signalization?
4. Will the road encroach on Leeward Bay Marina leasehold property? If so, what portion(s)?
5. According to Section XVII Transportation, no traffic analysis is required because it improves an existing roadway primarily used by trucks. I assume this refers to WWL auto carriers, oil field service vehicles and possibly Manson Construction vehicles. When complete, will there be an increase in the number of these or other trucks using the road?
6. Will marina tenants or emergency and delivery vehicles be able to use this road? If so, will they be able to enter and exit the road from Leeward Bay Marina or only from Henry Ford Ave?
7. Will these vehicles be able to drive to/from Water St? If so, will these vehicles be able to enter/exit Water St from Fries Ave or South Wilmington grade separation?
8. The project description says trucks will only be able to turn right on Henry Ford. Will trucks be able to turn left or right from Henry Ford onto the road?

9. Many community and WNC members requested a bike path be included in the PCAC-proposed internal road. Can the 8-foot shoulders be used as bike paths?
10. Phase II of the PHL rail yard includes an additional east-west rail line across Henry Ford, parallel to the existing east-west rail line. Does the Port still plan to construct this additional rail line? If so, where is this road in relation to the additional rail line? (see Final Berth 200 rail yard layout)

Please note that these are questions. I cannot comment on the project without the answers. Will there be an opportunity to comment on the project before the Negative Declaration is finalized?

Thank you in advance for your responses.

Sincerely,

Donna J. Ethington

Please see the project description for more detail regarding these specific questions.

For question #5, please refer to the Transportation Impacts section beginning on page 4-45 for an updated vehicle miles travelled (VMT) analysis.

Appendix B – Air Quality, Greenhouse Gas Emissions, and Energy Calculations

Berth 200 Roadway Extension

Construction AQ and GHG Emissions and Energy Calculations

March 2021

Prepared by: Environmental Compliance Solutions

Berth 200 Roadway Extension
Construction Emissions (Mar '21)
Summary

Construction Emissions (Max. Daily)

Activity	Max. Daily (lb/day)						
	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Lot Development	43.5	6.6	60.2	5.7	2.1	0.1	15,938
Lot Paving	14.3	1.8	15.0	1.0	0.6	0.0	3,842
Clearing/Demolition	7.9	1.1	9.9	7.8	4.0	0.0	3,703
Grading/Excavating	28.8	4.4	37.7	9.3	3.6	0.1	11,209
Drainage/Utilities/Subgrade	17.0	1.8	18.6	1.8	0.8	0.0	5,195
Rail Crossing Modification	11.8	1.6	15.3	4.3	2.3	0.0	3,851
Paving/Striping	19.1	4.0	19.8	1.5	0.8	0.1	5,602
Project	43.5	6.6	60.2	9.3	4.0	0.1	15,938
CEQA Significance Threshold (1)	100	75	550	150	55	150	-
Significant?	No	No	No	No	No	No	-

(1) SCAQMD Air Quality Significance Thresholds (rev Apr '19), <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>
 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, CO2e = Carbon dioxide equivalent = greenhouse gases (includes CO2, CH4, and N2O emissions).

Construction CO2e Emissions (Max. Annual)

Item	Max. Annual (metric tons/year)
	CO2e
Project Max. Annual	< 1,406
Project Max. Annual amortized over 30 Years	< 46.9
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.
 Total project CO2e emissions are less than 1758 metric tons.

Construction Fuel Consumption (Max. Project)

Equipment Type	Fuel	Total Fuel Consumption (gallons)
Off-road Construction Equipment and On-Road Construction Vehicles	Diesel	< 92,000
Worker vehicles	Gasoline	< 12,000
Total		< 104,000

Berth 200 Roadway Extension

Construction Emissions (Mar '21)

Tasks

Berth 200 roadway extension will widen approximately 4,000 linear feet of the existing Berth 200 roadway and will construct approximately 3,000 linear feet of new roadway to extend the Berth 200 roadway to North Henry Ford Avenue.

Construction activities include removal of utilities, street work, grading, paving, striping, lighting and other improvements.

Construction duration is approximately 18 months.

Max. Daily Construction Emissions					Max. Daily Construction Emissions (lb/day)						
ID	Task Name	Duration (days)	Approx. Start Date	Approx. End Date	NO _x	VOC	CO	PM ₁₀	PM _{2.5}	SO ₂	CO _{2e}
1	Lot Development	80	1/2/2022	3/23/2022	43.5	6.6	60.2	5.7	2.1	0.1	15,938
2	Lot Paving	80	3/24/2022	6/12/2022	14.3	1.8	15.0	1.0	0.6	0.0	3,842
3	Clearing/Demolition	60	6/13/2022	8/12/2022	7.9	1.1	9.9	7.8	4.0	0.0	3,703
4	Grading/Excavating	90	8/13/2022	11/11/2022	28.8	4.4	37.7	9.3	3.6	0.1	11,209
5	Drainage/Utilities/Subgrade	150	11/12/2022	4/11/2023	17.0	1.8	18.6	1.8	0.8	0.0	5,195
6	Rail Crossing Modification	30	5/12/2023	6/11/2023	11.8	1.6	15.3	4.3	2.3	0.0	3,851
7	Paving/Striping	30	4/12/2023	5/12/2023	19.1	4.0	19.8	1.5	0.8	0.1	5,602
Project Max. Daily					43.5	6.6	60.2	9.3	4.0	0.1	15,938

Project Max. Daily assumes tasks do not overlap.

Annual Construction CO _{2e} Emissions		Max. Annual (metric tons/year)
		CO _{2e}
Max. Annual		< 1,406
Max. Annual Amortized over 30 years		< 46.9

Max. Annual CO_{2e} conservatively assumes each task's Max. daily CO_{2e} emissions occur for task's entire duration.

Total project CO_{2e} emissions are less than 1758 metric tons.

Berth 200 Roadway Extension
Construction Emissions (Mar '21)
Lot Development

Lot Development

							Max. Daily Construction Emissions (lb/day)						
Equipment/Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Excavator	Offroad	8	8	158	0.38	-	17.5	2.7	27.7	0.5	0.5	0.0	4,507
Grader	Offroad	4	8	187	0.41	-	5.0	0.9	6.0	0.2	0.2	0.0	2,877
Roller	Offroad	2	8	80	0.38	-	3.0	0.3	4.0	0.1	0.1	0.0	570
Rubber Tired Loader	Offroad	2	8	203	0.36	-	2.4	0.4	2.9	0.1	0.1	0.0	1,371
Scraper	Offroad	2	8	367	0.38	-	5.3	0.9	5.2	0.2	0.2	0.0	2,617
Pavement Saw	Offroad	1	8	40	0.36	-	1.0	0.1	1.3	0.0	0.0	0.0	135
Backhoe	Offroad	4	8	97	0.37	-	5.2	0.8	8.3	0.2	0.1	0.0	1,347
Haul truck (10-wheel)	Onroad	4	-	-	-	40	1.8	0.1	0.3	0.0	0.0	0.0	538
Water truck	Onroad	4	-	-	-	30	1.5	0.1	0.3	0.0	0.0	0.0	429
Street Sweeper	Onroad	4	-	-	-	24	0.6	0.0	0.1	0.0	0.0	0.0	214
Worker commute	Onroad	40	-	-	-	50	0.3	0.2	4.1	0.0	0.0	0.0	1,332
Fugitive dust	-	-	-	-	-	-				4.2	0.7		
Total							43.5	6.6	60.2	5.7	2.1	0.1	15,938

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Fugitive dust includes soil/material handling, onroad vehicle travel on paved roads, brake and tire wear.

Fugitive dust is mitigated by watering every 3 hours.

Task total duration: 80 days

Berth 200 Roadway Extension
Construction Emissions (Mar '21)
Lot Paving

Lot Paving

							Max. Daily Construction Emissions (lb/day)						
Equipment/Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Paver	Offroad	1	8	130	0.42	-	2.0	0.3	3.2	0.1	0.1	0.0	512
Paving Equipment	Offroad	1	8	132	0.36	-	1.7	0.3	2.7	0.1	0.0	0.0	446
Pavement Saw	Offroad	1	8	40	0.36	-	1.0	0.1	1.3	0.0	0.0	0.0	135
Roller	Offroad	3	8	80	0.38	-	4.4	0.5	5.9	0.2	0.2	0.0	856
Haul truck (10-wheel)	Onroad	10	-	-	-	40	4.4	0.2	0.7	0.1	0.1	0.0	1,346
Water truck	Onroad	2	-	-	-	30	0.7	0.0	0.2	0.0	0.0	0.0	214
Worker commute	Onroad	10	-	-	-	50	0.1	0.0	1.0	0.0	0.0	0.0	333
Fugitive dust	-	-	-	-	-	-				0.5	0.1		
Fugitive VOC asphalt	-	-	-	-	-	-		0.3					
Total							14.3	1.8	15.0	1.0	0.6	0.0	3,842

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

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

Task total duration: 30 days

Berth 200 Roadway Extension
Construction Emissions (Mar '21)
Clearing/Demolition

Clearing/Demolition

							Max. Daily Construction Emissions (lb/day)						
Equipment/Activity	Vehicle Type	#	Hr/day	HP	Load Factor	mi/day	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Excavator	Offroad	1	8	158	0.38	-	2.2	0.3	3.5	0.1	0.1	0.0	563
Bulldozer	Offroad	2	8	212	0.43	-	3.0	0.6	3.6	0.1	0.1	0.0	1,711
Signal Board	Offroad	2	8	6	0.34	-	0.3	0.0	0.4	0.0	0.0	0.0	38
Haul truck (10-wheel)	Onroad	3	-	-	-	40	1.3	0.1	0.2	0.0	0.0	0.0	404
Water truck	Onroad	2	-	-	-	30	0.7	0.0	0.2	0.0	0.0	0.0	214
Street sweeper	Onroad	2	-	-	-	24	0.3	0.0	0.1	0.0	0.0	0.0	107
Worker commute	Onroad	20	-	-	-	50	0.1	0.1	2.0	0.0	0.0	0.0	666
Fugitive dust	-	-	-	-	-	-				7.6	3.8		
Total							7.9	1.1	9.9	7.8	4.0	0.0	3,703

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Fugitive dust includes soil/material handling, onroad vehicle travel on paved roads and brake and tire wear.

Fugitive dust is mitigated by watering every 3 hours.

Task total duration: 60 days

Berth 200 Roadway Extension
Construction Emissions (Mar '21)
Grading/Excavating

Grading/Excavating

Equipment/Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	Max. Daily Construction Emissions (lb/day)						
							NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Bulldozer	Offroad	1	8	212	0.43	-	1.5	0.3	1.8	0.1	0.1	0.0	855
Excavator	Offroad	4	8	158	0.38	-	8.8	1.4	13.9	0.3	0.2	0.0	2,253
Grader	Offroad	2	8	187	0.41	-	2.5	0.5	3.0	0.1	0.1	0.0	1,439
Roller	Offroad	2	8	80	0.38	-	3.0	0.3	4.0	0.1	0.1	0.0	570
Rubber Tired Loader	Offroad	2	8	203	0.36	-	2.4	0.4	2.9	0.1	0.1	0.0	1,371
Scraper	Offroad	2	8	367	0.38	-	5.3	0.9	5.2	0.2	0.2	0.0	2,617
Signal Board	Offroad	2	8	6	0.34	-	0.3	0.0	0.4	0.0	0.0	0.0	38
Backhoe	Offroad	2	8	97	0.37	-	2.6	0.4	4.1	0.1	0.1	0.0	673
Haul truck (10-wheel)	Onroad	3	-	-	-	40	1.3	0.1	0.2	0.0	0.0	0.0	404
Water truck	Onroad	2	-	-	-	30	0.7	0.0	0.2	0.0	0.0	0.0	214
Street Sweeper	Onroad	2	-	-	-	24	0.3	0.0	0.1	0.0	0.0	0.0	107
Worker commute	Onroad	20	-	-	-	50	0.1	0.1	2.0	0.0	0.0	0.0	666
Fugitive dust	-	-	-	-	-	-				8.2	2.6		
Total							28.8	4.4	37.7	9.3	3.6	0.1	11,209

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Fugitive dust includes soil/material handling, onroad vehicle travel on paved roads, brake and tire wear.

Fugitive dust is mitigated by watering every 3 hours.

Task total duration: 90 days

Berth 200 Roadway Extension
Construction Emissions (Mar '21)
Drainage/Utilities/Subgrade

Drainage/Utilities/Subgrade

							Max. Daily Construction Emissions (lb/day)						
Equipment/ Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Air compressor	Offroad	1	8	78	0.42	-	1.6	0.2	2.1	0.1	0.1	0.0	307
Generator	Offroad	1	8	84	0.42	-	1.7	0.2	2.3	0.1	0.1	0.0	331
Grader	Offroad	1	8	187	0.41	-	1.3	0.2	1.5	0.1	0.1	0.0	719
Plate Compactor	Offroad	1	8	8	0.42	-	0.2	0.0	0.3	0.0	0.0	0.0	32
Pump	Offroad	1	8	84	0.42	-	1.7	0.2	2.3	0.1	0.1	0.0	331
Rough Terrain Forklift	Offroad	1	8	100	0.4	-	1.9	0.2	2.6	0.1	0.1	0.0	375
Signal Board	Offroad	2	8	6	0.34	-	0.3	0.0	0.4	0.0	0.0	0.0	38
Backhoe	Offroad	2	8	97	0.37	-	2.6	0.4	4.1	0.1	0.1	0.0	673
Street Sweeper	Onroad	2	-	-	-	24	0.3	0.0	0.1	0.0	0.0	0.0	107
Haul truck (10-wheel)	Onroad	12	-	-	-	40	5.3	0.2	0.9	0.1	0.1	0.0	1,615
Worker commute	Onroad	20	-	-	-	50	0.1	0.1	2.0	0.0	0.0	0.0	666
Fugitive dust	-	-	-	-	-	-				1.2	0.2		
Total							17.0	1.8	18.6	1.8	0.8	0.0	5,195

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Fugitive dust is mitigated by watering every 3 hours.

Task total duration: 150 days

Berth 200 Roadway Extension
Construction Emissions (Mar '21)
Rail Crossing Modification

Rail Crossing Modification

							Max. Daily Construction Emissions (lb/day)						
Equipment/ Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	NOx	VOC	CO	PM10	PM2.5	SO2	GHG
Excavator	Offroad	1	8	158	0.38	-	2.2	0.3	3.5	0.1	0.1	0.0	563
Backhoe	Offroad	3	8	97	0.37	-	3.9	0.6	6.2	0.1	0.1	0.0	1,010
Bulldozer	Offroad	1	8	212	0.43	-	1.5	0.3	1.8	0.1	0.1	0.0	855
Skid Steer Loader	Offroad	1	8	97	0.37	-	1.7	0.2	2.3	0.1	0.1	0.0	337
Haul truck (10-wheel)	Onroad	4	-	-	-	40	1.8	0.1	0.3	0.0	0.0	0.0	538
Water truck	Onroad	1	-	-	-	30	0.4	0.0	0.1	0.0	0.0	0.0	107
Street Sweeper	Onroad	2	-	-	-	24	0.3	0.0	0.1	0.0	0.0	0.0	107
Worker commute	Onroad	10	-	-	-	50	0.1	0.0	1.0	0.0	0.0	0.0	333
Fugitive dust	-	-	-	-	-	-				3.9	1.9		
Total							11.8	1.6	15.3	4.3	2.3	0.0	3,851

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Fugitive dust includes soil/material handling, onroad vehicle travel on paved roads and brake and tire wear.

Fugitive dust is mitigated by watering every 3 hours.

Task total duration: 30 days

Berth 200 Roadway Extension
Construction Emissions (Mar '21)
Paving/Striping

Paving/Striping

							Max. Daily Construction Emissions (lb/day)						
Equipment/ Activity	Vehicle Type	#	Hr/day	Hp	Load Factor	mi/day	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Paver	Offroad	1	8	130	0.42	-	2.0	0.3	3.2	0.1	0.1	0.0	512
Paving Equipment	Offroad	1	8	132	0.36	-	1.7	0.3	2.7	0.1	0.0	0.0	446
Roller	Offroad	3	8	80	0.38	-	4.4	0.5	5.9	0.2	0.2	0.0	856
Signal Board	Offroad	2	8	6	0.34	-	0.3	0.0	0.4	0.0	0.0	0.0	38
Line Striper	Offroad	1	8	5	0.34	-	0.1	0.0	0.1	0.0	0.0	0.0	16
Backhoe	Offroad	2	8	97	0.37	-	2.6	0.4	4.1	0.1	0.1	0.0	673
Street Sweeper	Onroad	2	-	-	-	24	0.3	0.0	0.1	0.0	0.0	0.0	107
Haul truck (10-wheel)	Onroad	17	-	-	-	40	7.4	0.3	1.2	0.2	0.1	0.0	2,288
Worker commute	Onroad	20	-	-	-	50	0.1	0.1	2.0	0.0	0.0	0.0	666
Fugitive dust	-	-	-	-	-	-				0.9	0.3		
Fugitive VOC asphalt	-	-	-	-	-	-		0.4					
Fugitive VOC striping	-	-	-	-	-	-		1.7					
Total							19.1	4.0	19.8	1.5	0.8	0.1	5,602

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

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

Task total duration: 30 days

Berth 200 Roadway Extension
Construction Emissions (Mar '21)
Offroad Diesel Equipment Details

Offroad Diesel Equipment Details

								Exhaust Emission Factor (g/hp-hr)						
Equipment Description	CARB Off-Road Category (for Load Factor)	Load Factor	Engine Rating (hp)	Fuel	Engine Model Year	CHrs (hr)	Fuel Use (gal/hr)	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Rubber Tired Loader	Rubber Tired Loaders	0.36	203	DSL	2014	8,000	3.78	0.92	0.17	1.11	0.043	0.040	5.0E-03	532
Skid Steer Loader	Skid Steer Loaders	0.37	97	DSL	2014	8,000	1.86	2.75	0.32	3.70	0.135	0.125	5.0E-03	532
Bulldozer	Crawler Tractors	0.43	212	DSL	2014	8,000	4.71	0.92	0.17	1.11	0.043	0.040	5.0E-03	532
Excavator	Excavators	0.38	158	DSL	2014	8,000	3.10	2.07	0.32	3.27	0.061	0.056	5.0E-03	532
Grader	Graders	0.41	187	DSL	2014	8,000	3.96	0.92	0.17	1.11	0.043	0.040	5.0E-03	532
Scraper	Excavators	0.38	367	DSL	2014	8,000	7.21	1.08	0.17	1.07	0.047	0.043	5.0E-03	532
Line Striper	Other General Industrial Equipment	0.34	5	DSL	2014	8,000	0.09	3.87	0.51	4.93	0.141	0.130	5.0E-03	532
Signal Board	Other General Industrial Equipment	0.34	6	DSL	2014	8,000	0.11	3.87	0.51	4.93	0.141	0.130	5.0E-03	532
Roller	Rollers	0.38	80	DSL	2014	8,000	1.57	2.75	0.32	3.70	0.135	0.125	5.0E-03	532
Backhoe	Tractors/Loaders /Backhoes	0.37	144	DSL	2014	8,000	2.75	2.07	0.32	3.27	0.061	0.056	5.0E-03	532
Air Compressor	Other Construction Equipment	0.42	78	DSL	2014	8,000	1.69	2.75	0.32	3.70	0.135	0.125	5.0E-03	532
Plate Compactor	Other Construction Equipment	0.42	8	DSL	2014	8,000	0.17	3.87	0.51	4.93	0.141	0.130	5.0E-03	532
Generator	Other Construction Equipment	0.42	84	DSL	2014	8,000	1.82	2.75	0.32	3.70	0.135	0.125	5.0E-03	532
Pump	Pavers	0.42	84	DSL	2014	8,000	1.82	2.75	0.32	3.70	0.135	0.125	5.0E-03	532
Rough Terrain Forklift	Rough Terrain Forklifts	0.40	84	DSL	2014	8,000	1.74	2.75	0.32	3.70	0.135	0.125	5.0E-03	532
Pavement Saw	Paving Equipment	0.36	40	DSL	2014	8,000	0.74	3.82	0.51	4.93	0.178	0.164	5.0E-03	532
Paving Equipment	Paving Equipment	0.36	132	DSL	2014	8,000	2.46	2.07	0.32	3.27	0.061	0.056	5.0E-03	532
Paver	Pavers	0.42	130	DSL	2014	8,000	2.82	2.07	0.32	3.27	0.061	0.056	5.0E-03	532

Notes:

Load factors from CARB's 2010 OFFROAD model (Table D-7: <https://www.arb.ca.gov/regact/2010/offroadlsi10/offroadappd.pdf>)

All offroad diesel construction equipment assumed to be 2014 or newer.

NOx, THC, CO, and PM10 diesel emission factors from CARB's "2017 Off-road Diesel Emission Factors" (https://www.arb.ca.gov/msei/ordiesel/ordas_ef_fcf_2017_v7.xlsx)

VOC (ROG) calculated from THC assuming VOC = 1.21 * THC for diesel (CARB, https://www.arb.ca.gov/msei/ordiesel/rog_tog_hcratio.xls).

PM2.5 calculated from PM10 assuming PM2.5 = 0.92 * PM10 for diesel (CARB, https://www.arb.ca.gov/msei/ordiesel/pm25_pm10reference.pdf).

Berth 200 Roadway Extension

Construction Emissions (Mar '21)

Offroad Diesel Equipment Details

SO2 EF calculated from fuel sulfur content and engine BSFC. Details below.

CO2 EF calculated from EPA CO2 EF for mobile diesel sources and engine BSFC. Details below.

CH4 and N2O calculated from EPA CH4 and N2O factors for diesel construction equipment and engine BSFC. Details below.

Fuel use calculated from CO2 emission factor.

CHrs = operating hours accumulated on the equipment. Used to estimate emission factor deterioration rates (for NOx, VOC, CO, PM10) due to equipment wear/aging.

EF = Zh + Dr * CHrs, where:

Zh = Zero-hour emission rate, when equipment is new (g/hp-hr),

from CARB's "2017 Off-road Diesel Emission Factors" (https://www.arb.ca.gov/msei/ordiesel/ordas_ef_fcf_2017_v7.xlsx)

Dr = Deterioration rate or increase in Zh emission rate (g/hp-hr2),

from CARB's "2017 Off-road Diesel Emission Factors" (https://www.arb.ca.gov/msei/ordiesel/ordas_ef_fcf_2017_v7.xlsx)

<u>Parameter</u>	<u>Value</u>	<u>Basis</u>
Annual usage:	1000 hr/yr	estimate
CHrs total = CHrs * (Project Year - Engine Model Year)		
Deterioration rates vary by engine size (hp).		

SO2 emission factor calculated from sulfur content of fuel and estimated engine BSFC:

<u>Parameter</u>	<u>Value</u>	<u>Basis</u>
Engine BSFC:	0.367 lb/hp-hr	CARB OFFROAD2011 model. Assumes same BSFC across all HP ranges.
Diesel max. sulfur content:	15 ppmw as S	ULSD max. is 15 ppmw as S.
SO2 EF:	0.005 g/hp-hr	Calc

GHG emission factor calculated as follows:

<u>Parameter</u>	<u>Value</u>	<u>Basis</u>
Engine BSFC:	0.367 lb/hp-hr	CARB OFFROAD2011 model. Assumes same BSFC across all HP ranges.
CO2 EF for diesel:	10.21 kg/gal	Table A-1, EPA's Mobile Combustion CO2 Emission Factors, "emission-factors_nov_2015_v2.pdf"
CO2 EF:	528 g/hp-hr	diesel density = 7.1 lb/gal.
CH4 EF	0.57 g/gal	Table 5, EPA's Mobile Combustion CH4 and N2O Emission Factors for Non-Road Vehicles.
	0.0295 g/hp-hr	diesel density= 7.1 lb/gal, BSFC=0.367 lb/hp-hr
N2O EF:	0.26 g/gal	Table 5, EPA's Mobile Combustion CH4 and N2O Emission Factors for Non-Road Vehicles.
	0.0134 g/hp-hr	diesel density 7.1 lb/gal, BSFC=0.367 lb/hp-hr
CO2 GWP	1	2014 IPCC Fifth Assessment Report (AR5), http://www.ipcc.ch/report/ar5/
CH4 GWP:	28	2014 IPCC Fifth Assessment Report (AR5), http://www.ipcc.ch/report/ar5/
N2O GWP:	265	2014 IPCC Fifth Assessment Report (AR5), http://www.ipcc.ch/report/ar5/
CO2e EF:	532 g/hp-hr	CO2e = GWP*CO2 + GWP*CH4 + GWP*N2O

Fugitive dust from off-road equipment operations such as material handling and grading is calculated by task.

Consistent with CalEEMod (User Guide, Nov 2017), potential fugitive dust from off-road vehicle travel is not estimated.

Berth 200 Roadway Extension
Construction Emissions (Mar '21)
Onroad Vehicle Details

Onroad Vehicle Details

Vehicle Description	EMFAC Vehicle Category	Engine Model Year	Fuel	Fuel Use (gal/day)	Distance (mile/day)	Idling (min/day)	Daily Emissions, excluding Fugitive Dust (lb/day/vehicle)							Fugitive dust (lb/day/veh)	
							NOx	VOC	CO	PM10	PM2.5	SO2	CO2e	PM10	PM2.5
Haul truck (10-wheel)	T7 Single	Aggregated	DSL	5.98	40	10	0.438	0.017	0.072	0.009	0.009	0.001	134.6	0.02273	0.00665
Street Sweeper	T6 instate small	Aggregated	DSL	2.37	24	10	0.157	0.008	0.030	0.005	0.005	0.001	53.4	0.01600	0.00523
Water truck	T7 Single	Aggregated	DSL	4.76	30	40	0.364	0.015	0.086	0.007	0.007	0.001	107.2	0.01705	0.00499
Worker commute	LDA	Aggregated	GAS	1.72	50	0	0.007	0.004	0.102	0.000	0.000	0.000	33.3	0.02257	0.00637

Vehicle Description	Exhaust Emission Factors (grams/mile)							Fugitive Dust					
								Brake and Tire Wear Factors (grams/mile)				Road Dust (grams/mile)	
	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e	PM10-Tire Wear	PM10-Brake Wear	PM2.5-Tire Wear	PM2.5-Brake Wear	PM10	PM2.5
Haul truck (10-wheel)	4.836	0.185	0.703	0.103	0.098	0.014	1504	0.036	0.062	0.009	0.026	0.16	0.04
Street Sweeper	2.921	0.160	0.556	0.098	0.094	0.009	1005	0.012	0.130	0.003	0.056	0.16	0.04
Water truck	4.836	0.185	0.703	0.103	0.098	0.014	1504	0.036	0.062	0.009	0.026	0.16	0.04
Worker commute	0.051	0.015	0.832	0.002	0.002	0.003	300	0.008	0.037	0.002	0.016	0.16	0.04

Vehicle Description	Idling Emission Factors (g/hr)							Startup/Hotsoak/Runloss Emission Factors (g/trip/vehicle)						
	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Haul truck (10-wheel)	30.21	2.102	26.536	0.041	0.039	0.050	5262	2.69784	0	0	0	0	0	0
Street Sweeper	6.53	0.112	2.143	0.029	0.028	0.006	668	1.28063	0	0	0	0	0	0
Water truck	30.21	2.102	26.536	0.041	0.039	0.050	5262	2.69784	0	0	0	0	0	0
Worker commute	0.00	0.000	0.000	0.000	0.000	0.000	0	0.21163	0.61881	2.27076	0.0021	0.00193	0.00057	57.6796

Notes:

NOx, VOC, CO, PM10, PM2.5, SO2, and CO2 emission factors (except road dust) from CARB's EMFAC2017 (v1.0.2) model for South Coast Air Basin, calendar year 2020, aggregated speeds and model years.

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])

Berth 200 Roadway Extension

Construction Emissions (Mar '21)

Onroad Vehicle Details

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 40 miles roundtrip.

Fuel use estimated from CO2 emissions.

Fugitive dust for PAVED roads:

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

$PM_{10} EF (g/mile) = 1 * (sL)^{(0.91)} * (W)^{(1.02)}$

$PM_{2.5} EF (g/mile) = 0.25 * (sL)^{(0.91)} * (W)^{(1.02)}$

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

Parameter	Value	Basis/Assumption
sL:	0.050 g/m ²	Road mix estimate for Los Angeles Co.: 20% Freeway @ 0.015 g/m ² , 50% Major/Collector @ 0.013 g/m ² . 30% Local @ 0.135 g/m ² . sL from CARB, Methodology 7.9 (Entrained Road Travel, Paved Road Dust) Nov 2016, Table 3, https://www.arb.ca.gov/ei/areasrc/fullpdf/full17-9_2016.pdf
W:	2.4 tons	CalEEMod v2016.3.2 default. Estimated avg weight of ALL vehicles traveling on roads.
PM10:	0.160 g/mile	
PM2.5:	0.040 g/mile	

Per AP42, paved road EF is applied using fleet avg weight of ALL vehicles traveling on road (not applied by vehicle weight class).

Road dust emissions assume no credit/reduction for precipitation.

Fugitive dust for UNPAVED roads:

None for South Coast Air Basin per CalEEMod Appendix D (Table 4.1 Road Characteristics): South Coast Air Basin default is 100% paved roads for Construction Worker, Construction Hauling, and Construction Vehicle.

CO2e EF: $GWP * CO_2 + GWP * CH_4 + GWP * N_2O$

CH4 and N2O emission factors:

Vehicle type	CH4 (g/mile)	N2O (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 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:

	Value	Basis
CO2 GWP	1	2014 IPCC Fifth Assessment Report (AR5), http://www.ghgprotocol.org/calculation-tools
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		
	Value	Basis
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

Berth 200 Roadway Extension

Onroad Truck Emissions Calculator (Mar '21)

Onroad Truck Emissions

Vehicle Description	Engine Model Year (Click Cell Below to Select)	EMFAC Vehicle Category (Click Cell Below to Select)	Vehicle Quantity	Distance (mile/day)	Idling (min/day)	Fuel	Fuel Use (gal/day)	Daily Emissions, excluding Fugitive Dust (lb/day)							Fugitive dust (lb/day)	
								NOx	VOC	CO	PM10	PM2.5	SO2	CO2e	PM10	PM2.5
Onroad trucks	2008	T7 POLA	125	1.5	10	DSL	56.3	9.872	0.346	1.168	0.030	0.029	0.012	1268	0.107	0.031
Onroad trucks	2010	T7 POLA	125	1.5	10	DSL	55.6	6.156	0.315	1.275	0.027	0.026	0.012	1252	0.107	0.031

Emission Factors

Vehicle Description	Engine Model Year	EMFAC Vehicle Category	Exhaust Emission Factors (grams/mile/vehicle)							Fugitive Dust Emission Factors					
			NOx	VOC	CO	PM10	PM2.5	SO2	CO2e	Brake and Tire Wear Factors (grams/mile/veh)				Road Dust (grams/mile/veh)	
										PM10-Tire Wear	PM10-Brake Wear	PM2.5-Tire Wear	PM2.5-Brake Wear	PM10	PM2.5
Onroad trucks	2008	T7 POLA	9.492	0.458	1.262	0.068	0.065	0.018	1897	0.036	0.062	0.009	0.026	0.16	0.04
Onroad trucks	2010	T7 POLA	8.470	0.404	1.081	0.064	0.061	0.018	1877	0.036	0.062	0.009	0.026	0.16	0.04

Vehicle Description	Engine Model Year	EMFAC Vehicle Category	Idling Emission Factors (g/hr/vehicle)							Startup/Hotsoak/Runloss Emission Factors (g/trip/vehicle)						
			NOx	VOC	CO	PM10	PM2.5	SO2	CO2e	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
Onroad trucks	2008	T7 POLA	129.52	3.407	14.081	0.055	0.053	0.100	10543	0	0	0	0	0	0	0
Onroad trucks	2010	T7 POLA	57.79	3.219	18.024	0.014	0.013	0.098	10368	0.25034	0	0	0	0	0	0

Notes:

NOx, VOC, CO, PM10, PM2.5, SO2, and CO2 emission factors (except road dust) from CARB's EMFAC2017 (v1.0.2) model for South Coast Air Basin, calendar year 2020, aggregated speeds.

Appendix C – Noise Calculations

Berth 200 Roadway Construction Noise Calculations

Receptor: Leeward Bay Marina
Distance: 250 ft
Background: 65 dBA 7 am - 10 pm
65 dBA 10 pm - 7 am

	Equipment Lmax at 50 ft	Usage	Equipment Leq at 50 ft	Equipment Leq at 250 ft	Construction + Background (dBA)	Background 24- hr CNEL (dBA)	Construction + Background 24- hr CNEL (dBA)	Increase 24-hr CNEL (dBA)
Land Clearing								
Excavator	80.7	40%	76.7	62.7				
Bulldozer	81.7	40%	77.7	63.7				
Loader	79.1	40%	75.1	61.1				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
Water truck	74.3	40%	70.3	56.3				
				68.3	69.9	71.7	72.3	0.6
Grading/Excavation								
Bulldozer	81.7	40%	77.7	63.7				
Excavator	80.7	40%	76.7	62.7				
Grader	85	40%	81.0	67.0				
Roller	80	20%	73.0	59.0				
Loader	79.1	40%	75.1	61.1				
Backhoe	77.6	40%	73.6	59.6				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
Water truck	74.3	40%	70.3	56.3				
				71.3	72.2	71.7	72.8	1.2
Drainage/Utilities/Subgrade								
Air compressor	77.7	40%	73.7	59.7				
Generator	80.6	50%	77.6	63.6				
Grader	85	40%	81.0	67.0				
Pump	80.9	50%	77.9	63.9				
Rough Terrain Forklift	74.7	20%	67.7	53.7				
Backhoe	77.6	40%	73.6	59.6				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
Water truck	74.3	40%	70.3	56.3				
Concrete mixer truck	78.8	40%	74.8	60.8				
				71.5	72.4	71.7	72.9	1.2

Light Pole

Crane	80.6	16%	72.6	58.7				
Backhoe	77.6	40%	73.6	59.6				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
Concrete mixer truck	78.8	40%	74.8	60.8				
				65.5	68.3	71.7	72.0	0.3

Paving

Paver	77.2	50%	74.2	60.2				
Paving Equipment	77.2	50%	74.2	60.2				
Roller	80	20%	73.0	59.0				
Backhoe	77.6	40%	73.6	59.6				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
				66.6	68.9	71.7	72.1	0.4

Striping, Fencing, Lighting

Backhoe	77.6	40%	73.6	59.6				
Rough terrain forklift	74.7	20%	67.7	53.7				
Utility truck	74.3	40%	70.3	56.3				
Concrete mixer truck	78.8	40%	74.8	60.8				
Haul truck (10-wheel)	76.5	40%	72.5	58.5				
				65.5	68.2	71.7	72.0	0.3

Equipment Lmax and usage per Federal Highway Administration Road Construction Noise Model (RCNM), Version 1.1

Background per LAMC Section 111.03 for Zone M3 Heavy Manufacturing

Due to space and operational limitations, the number of equipment that can operate simulatanously within 250 ft of receptor is limited

Berth 200 Roadway Construction Noise Calculations

Receptor: Residential
 Distance: 2500 ft
 Shielding: 5 dBA
 Background: 50 dBA 7 am - 10 pm
 40 dBA 10 pm - 7 am

	Equipment Lmax at 50 ft	Usage	Equipment Leq at 50 ft	Equipment Leq at 2500 ft	Construction + Background (dBA)	Background 24- hr CNEL (dBA)	Construction + Background 24- hr CNEL (dBA)	Increase 24-hr CNEL (dBA)
Land Clearing								
Excavator	80.7	40%	76.7	37.7				
Bulldozer	81.7	40%	77.7	38.7				
Loader	79.1	40%	75.1	36.1				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
Water truck	74.3	40%	70.3	31.3				
				43.7	50.9	51.0	51.2	0.3
Grading/Excavation								
Bulldozer	81.7	40%	77.7	38.7				
Excavator	80.7	40%	76.7	37.7				
Grader	85	40%	81.0	42.0				
Roller	80	20%	73.0	34.0				
Loader	79.1	40%	75.1	36.1				
Backhoe	77.6	40%	73.6	34.6				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
Water truck	74.3	40%	70.3	31.3				
				46.3	51.5	51.0	51.4	0.5
Drainage/Utilities/Subgrade								
Air compressor	77.7	40%	73.7	34.7				
Generator	80.6	50%	77.6	38.6				
Grader	85	40%	81.0	42.0				
Grader	85	40%	81.0	42.0				
Pump	80.9	50%	77.9	38.9				
Rough Terrain Forklift	74.7	20%	67.7	28.7				
Backhoe	77.6	40%	73.6	34.6				
Backhoe	77.6	40%	73.6	34.6				

Haul truck (10-wheel)	76.5	40%	72.5	33.5				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
Water truck	74.3	40%	70.3	31.3				
Concrete mixer truck	78.8	40%	74.8	35.8				
				48.2	52.2	51.0	51.7	0.7
Light Pole								
Crane	80.6	16%	72.6	33.7				
Crane	80.6	16%	72.6	33.7				
Backhoe	77.6	40%	73.6	34.6				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
Concrete mixer truck	78.8	40%	74.8	35.8				
				41.4	50.6	51.0	51.1	0.2
Paving								
Paver	77.2	50%	74.2	35.2				
Paving Equipment	77.2	50%	74.2	35.2				
Roller	80	20%	73.0	34.0				
Roller	80	20%	73.0	34.0				
Roller	80	20%	73.0	34.0				
Backhoe	77.6	40%	73.6	34.6				
Backhoe	77.6	40%	73.6	34.6				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
				43.9	51.0	51.0	51.2	0.3
Striping, Fencing, Lighting								
Backhoe	77.6	40%	73.6	34.6				
Rough terrain forklift	74.7	20%	67.7	28.7				
Utility truck	74.3	40%	70.3	31.3				
Concrete mixer truck	78.8	40%	74.8	35.8				
Haul truck (10-wheel)	76.5	40%	72.5	33.5				
				40.5	50.5	51.0	51.1	0.1

Equipment Lmax and usage per Federal Highway Administration Road Construction Noise Model (RCNM), Version 1.1
Background per LAMC Section 111.03 for Residential Zone
Minimum shielding of 5 dBA per RCNM User's Guide for buildings between Berth 200 roadway and residential area

Berth 200 Roadway Construction Vibration Calculations

Receptor: Leeward Bay Marina
Distance: 250 ft

		Reference PPV at 25 ft (in/sec)	PPV at receptor (in/sec)
Land Clearing	Similar to		
Excavator	Small Bulldozer	0.003	0.000
Bulldozer	Large Bulldozer	0.089	0.007
Loader			
Haul truck (10-wheel)	Loaded Truck	0.076	0.006
Water truck			
			0.013
Grading/Excavation			
Bulldozer	Large Bulldozer	0.089	0.007
Excavator	Small Bulldozer	0.003	0.000
Grader	Large Bulldozer	0.089	0.007
Roller			
Loader			
Backhoe			
Haul truck (10-wheel)	Loaded Truck	0.076	0.006
Water truck			
			0.020
Drainage/Utilities/Subgrade			
Air compressor			
Generator			
Grader	Large Bulldozer	0.089	0.007
Pump			
Rough Terrain Forklift			
Backhoe			
Haul truck (10-wheel)	Loaded Truck	0.076	0.006
Water truck			
Concrete mixer truck	Loaded Truck	0.076	0.006
			0.019
Light Pole			
Crane			
Backhoe			
Haul truck (10-wheel)	Loaded Truck	0.076	0.006
Concrete mixer truck	Loaded Truck	0.076	0.006
			0.012
Paving			
Paver	Large Bulldozer	0.089	0.007
Paving Equipment			
Roller			
Backhoe			
Haul truck (10-wheel)	Loaded Truck	0.076	0.006
			0.013

Striping, Fencing, Lighting

Backhoe

Rough terrain forklift

Utility truck

Concrete mixer truck	Loaded Truck	0.076	0.006
----------------------	--------------	-------	-------

Haul truck (10-wheel)	Loaded Truck	0.076	0.006
-----------------------	--------------	-------	-------

0.012

Vibration default values per Caltrans Transportation and Construction Guidance Manual,
April 2020, Table 18

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 05/05/2020

Case Description: Berth 200

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Leeward Bay Marina	Residential	65.0	65.0	65.0

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)	Calculated (dBA)	
			Spec Lmax (dBA)	Actual Lmax (dBA)			Lmax	Leq
Dozer	No	40	85.0	81.7	250.0	0.0	67.7	63.7
Excavator	No	40		80.7	250.0	0.0	66.7	62.8
Grader	No	40			250.0	0.0	71.0	67.0
Roller	No	20		80.0	250.0	0.0	66.0	59.0
Front End Loader	No	40		79.1	250.0	0.0	65.1	61.2
Backhoe	No	40		77.6	250.0	0.0	63.6	59.6
Dump Truck	No	40		76.5	250.0	0.0	62.5	58.5
Flat Bed Truck	No	40		74.3	250.0	0.0	60.3	56.3
Compressor (air)	No	40		77.7	250.0	0.0	63.7	59.7
Concrete Mixer Truck	No	40		78.8	250.0	0.0	64.8	60.8
Crane	No	16		80.6	250.0	0.0	66.6	58.6
Generator	No	50		80.6	250.0	0.0	66.7	63.6
Paver	No	50		77.2	250.0	0.0	63.2	60.2
Pumps	No	50		80.9	250.0	0.0	67.0	64.0
Man Lift	No	20		74.7	250.0	0.0	60.7	53.7

**** Receptor #2 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences	Residential	50.0	50.0	40.0

Description	Equipment		Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)	Calculated (dBA)	
	Impact Device	Usage (%)					Lmax	Leq
Dozer	No	40	85.0	81.7	2500.0	5.0	42.7	38.7
Excavator	No	40		80.7	2500.0	5.0	41.7	37.8
Grader	No	40			2500.0	5.0	46.0	42.0
Roller	No	20		80.0	2500.0	5.0	41.0	34.0
Front End Loader	No	40		79.1	2500.0	5.0	40.1	36.2
Backhoe	No	40		77.6	2500.0	5.0	38.6	34.6
Dump Truck	No	40		76.5	2500.0	5.0	37.5	33.5
Flat Bed Truck	No	40		74.3	2500.0	5.0	35.3	31.3
Compressor (air)	No	40		77.7	2500.0	5.0	38.7	34.7
Concrete Mixer Truck	No	40		78.8	2500.0	5.0	39.8	35.8
Crane	No	16		80.6	2500.0	5.0	41.6	33.6
Generator	No	50		80.6	2500.0	5.0	41.7	38.6
Paver	No	50		77.2	2500.0	5.0	38.2	35.2
Pumps	No	50		80.9	2500.0	5.0	42.0	39.0
Man Lift	No	20		74.7	2500.0	5.0	35.7	28.7