

Notice of Preparation/Initial Study

John S. Gibson Truck & Chassis Parking Lot Project

Prepared For:

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

with assistance from:

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Contents

1.0 PROJECT OVERVIEW AND BACKGROUND 5

 1.1 California Environmental Quality Act Process 5

 1.2 Document Format 7

2.0 PROJECT DESCRIPTION 8

 2.1 Project Overview 8

 2.1.1 Project Location 8

 2.1.2 Existing Conditions 12

 2.1.3 Project Objectives 24

 2.2 Project Description 24

 2.2.1 Project Features 24

 2.2.2 Construction 40

 2.2.3 Operations 40

 2.2.4 Land Use and Zoning 41

 2.3 Project Approvals and Permits 41

3.0 INITIAL STUDY CHECKLIST 42

 3.1 Environmental Factors Potentially Affected 44

 3.2 Determination 45

4.0 ENVIRONMENTAL ANALYSIS AND DISCUSSION OF IMPACTS 57

 4.1 Aesthetics 57

 4.2 Agriculture and Forestry Resources 58

 4.3 Air Quality 60

 4.4 Biological Resources 62

 4.5 Cultural Resources 63

 4.6 Energy 64

 4.7 Geology and Soils 65

 4.8 Greenhouse Gas Emissions 69

 4.9 Hazards and Hazardous Materials 70

 4.10 Hydrology and Water Quality 73

 4.11 Land Use and Planning 78

 4.12 Mineral Resources 78

 4.13 Noise 79

 4.14 Population and Housing 79

 4.15 Public Services 80

 4.16 Recreation 82

 4.17 Transportation 82

 4.18 Tribal Cultural Resources 85

 4.19 Utilities and Service Systems 86

 4.20 Wildfire 89

 4.21 Mandatory Findings of Significance 90

5.0 PREPARERS AND CONTRIBUTORS 92

6.0 REFERENCES 93

Tables

Table 2-1: Tentative Construction Schedule 40
 Table PS-1: Station 36 Response Metrics - 2022 80
 Table UT-1: Landfill Capacity 88
 Table UT-2: Proposed Project Solid Waste Generation 89

Figures

Figure 2-1: Regional Location 10
 Figure 2-2: Local Vicinity 14
 Figure 2-3: Aerial View 16
 Figure 2-4: Parcel Delineation Map 18
 Figure 2-5: Existing Port Master Plan Land Use Designation 20
 Figure 2-6: Existing Site Photos 22
 Figure 2-7: Conceptual Site Plan 26
 Figure 2-8a: Slope and Grading Plan Cross Section A 28
 Figure 2-8b: Slope and Grading Plan Cross Section B 30
 Figure 2-8c: Slope and Grading Plan Cross Section C 32
 Figure 2-8d: Slope and Grading Plan Cross Section D 34
 Figure 2-8e: Slope and Grading Plan Cross Section E 36
 Figure 2-8f: Slope and Grading Plan Cross Section G 38

Appendices

- Appendix A. Preliminary Geotechnical Investigation
- Appendix B. Phase I Environmental Site Assessment
- Appendix C. Stormwater Pollution Prevention Plan
- Appendix D. Vehicle Miles Traveled (VMT) Screening Memo

Acronyms and Abbreviations

AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	best management practice
BOS	Bureau of Sanitation
CAAP	San Pedro Bay Ports Clean Air Action Plan
CAL FIRE	California Department of Forestry and Fire
CALGEM	Department of Conservation Geologic Energy Management Division
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
dBA	A-weighted decibels
DOC	California Department of Conservation
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GHG	greenhouse gas
in	inch
IS	Initial Study
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LASAN	Los Angeles Sanitation
LED	light-emitting diode
lb	pounds
LOS	level of service
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MSE	Mechanically Stabilized Earth
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NOX	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OPR	Office of Planning and Research
PCC	Portland concrete cement
PM	particulate matter
PM ₁₀	particulate matter 10 microns or less in diameter
PM _{2.5}	fine particulate matter 2.5 microns or less in diameter
PMP	Port Master Plan
POLA	Port of Los Angeles
SB	Senate Bill

SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Areas
sec	second
SF	square foot/square feet
SMP	Soil Management Plan
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAG	Transportation Assessment Guidelines
TCR	tribal cultural resource
tpd	tons per day
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VHFSZ	Very High Fire Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	Water Quality Management Plan

DRAFT NOTICE OF PREPARATION/INITIAL STUDY

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

1.0 PROJECT OVERVIEW AND BACKGROUND

The Los Angeles Harbor Department (LAHD) has prepared this Notice of Preparation and Initial Study (NOP/IS) for the John S. Gibson Truck & Chassis Parking Lot Project (Proposed Project) located at 1599 John S. Gibson Boulevard adjacent to the Port of Los Angeles (POLA or Port). Howard Industrial Partners is the Applicant for the Proposed Project, and LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The Proposed Project would be implemented in one development phase that includes paving of approximately 405,602 square feet (SF) of an approximately 18.63-acre (811,741 SF) site and adding striping for approximately 393 truck/chassis stalls. The Proposed Project would require Coastal Development permitting and a Port Master Plan Amendment.

1.1 California Environmental Quality Act Process

This NOP/IS has been prepared per California Environmental Quality Act (CEQA) guidelines to inform responsible and trustee agencies, public agencies, and the public that an Environmental Impact Report (EIR) will be prepared for the Proposed Project. This document has been prepared in accordance with the following:

- California Environmental Quality Act of 1970 (Public Resources Code Sections 21000 et seq.); and
- Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 et seq.) as amended and approved on December 28, 2018.

One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision makers. Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section (§) 15367 of the State CEQA Guidelines, LAHD is the lead agency for the Proposed Project. As the lead agency, LAHD must complete an environmental review to determine if implementation of the Proposed Project would result in significant adverse environmental impacts. A “significant effect” or “significant impact” on the environment means “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (State CEQA Guidelines Section 15382).

This NOP/IS has been prepared to determine what environmental impact areas may be adversely impacted by the Proposed Project. The IS, along with public comments received during the scoping period, will determine what environmental impact areas may be adversely impacted by the Proposed Project. These impact areas will be assessed in the EIR. The EIR will determine the nature and extent of any potential environmental impacts and establish mitigation measures as necessary. The EIR will also include an evaluation of alternatives to the Proposed Project that would reduce or avoid significant impacts, including a No Project Alternative. A preliminary evaluation of the potentially affected environmental resources is included in Section 4.0, Environmental Analysis and Discussion of Impacts.

Consistent with State CEQA Guidelines Section 15082(a)(1), the following impact areas have been identified as having potentially significant environmental effects, which will be addressed in the EIR: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, and transportation.

Given the Project's broad scope and level of detail, combined with previous analyses and current information about the site and surroundings, LAHD's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Public Resources Code Section 21003.1)
- Encourage the Applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines Section 15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit LAHD and the Applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines Section 15126.4)

In accordance with CEQA and the State CEQA Guidelines, this NOP and IS will be circulated for a period of 45 days for public comment and scoping. The public comment period begins on October 26, 2023 and will conclude on December 11, 2023. The NOP and IS will be distributed to responsible and trustee public agencies and other interested or involved agencies, organizations, and private individuals for review. The document is also available for review online at <https://www.portoflosangeles.org/ceqa>.

A copy of the document is available for public review at the LAHD Environmental Management Division, located at 425 South Palos Verdes Street, San Pedro, CA 90731. Please send a request to ceqacomment@portla.org to schedule an appointment to pick up a copy.

During the 45-day public scoping period, the public has an opportunity to provide written comments on the information contained within the NOP/IS. Comments on the NOP/IS should be submitted in writing prior to the end of the 45-day public review period and must be postmarked by December 11, 2023.

Please submit written comments to:

Director of Environmental Management
City of Los Angeles Harbor Department
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, "John S. Gibson Truck & Chassis Parking Lot Project," in the subject line. For additional information, please contact Nicole Enciso at nenciso@portla.org.

A public scoping meeting for the Proposed Project will be held on November 14, 2023 at 4:00 p.m. via Zoom. The link to join will be available on the Port's website at: <https://www.portoflosangeles.org/ceqa>.

1.2 Document Format

This NOP/IS contains the following sections:

- **Section 1. Introduction.** This section provides an overview of the Proposed Project, the CEQA environmental process, and document format.
- **Section 2. Project Description.** This section provides a detailed description of the Proposed Project objectives and components.
- **Section 3. Initial Study Checklist.** This section presents the CEQA checklist for all impact areas and mandatory findings of significance.
- **Section 4. Environmental Analysis and Discussion of Impacts.** This section presents the environmental analysis for each issue area identified on the environmental checklist form. If the Proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected.
- **Section 5. Preparers and Contributors.** This section provides a list of key personnel involved in the preparation of this document.
- **Section 6. References.** This section provides a list of reference materials used during the preparation of this document.

The environmental analyses included in Section 4 are consistent with the CEQA Initial Study checklist presented in Section 3. Impacts are separated into the following categories:

- **Potentially Significant Impact.** This category is only applicable if there is substantial evidence that an effect from a project may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less-than-significant level.
- **Less-than-Significant Impact After Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce an effect of a project from a “Potentially Significant Impact” to a “Less-than-Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).
- **Less-than-Significant Impact.** This category is identified when a 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 the impact does not apply to the specific project. A “No Impact” answer should be explained when it is based on project-specific factors and general standards.

2.0 PROJECT DESCRIPTION

2.1 Project Overview

This NOP/IS has been prepared to evaluate the potential environmental impacts associated with the construction and operation of an approximately 18.63-acre, approximately 393-stall truck and loaded/unloaded chassis and truck parking lot located on a vacant site at 1599 John S. Gibson Boulevard in San Pedro, California. The Proposed Project includes an approximately 405,602 SF concrete parking lot for short-term parking (less than 24 hours) for trucks, chassis, and chassis loaded with shipping containers. The lot would also be intended for the storage of chassis loaded with containers, empty chassis, and/or loaded chassis connected to trucks for short-term storage. In addition, the Proposed Project would include retaining wall structures; a driveway; utilities; and an approximately 316,373-SF landscape area with native and drought-tolerant plants. The landscape area would cover 39 percent of the total site area. During Proposed Project operations, trucks would travel to and from the Project site to pick up or drop off chassis. Chassis could be loaded with shipping containers or remain empty. The Proposed Project would require Coastal Development permitting and a Port Master Plan Amendment.

This section discusses the location, background, and objectives of the Proposed Project. This document has been prepared in accordance with CEQA (California PRC, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.).

2.1.1 Project Location

Regional Setting

The Project site is adjacent to San Pedro Bay, approximately 20 miles south of downtown Los Angeles. The community of San Pedro is bounded by Harbor City and Wilmington to the north, the Pacific Ocean to the south, Long Beach to the east, and Rancho Palos Verdes to the west. Access to the Proposed Project is provided by State Route 47 (SR-47) and Long Beach Freeway (I-710) to the east, Harbor Freeway (I-110) to the west, and San Diego Freeway (I-405) to the north. Figure 2-1, *Regional Location*, shows the location of the Project site.

Surrounding Land Uses

The surrounding land uses are shown on Figure 2-1, *Regional Location*, and described below.

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

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Figure 2-1: Regional Location



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Project Setting

The Project site is located at 1599 John S. Gibson Boulevard in the community of San Pedro in the southwestern portion of the City of Los Angeles. A portion of the property is within the Port of Los Angeles' Master Plan Planning Area 2, which encompasses the West Basin and Wilmington areas. The site is not located on land owned by the Harbor Department. The Project site is bounded by I-110 to the north and west, John S. Gibson Boulevard to the east, and existing container terminals to the south. Facilities near the Project area include Berths 121-131, which consist of container terminals (LAHD, 2019). The Project site is adjacent to and north of a commercial office building (2001 John S. Gibson Boulevard #1) and the Harbor Community Police Station (2175 John S. Gibson Boulevard). A map of the local vicinity and aerial of the Project site are provided in Figure 2-2, *Local Vicinity*, and Figure 2-3, *Aerial View*, respectively.

The Project site is identified by APNs 7440-016-001, 7440-016-002, 7440-016-003, and 7412-024-007.

Land Use and Zoning

A portion of the Project site has a Port of Los Angeles Master Plan Land Use designation of Open Space and is located in Planning Area 2, with the exception of APN 7440-016-001, which is located outside of the Port of Los Angeles Master Plan. APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, while APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial M2-1VL (City of Los Angeles, 2021). Figure 2-4 shows the Los Angeles County designated APNs, along with the parcels that are within the Port Master Plan area. Figure 2-5 shows the Port of Los Angeles Master Plan designations for the site and surrounding area.

2.1.2 Existing Conditions

The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. Three concrete culverts cross under I-110 and outlet to the Project site (LGC, 2019). The site is vegetated and consists of sour fig (ice plant) and sparse dry scrub vegetation with a mix of native and non-native species. The majority of the vegetation is composed of non-native species such as brome grasses, Russian thistle, tree tobacco, and acacia. Native species such as telegraph weed, cudweed, and big saltbush are also present but in limited numbers. Based on the biological survey performed for the Project, there are no special status plant species or City protected tree species on the Project site (Hernandez Environmental Services [Hernandez], 2023). Non-native fig trees border the southern portion of the Project site adjacent to John S. Gibson Boulevard, and eucalyptus trees border the adjacent development. Site topography consists of a nearly level terrace area adjacent to I-110 with an approximately 2:1 slope along the southeastern side of the site descending to John S. Gibson Boulevard (LGC, 2019). The Project site's existing conditions are shown in Figure 2-6, *Existing Site Photos*.

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Figure 2-2: Local Vicinity



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Figure 2-3: Aerial View



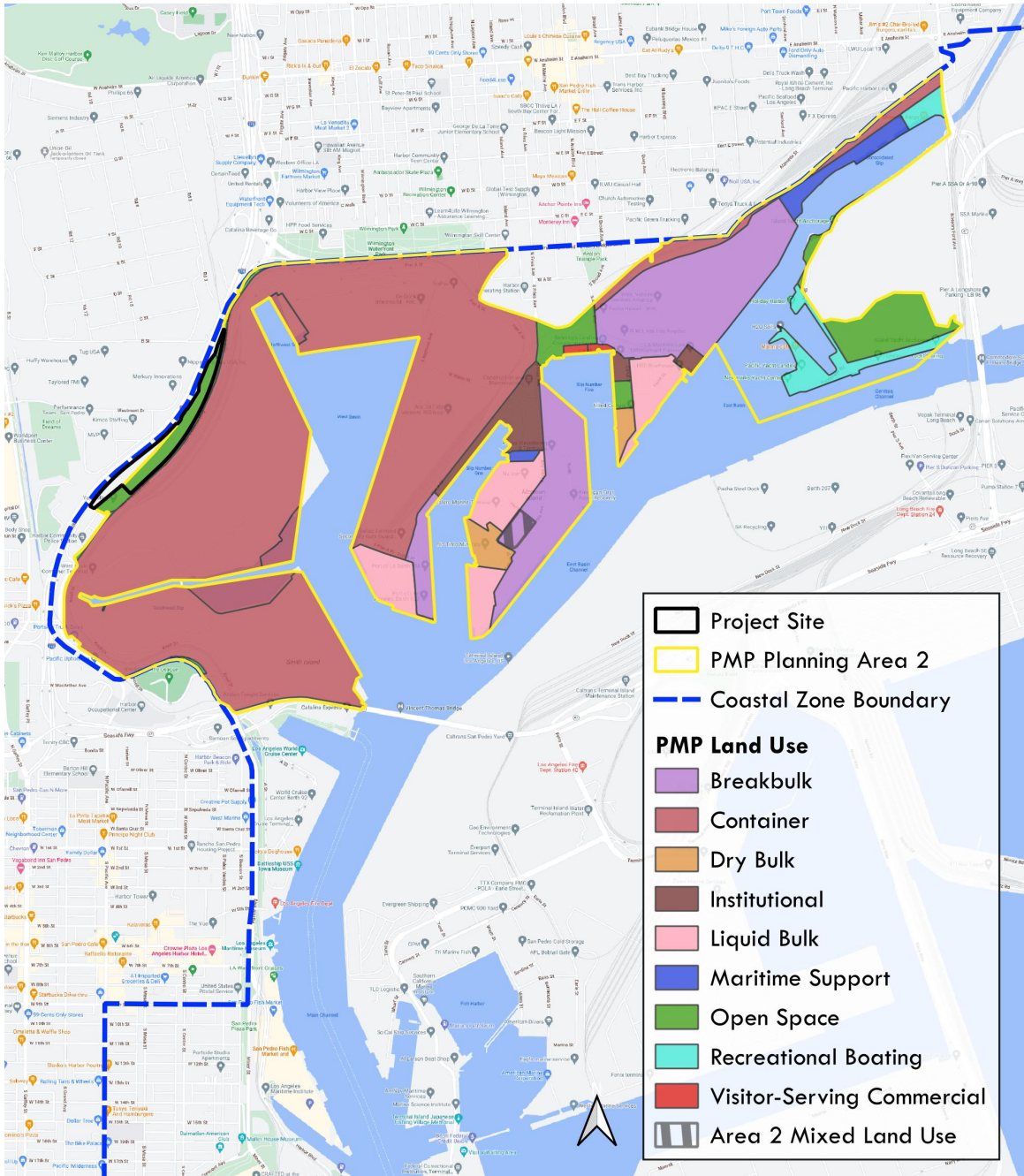
 Project Site



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Figure 2-5: Existing Port Master Plan Land Use Designation



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Figure 2-6: Existing Site Photos



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



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

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2.1.3 Project Objectives

The Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Proposed Project and its associated environmental impacts. The Proposed Project objectives have been refined throughout the planning and design process for the Proposed Project, and are listed below:

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

2.2 Project Description

The John S. Gibson Truck & Chassis Parking Lot Project would develop the 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The Proposed Project would be implemented in one development phase that includes paving the site and adding striping for approximately 393 truck and chassis stalls. See Figure 2-7, *Conceptual Site Plan*. The Proposed Project would require Coastal Development permitting and a Port Master Plan Amendment

2.2.1 Project Features

Development Summary

The Proposed Project would grade and install an approximately 405,602-SF Portland concrete cement (PCC) parking lot within the 18.63-acre (811,741 SF) site. The parking lot would be striped with approximately 393 stalls, each approximately 11 feet wide by 40 feet long. Additionally, a prefabricated guard booth and a restroom would be installed on slab on grade foundations for use by truck drivers and employees. The Project site would be accessed from a 40-foot to 60-foot-wide driveway off John S. Gibson Boulevard. The Proposed Project would also include the installation of charging infrastructure for on-site equipment.

Landscaping and Walls

The Proposed Project would include approximately 316,373 SF of drought tolerant and California native ornamental landscaping covering approximately 39 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and various ground covers. Native hydroseed mix would be applied to the unpaved portions surrounding the proposed parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation. An irrigation system would be installed, and reclaimed stormwater from the capture and use cisterns (described below under “Infrastructure Improvements”) would be used to irrigate the landscape area. If reclaimed water is not reasonably available, then potable water would be used in its place. The irrigation system would be installed in accordance with the

requirements of City rules and regulations for use of reclaimed water and local building codes. The Proposed Project has been designed to be water-efficient by including an automatic irrigation controller. Irrigation heads would be selected to effectively water all plant material with minimal overspray. A 2-inch layer of mulch in all planting areas would be placed to retain moisture. Slopes 3:1 (horizontal:vertical) or greater would have jute netting or other slope stabilization devices, and slopes 2:1 would have erosion control blankets (Hunter Landscape, 2020). The site would be graded to reduce the existing slopes for an overall slope of 2:1, as shown in Figures 2-8a through 2-8f (Note that no cross-section F is included in the grading plan).

Retaining wall structures at the Project site would include six mechanically stabilized earth (MSE) retaining walls up to approximately 30 feet in height. These walls would be installed along a portion of the northern property line adjacent to I-110, within the landscaped areas west and east of and generally bordering the proposed driveway, and along the southern property line adjacent to John S. Gibson Boulevard east of the proposed driveway. During construction of the retaining walls, the contractor would control stormwater drainage near the walls by collecting and discharging stormwater away from the retaining walls and reinforced backfill.

Access and Circulation

The Proposed Project would construct a 40-foot-wide driveway off John S. Gibson Boulevard to allow vehicle access to the Project site. The driveway would be one-way stop controlled at John S. Gibson Boulevard and would allow for only right-out turning movements. Only right-in turning movements would be allowed into the Project site from John S. Gibson Boulevard. PCC pavement would be used for the driveway. The Project would include a prefabricated guard booth at the entrance from the driveway to the site with adequate queuing length provided to ensure trucks do not queue onto John S. Gibson Boulevard.

Lighting

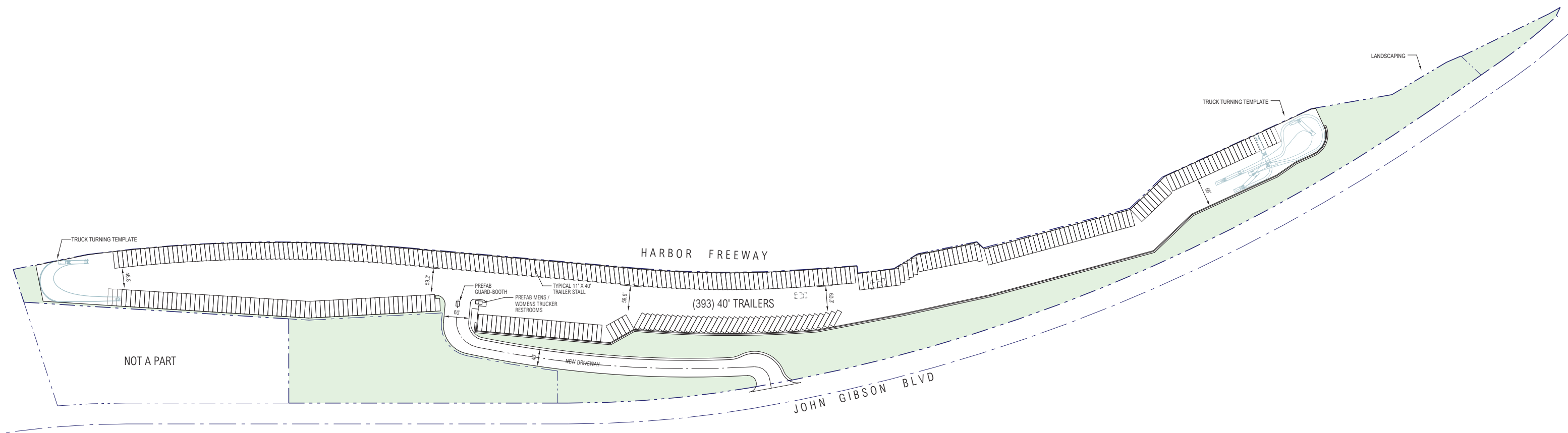
The Proposed Project includes installation of standard 19-foot-high pole mounted light-emitting diode (LED) fixtures in the parking lot and driveway to provide illumination during evening and overnight operations (Pacific Electrical Engineering, 2019). The LED fixtures would be designed to face downward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

Infrastructure Improvements

Drainage

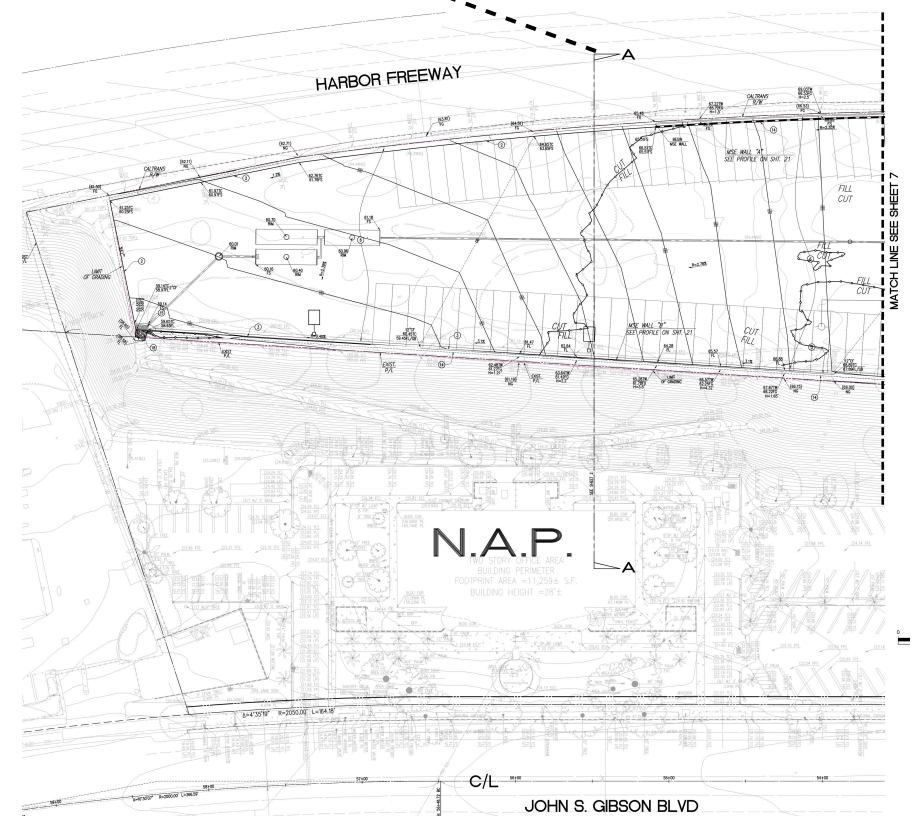
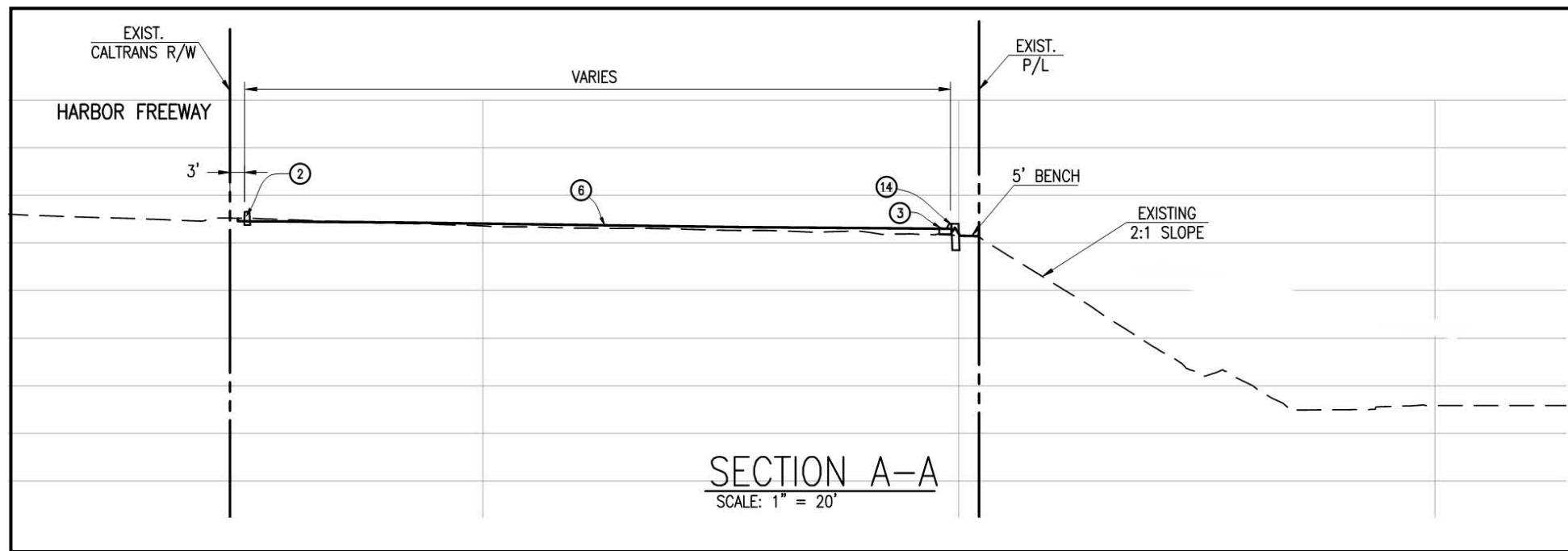
The Proposed Project would install on-site drainage infrastructure in compliance with the City of Los Angeles Low Impact Development (LID) Ordinance that would direct runoff from the Project site to drainage inlets and gutters that would convey runoff to ten underground capture and use cisterns, each approximately 10 feet in diameter. Stormwater captured within the drainage system would be utilized for landscaping irrigation.

Figure 2-7: Conceptual Site Plan



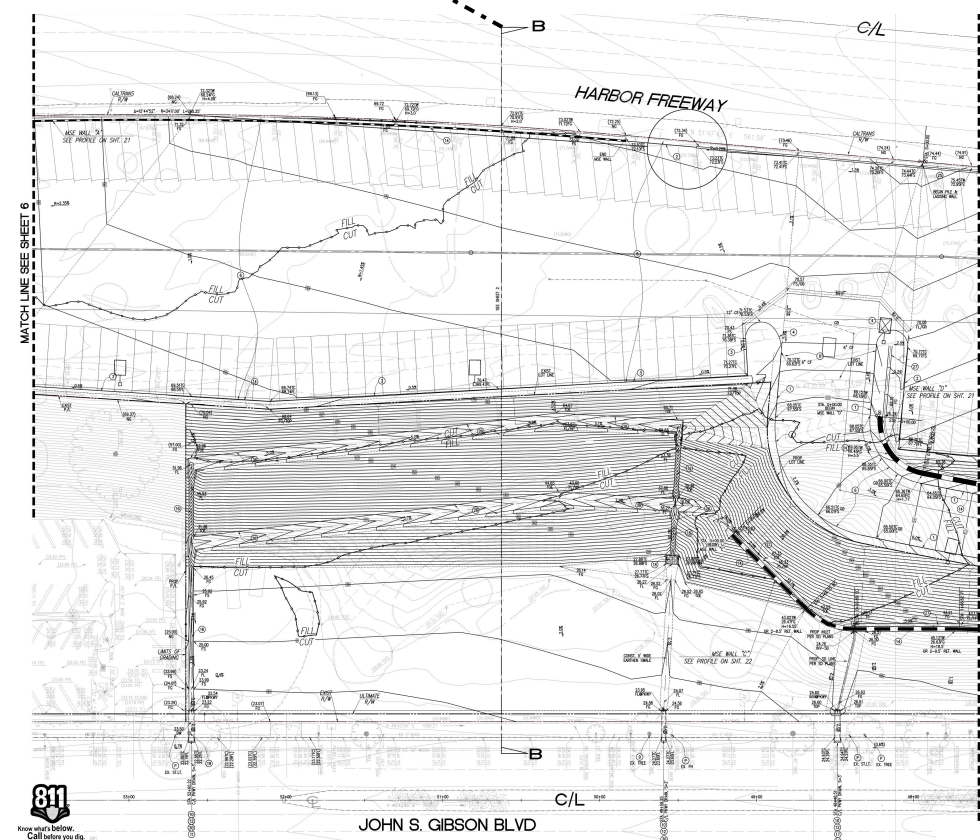
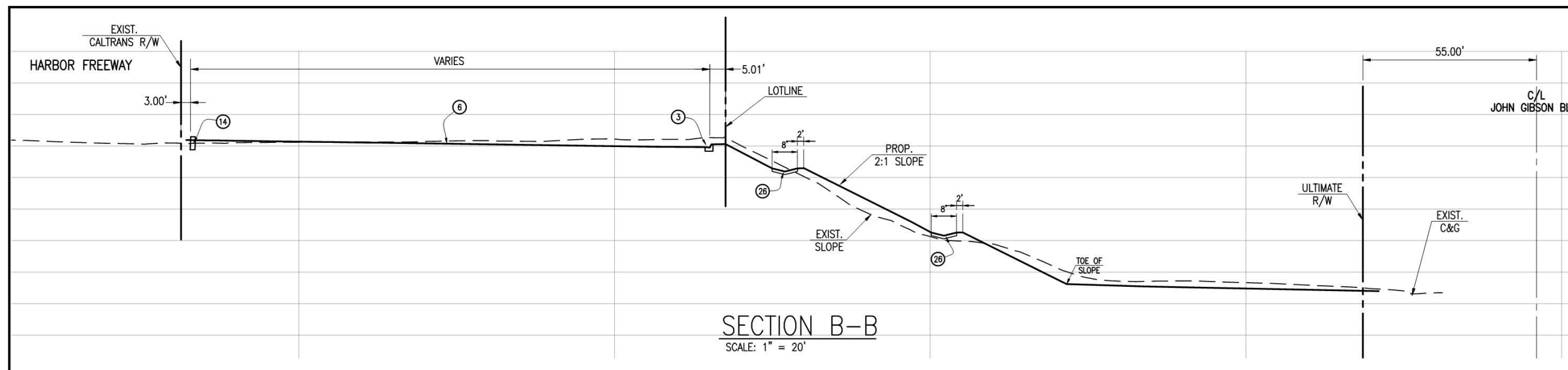
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Figure 2-8a: Slope and Grading Plan Cross Section A



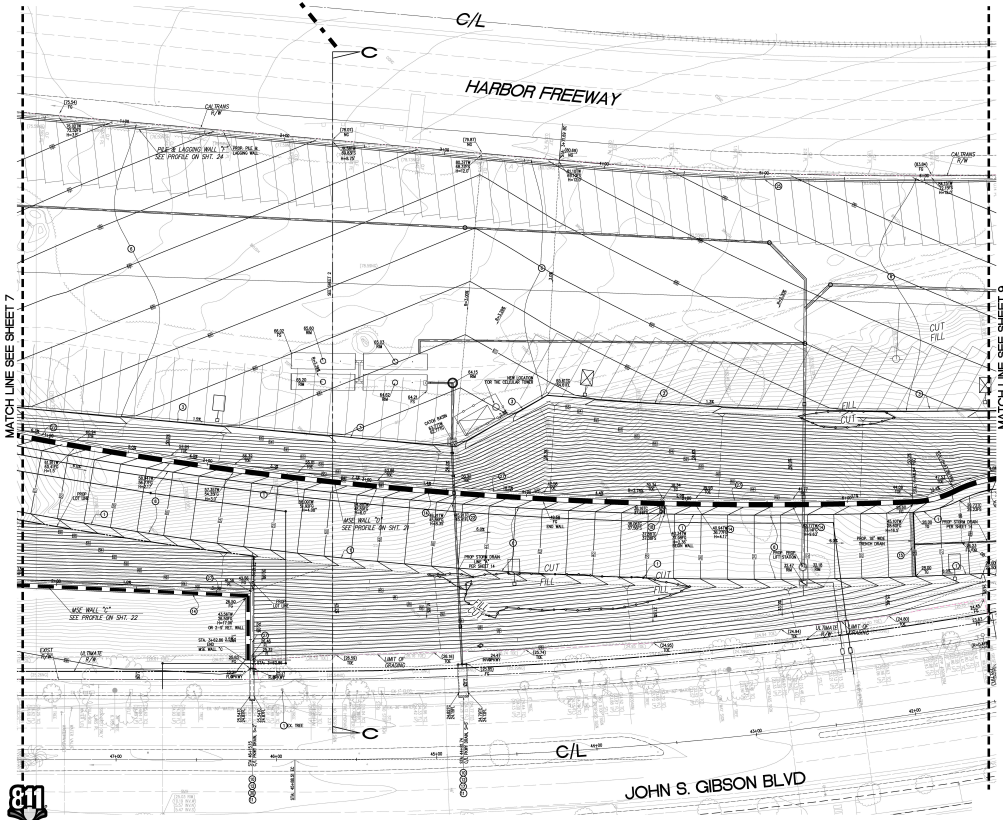
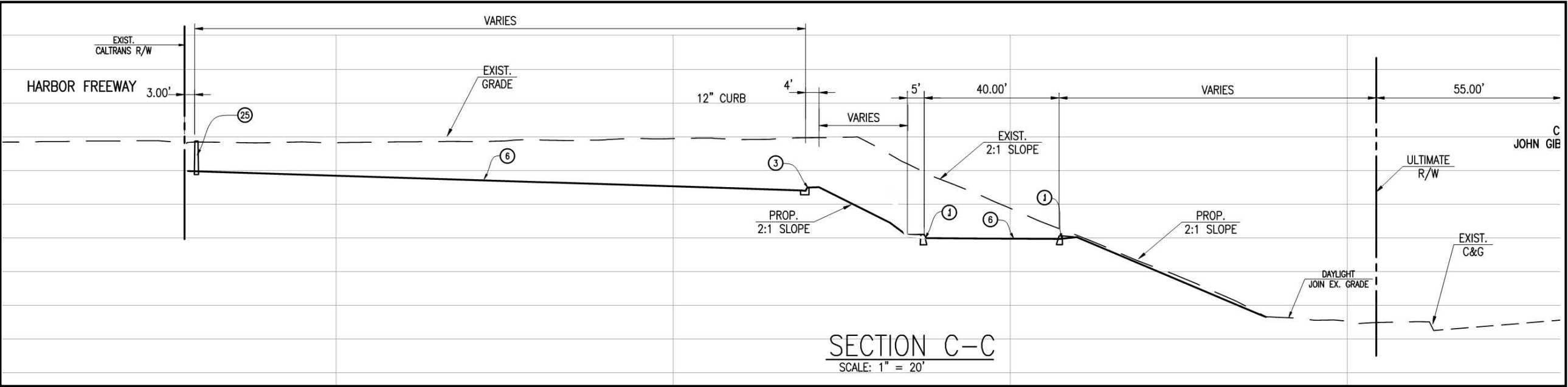
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Figure 2-8b: Slope and Grading Plan Cross Section B



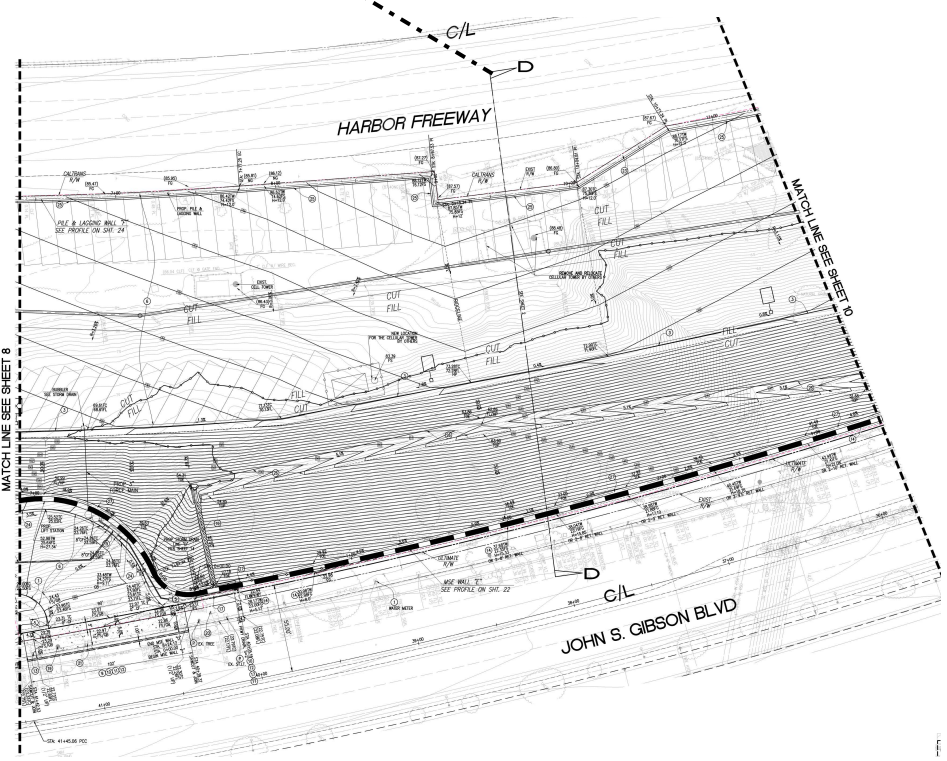
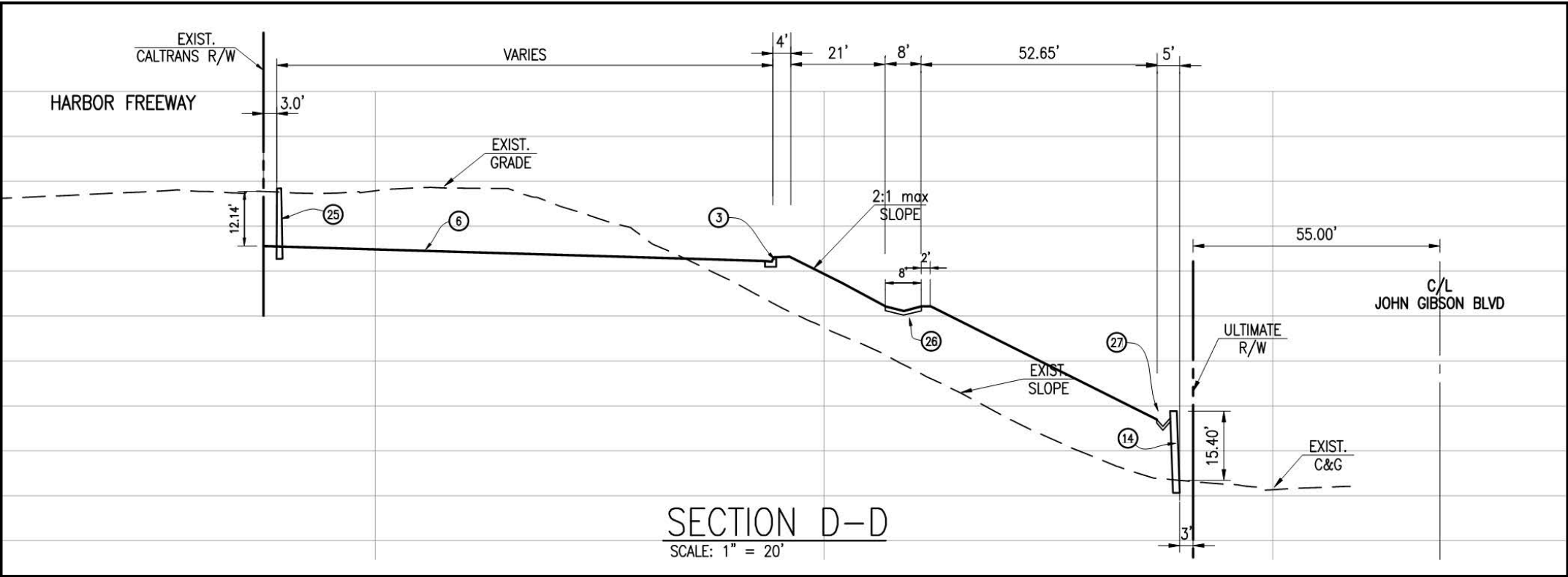
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Figure 2-8c: Slope and Grading Plan Cross Section C



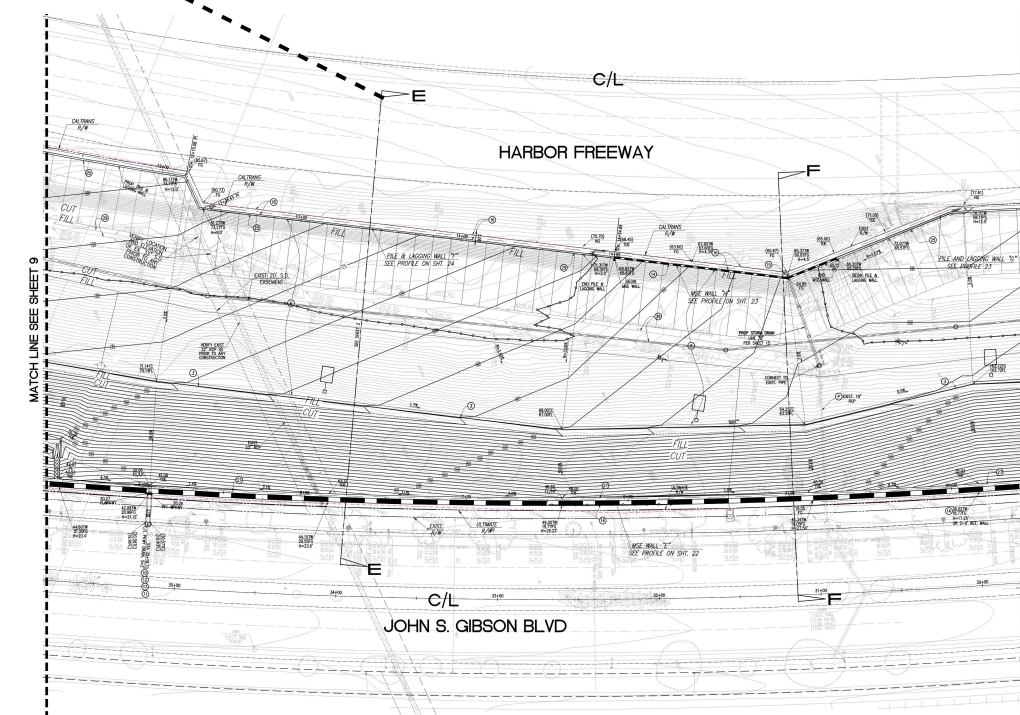
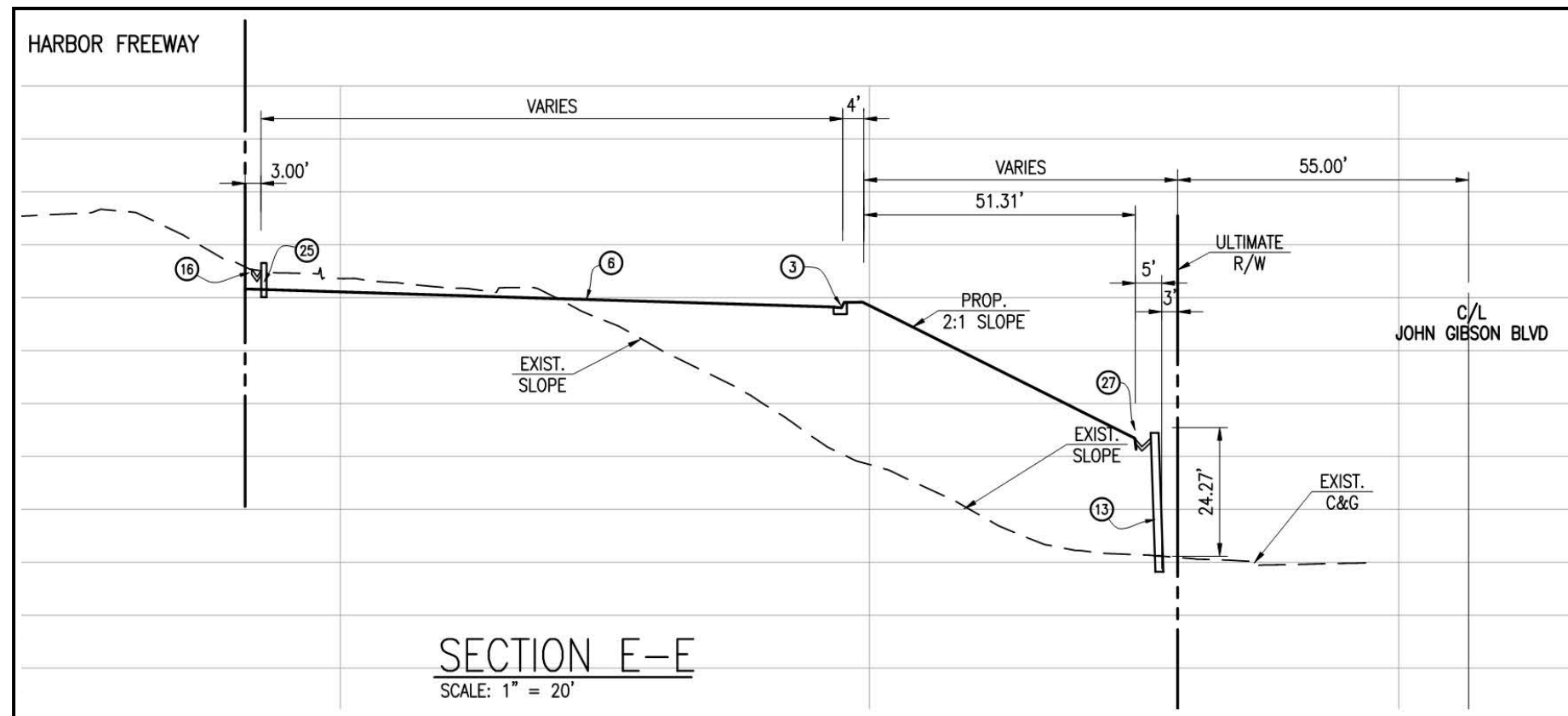
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Figure 2-8d: Slope and Grading Plan Cross Section D



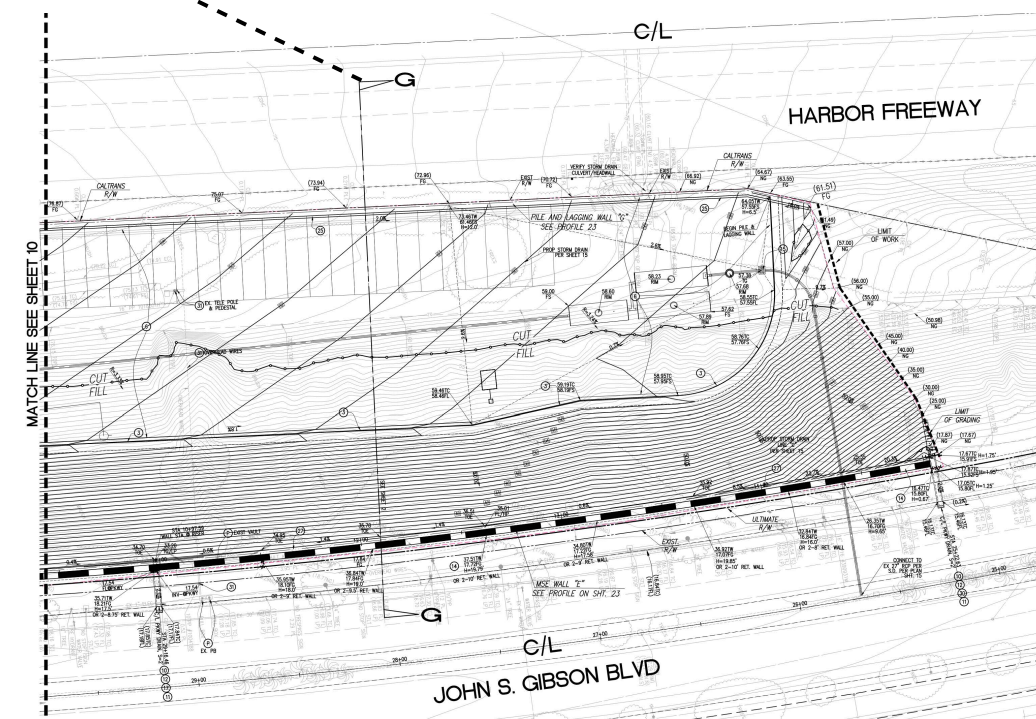
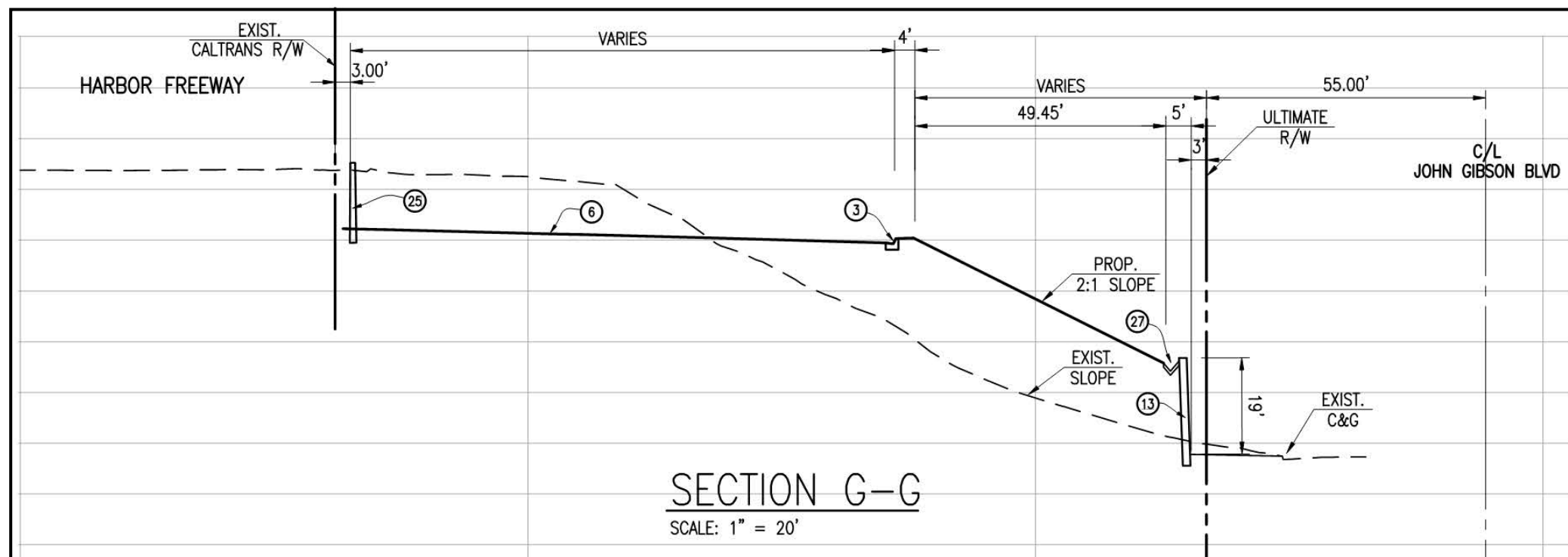
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Figure 2-8e: Slope and Grading Plan Cross Section E



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Figure 2-8f: Slope and Grading Plan Cross Section G



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2.2.2 Construction

Construction of the Proposed Project includes demolishing existing abandoned structures, installing a driveway from John S. Gibson Boulevard, grading and paving the site, installing slab on grade foundations, installing drainage infrastructure, installing retaining walls and lights, and planting the landscape area. Staging for equipment and materials and parking for workers would occur in the southwest portion of the Project site adjacent to John S. Gibson Boulevard. Temporary lane closure may be required on John S. Gibson Boulevard during construction; however, full roadway closure is not anticipated.

Proposed Project construction would take approximately eight months, including site preparation, grading, pavement, and then signage and striping. Peak construction activities are anticipated to require up to 20 workers per day. Project construction is anticipated to require importing approximately 3,433 cubic yards of soil. All construction activities would occur Monday through Friday, 7:00 AM to 5:00 PM. Table 2-1 provides the construction tasks and schedule for the Proposed Project.

Table 2-1: Tentative Construction Schedule

Phase Name	Phase Start Date	Phase End Date	Number of Days
Site Preparation	4/7/2025	6/6/2025	45
Grading	6/9/2025	9/12/2025	70
Paving	9/14/2025	10/23/2025	30
Architectural Coating	10/26/2025	12/4/2026	30

2.2.3 Operations

Proposed Project operations would involve a to-be-determined company that would operate the site as a parking lot for trucks and loaded and unloaded chassis. The parking lot would have approximately 393 spaces accommodating chassis with shipping containers up to 40-feet-long. During Proposed Project operations, trucks would travel to and from the Project site to pick up or drop off chassis, and shipping containers would be “parked” on top of the chassis. The Project site is anticipated to be utilized for short-term parking, as chassis with or without containers are not anticipated to be parked on site over 24 hours. No fueling, maintenance, or other industrial activity would occur on the Project site. However, charging for electric on-site equipment would occur during Proposed Project operations.

The Proposed Project would provide short-term truck and chassis parking spaces to alleviate truck traffic congestion and reduce the distance required for trucks to access shipping containers. Typical Port trucking operations consist of trucks traveling to container terminals to pick up shipping containers prior to transporting them to warehouses. The Proposed Project would provide a site for storing shipping containers on chassis after picking up containers from terminals or before dropping off containers at terminals. Therefore, implementation of the Proposed Project would allow trucks to avoid driving farther into the Port to pick up or drop off chassis with containers. Also, it is important to note that the Proposed Project would serve as a temporary parking lot for trucks already accessing Port terminals and would not create new truck trips that would otherwise not already be occurring in the Port from normal Port operations.

Parking operations are conservatively assumed to occur year-round, 24 hours a day, seven days a week. Operations would require a maximum of two employees on site at a given time to provide security and operate on-site machinery. A total of six employees would be on site per day. Two employees would be on site for each of the two 8-hour day shifts and two employees would be on site during the 8-hour graveyard shift. In addition, one zero-emission utility tractor rig and two zero emission small forklifts would be on-site to assist with parking loaded and unloaded chassis. All necessary charging equipment would be provided on site, which would connect to existing electric infrastructure in John S. Gibson Boulevard. A restroom would be provided on site for employees and truck drivers. As such, the Proposed Project would include the installation of on-site water lines which would connect to the existing 30-inch potable water line in John S. Gibson Boulevard. The Proposed Project would also include installation of on-site sewer lines which would connect to the existing 36-inch sewer line in John S. Gibson Boulevard.

The Proposed Project would result in approximately 1,794 one-way truck trips per day, approximately 4 one-way vendor trips per day, and approximately 10 one-way passenger vehicle trips per day.

2.2.4 Land Use and Zoning

The Proposed Project would require a Port of Los Angeles Master Plan Amendment to change the land use designation for APNs 7440-016-002, 7440-016-003, and 7412-024-007 to Maritime Support. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities.

APNs 7440-016-001, 7440-016-002, 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, while APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial M2-1VL (City of Los Angeles, 2021). The Project would be consistent with the City of Los Angeles's General Plan land use designation and zoning for the site and no General Plan amendment or zone change would be necessary.

2.3 Project Approvals and Permits

The LAHD and the following responsible agencies are expected to use the information contained in this Initial Study and forthcoming EIR for consideration of approvals related to and required to implement this Proposed Project. These include, but may not be limited to, the permits and approvals described below.

As part of the Proposed Project, the following discretionary and ministerial actions are being requested by the Applicant:

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

3.0 INITIAL STUDY CHECKLIST

This Initial Study has been prepared in accordance with State CEQA Guidelines Section 15063 and State CEQA Guidelines Appendix G.

1	Project Title:	John S. Gibson Truck & Chassis Parking Lot Project
2	Lead Agency Name and Address:	City of Los Angeles Harbor Department (LAHD) 425 S. Palos Verdes St., San Pedro, CA 90731
3	Contact Person and Phone Number:	Nicole Enciso Environmental Management Division LAHD, (310) 732-3615
4	Project Location:	1599 John S. Gibson Blvd. San Pedro, CA 90731
5	Project Sponsor's Name and Address	Howard Industrial Partners 1944 North Tustin Street, Suite 122 Orange, CA 92865
6	Port Master Plan Designation	Planning Area 2, Open Space (APNs 7440-016-002, 7440-016-003, and 7142-024-007)
7	Zoning:	Light Industrial – M2-1VL (APN # 7412-024-007) Heavy Industrial – [Q]M3-1VL (APN # 7440-016-001, 7440-016-002, 7440-016-003)
8	Description of Project	The John S. Gibson Truck & Chassis Parking Lot Project (Proposed Project) would develop the 18.63-acre site with a short-term truck and loaded/unloaded chassis parking facility and related site improvements. The Project site is anticipated to be utilized for short-term parking, as chassis with or without containers are not anticipated to be parked on site over 24 hours. The Project includes paving of the site and striping of 393 truck and chassis stalls. The Proposed Project would be implemented in one development phase and requires a Port Master Plan Amendment.

9	Surrounding Land Uses/Setting	The Project site is located in four currently vacant parcels within San Pedro, three of which are within the Port Master Plan's Planning Area 2. The Project site is bounded by I-110 to the north and west, John S. Gibson Boulevard to the east, and existing container terminals to the south. The Project site is adjacent to and north of a commercial office building (2100 John S. Gibson Boulevard #1) and the Harbor Community Police Station (2175 John S. Gibson Boulevard). Access to the Project site is provided by SR-47 and I-170 to the east, I-110 to the west, and I-405 to the north.
10	Other Public Agencies Whose Approval is Required	Los Angeles Department of Building and Safety, Los Angeles Department of Transportation, Los Angeles Bureau of Engineering, California Coastal Commission, and City of Los Angeles.
11	Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21808.3.1?	No. On August 24, 2021, LAHD sent notices of request for consultation to the following California Native American tribes: Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleño/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseno Indians. As of September 2023, LAHD has not received any requests for consultation on the Proposed Project.

3.1 Environmental Factors Potentially Affected

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

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

3.2 Determination

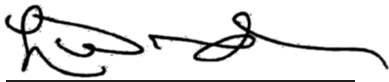
On the basis of this initial evaluation:

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

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

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

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



Signature
 Lisa Wunder, Acting Director
 Environmental Management Division
 City of Los Angeles Harbor Department

10/19/2023

Date

Evaluation of Environmental Impacts:

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

9. The explanation of each issue should identify:
 - (a) the significance criteria or threshold, if any, used to evaluate each question, and
 - (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.
10. The evaluations with this Initial Study assume compliance with all applicable federal, state, and local laws, regulations, rules, and codes. In addition, the evaluation assumes that all conditions in applicable agency permits are complied with, including but not limited to local permits, air quality district permits, water quality permits and certifications, United States Army Corps of Engineers permits, and other agency permits, as applicable.

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on geologic units 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. LAND USE PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
16. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18. TRIBAL CULTURAL RESOURCES				
a. Would the project 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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 Section 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.0 ENVIRONMENTAL ANALYSIS AND DISCUSSION OF IMPACTS

4.1 Aesthetics

a. Would the project have a substantial adverse effect on a scenic vista?

Less-than-Significant Impact. The Conservation Element of the City of Los Angeles General Plan defines a scenic vista as a panoramic public view with access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles, 2001). The Project site is currently undeveloped and surrounded by industrial and cargo uses. Construction activities would involve paving and grading a portion of the site and installing MSE walls. Motorists traveling along I-110 and John S. Gibson Boulevard would be exposed to views of temporary construction activity and equipment that would last approximately eight months.

Panoramic views of the Port and Pacific Ocean are available from distant public and private vantages, including panoramic views from public roads in hillside residential areas of San Pedro. However, there are no sensitive public viewpoints in the immediate vicinity of the Project site. The public roads on the hillsides of San Pedro that have views of the Pacific Ocean at the Port are at least 2 miles from the coastline and the Project site. At these distances, during long-term Project operations, the Proposed Project would not substantially interrupt views of the Pacific Ocean, as it would alter a minor part of the overall landscape. Although the Project site would change from undeveloped land to a truck and chassis parking lot, it would be consistent with the surrounding uses. Proposed Project operations would be similar in nature to the existing surrounding visual landscape and would visually blend into the panorama of the working Port uses and activities. In addition, the 30-foot-high MSE walls would only be visible looking westward from John S. Gibson Boulevard, which is not designated as a scenic vista since the western direction faces away from the Pacific Ocean. As such, visual changes would not adversely affect the quality of the viewshed from these vantage points. Therefore, implementation of the Proposed Project would not significantly affect designated scenic views of the Pacific Ocean and Port. Thus, impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

b. Would the project 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 does not contain any substantial trees, rock outcroppings, or historic buildings, and the Project site is not visible from any eligible or designated State scenic highway. The nearest eligible State scenic highway (State Highway 1) is approximately 9 miles east of the Project site (Caltrans, 2023). The nearest designated State scenic highway (State Highway 91) is approximately 27 miles east of the Project site (Caltrans, 2023). The Project site is not within the viewshed of a designated or eligible State scenic highway. In addition to Caltrans-designated State scenic highways, the City of Los Angeles has city-designated scenic highways. John S. Gibson Boulevard, located adjacent to the Project site, is a city-designated scenic highway as it provides views of harbor activity and the Vincent Thomas Bridge (City of Los Angeles, 2016). The Proposed Project would be developed on the northwest side of John S. Gibson Boulevard, which is located at a higher elevation than the roadway, and scenic views would not be impeded. As such, the Proposed Project would not damage any scenic resources, including but not limited to trees, rock outcroppings,

or historic buildings within a State scenic. Thus, no impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

- c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of the 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?**

Potentially Significant Impact. The Proposed Project would change the scenic quality of the site from an undeveloped site to a developed industrial site and would construct a truck and chassis parking lot, ornamental landscaping, and associated infrastructure. Although the Project site is surrounded by a highly developed area dominated by Port uses, the Proposed Project would develop a truck and chassis parking lot on a currently vacant site. Proposed Project construction and operation could potentially degrade the existing visual character or quality of public views of the site and its surroundings and could conflict with regulations governing scenic quality. Therefore, this topic will be further evaluated in the EIR.

- 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. The nighttime lighting environment in the Project vicinity consists mainly of ambient light produced from street lighting, vehicles, container-handling operations, and other facility lighting at the Port. The major source of illumination at the Port is the extensive system of down lights and flood lights attached to the tops of tall light poles throughout the terminals that are visible from a distance from I-110 and John S. Gibson Boulevard. Bright, high-intensity boom lights are attached on top of shipping cranes along the edge of terminals and channels along the harbor. The Proposed Project would install pole mounted LED fixtures in the parking lot and driveway to provide illumination during evening and overnight operations (Pacific Electrical Engineering, 2019). The 19-foot-high LED fixtures are designed to face downward directly onto the parking lot and driveway, minimizing spillover and avoiding glare to surrounding areas. Additionally, the Proposed Project would not develop any new structures with reflective material that could create glare in the Project vicinity. Although the Proposed Project would add new lighting to the site, the proposed light fixtures would not cause substantial light or glare to nearby receptors such as motorists. Therefore, impacts related to light and glare would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.2 Agriculture and Forestry Resources

- a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as Shown on the Maps Prepared Pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to Non-agricultural use?**

No Impact. The Project site does not contain any farmland and is not located within an agricultural land use or zoning designation. Although the site was historically used for agriculture between 1896 and 1923, it does not currently support agricultural uses and is surrounded by industrial development with existing container terminal facilities and operations (SCS Engineers, 2017a). According to the California Department of Conservation (DOC) Important Farmland Map, the Proposed Project is

located within Urban and Built-Up Land (DOC, 2018). Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Thus, no impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

b. Would the project 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 (14 CCR 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 (DOC, 2023). The Project site is not located on any land with a Williamson Act contract. The site is located in a highly developed area currently designated as Qualified Heavy Industrial ([Q]M3-1VL) and Light Industrial (M2-1VL) that does not support any agricultural uses. As such, the Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

c. Would the project 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 Section 4.2(b) above, the Project site is currently designated as Qualified Heavy Industrial ([Q]M3-1VL) and Light Industrial (M2-1VL). The site does not support timberland or forest land. Therefore, the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land timberland, of timberland zoned Timberland Production. No impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed in Section 4.2(c) above, the Project site does not support forest land, nor is any forest land located in the vicinity. Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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. As discussed in Sections 4.2(a) through (d) above, the Project site does not have any farmland or forest land, nor is any farmland or forest land located in the vicinity. Therefore, the Proposed Project would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.3 Air Quality

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project site is located within the South Coast Air Basin (SCAB). Air quality within the SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). Standards for air quality within the SCAB are documented in the SCAQMD's Air Quality Management Plan (AQMP). The main purpose of the AQMP is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area in order to bring the area into compliance with federal and State air quality standards. SCAQMD's 2022 AQMP is based on regional growth forecasts for the Southern California Association of Governments region. Whether the Proposed Project would exceed the growth assumptions in the AQMP is, in part, based on projections from local general plans. The Proposed Project would need to be reviewed for consistency with the San Pedro Bay Ports Clean Air Action Plan (CAAP) and the Community Emissions Reduction Plan for Wilmington, Carson, West Long Beach. As the Proposed Project would result in a change of land uses on site, the Proposed Project could be inconsistent with the CAAP and Community Emissions Reduction Plan.

A project is consistent with the regional AQMP if it does not create new violations of clean air standards, exacerbate any existing violations, or delay a timely attainment of such standards. Construction of the Proposed Project would generate exhaust from construction equipment and vehicle trips, fugitive dust from demolition and ground-disturbing activities, and off-gas emissions from architectural coatings and paving. The Proposed Project would also result in the emission of pollutants into the SCAB during operation from vehicle and truck trips. The emission of pollutants resulting from construction (short-term) and operation (long-term) of the Proposed Project have the potential to affect implementation of the AQMP. Therefore, this topic will be further evaluated in the EIR.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Potentially Significant Impact. The SCAB is designated under the California and National Ambient Air Quality Standards (NAAQS) as nonattainment for ozone (O₃), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Los Angeles County only) (SCAQMD, 2018).

Air quality impacts are divided into short-term construction and long-term operational impacts. Short-term impacts are the result of demolition, grading, and/or construction operations, which would be regulated by SCAQMD Rules 401 and 403. Long-term impacts are associated with the long-term operations of the Proposed Project. Construction and operational activities would emit nonattainment pollutants, PM₁₀ and PM_{2.5}, and would create nitrogen oxides (NO_x) and volatile organic compounds (VOC) emissions that are precursors to ozone formation. Implementation of the Proposed Project would increase levels of these criteria pollutants and contribute to their nonattainment status in the SCAB during both construction and operational activities. Thus, an air quality analysis will be prepared to determine if the Proposed Project would result in a cumulatively considerable net increase in any criteria air pollutant. Therefore, this topic will be further evaluated in the EIR.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Development of the Proposed Project has the potential to expose sensitive receptors near the Project site and along its primary truck routes to emissions from construction equipment and other mobile sources (i.e., trucks and car exhaust) of air pollutants including diesel particulate matter, which is categorized as a toxic air contaminant. The nearest sensitive receptors are residences located on the southwest corner of Gatun Street and N. Gaffey Street, approximately 1,400 feet north of the Project site. Due to the presence of sensitive receptors in the vicinity and the volume of truck traffic from development pursuant to the Proposed Project, there is potential to expose nearby sensitive receptors to substantial pollutant concentrations. Therefore, this topic will be further evaluated in the EIR.

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

Less-than-Significant Impact. The Proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The types of odors generated by the operation of the Proposed Project are not expected to be substantial or highly objectionable. Additionally, the Proposed Project would be required to comply with SCAQMD Rule 402, which would prevent nuisances to sensitive land uses.

During construction, emissions from construction equipment and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any residences, they would be diluted to well below any level of odor concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials.

During operations, trucks and vehicles operating on site may emit odor. A southern California study (Zhu, 2002) showed measured concentrations of vehicle-related pollutants, including diesel exhaust, decreased dramatically (more than 90%) within approximately 300 feet. As discussed previously, the nearest sensitive receptors are residences located on the southwest corner of Gatun Street and N. Gaffey Street, approximately 1,400 feet north of the Project site. Thus, there are no sensitive receptors within 300 feet of proposed parking stalls. By the time any diesel exhaust emissions reach the nearest

receptor, they would be diluted and not generate an objectionable odor. In addition, all solid waste generated would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with operation- and construction-generated odors would be less than significant, and no mitigation is required. No further analysis is required in the EIR.

4.4 Biological Resources

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

Potentially Significant Impact. The Project site is vacant, undeveloped, and vegetated with native and non-native species. The vegetation on the site could provide a habitat for candidate, sensitive, or special status plant or wildlife species. As a result, a biological assessment will be prepared to evaluate whether the Project has the potential to result in a substantial adverse effect on candidate, sensitive, or special status species. Therefore, this topic will be further evaluated in the EIR.

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

Potentially Significant Impact. A biological assessment will be conducted to determine if the site has the potential to contain a riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. This topic will be further evaluated in the EIR.

- c. **Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?**

Potentially Significant Impact. A biological assessment will be conducted to determine if any protected wetlands are present on the Project site that would be potentially impacted by Project implementation. Therefore, this topic will be further evaluated in the EIR.

- d. **Would the project 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 wildlife nursery sites?**

Potentially Significant Impact. A biological assessment will be conducted by a professional biologist to determine whether a migratory wildlife corridor exists on the site and if the Project has the potential to impact the corridor. In addition, the Project site includes vacant undeveloped land and trees, that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515. Therefore, the Project's potential impact on migratory birds during construction and operation will be evaluated in the EIR.

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

Potentially Significant Impact. Biological resources protected by the City's Tree Ordinance (Ordinance No. 186873) include only specific tree species. A biological assessment will be conducted by a professional biologist to determine if any protected tree species are present on the Project site. Therefore, the potential to conflict with a tree preservation policy or ordinance will be evaluated in the EIR.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that overlap the Project area in the Port of Los Angeles (CDFWa, 2021; USFWS, 2021). The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan area, which is located approximately 2 miles west of the Project area (City of Rancho Palos Verdes, 2018). Additionally, 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 Project site is not within or adjacent to any SEAs. Therefore, no impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.5 Cultural Resources

a. Would the project cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5?

Potentially Significant Impact. State CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

- i. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- ii. Is associated with the lives of persons important in our past;
- iii. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- iv. Has yielded, or may be likely to yield, information important in prehistory or history.

The Project site is currently vacant and undeveloped. Although no historic structures exist on the site, there is the possibility that other historically significant resources could be present at the site below the ground surface pursuant to State CEQA Guidelines Section 15064.5. A cultural report will be prepared and the EIR will evaluate the Proposed Project's potential to cause a substantial adverse change in the significance of a historical resource. Therefore, this topic will be further evaluated in the EIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Potentially Significant Impact. Ground-disturbing activities of the Proposed Project have the potential to uncover previously undiscovered archaeological resources. Therefore, it is possible that unidentified archaeological resources are located within the Project site. Thus, an archaeological resources assessment will be prepared as part of the EIR and will include a literature review, records search, and site survey. Therefore, this topic will be further evaluated in the EIR.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. The Project site has not been previously used as a cemetery. Thus, the Project is not expected to impact any known location of human remains. However, an archaeological resources assessment would be prepared as part of the EIR and will include a literature review, records search, and site survey to determine the potential for unknown burials to be located at the site. Therefore, this topic will be further evaluated in the EIR.

4.6 Energy

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

Potentially Significant Impact. During construction of the Proposed Project, energy would be consumed in three general forms:

1. Petroleum-based transportation fuels, namely diesel and gasoline, used to power off-road construction vehicles and equipment on the site, construction worker travel to and from the site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Once operational, the Proposed Project would generate demand for electricity as well as diesel and gasoline for employee trips, vendor trips, and truck trips. Operational use of energy also includes parking lot and outdoor lighting, electricity for charging zero-emission on-site equipment, and electricity for the provision of water for landscaping and other on-site development, such as the proposed guard booth and restrooms.

The EIR will quantify the amount of energy that would be used by both construction and operation of the Proposed Project to identify if wasteful, inefficient, or unnecessary consumption of energy resources would occur from implementation of the Project. Therefore, this topic will be further evaluated in the EIR.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. The State of California has established a comprehensive framework for the efficient use of energy. This occurs through the implementation of the Clean Energy and

Pollution Reduction Act of 2015 (SB 350), Assembly Bill (AB) 1007 (Pavley 2007), Title 24 Energy Efficiency Standards, and the California Green Building Standards. Further, the San Pedro Bay Ports Clean Air Action Plan (CAAP) and the Community Emissions Reduction Plan for Wilmington, Carson, and West Long Beach may identify implementation actions to achieve efficient use of energy by the Proposed Project. The Proposed Project would result in an increase in energy use in the form of electricity and transportation fuels for employee trips, vendor trips, and truck trips. Therefore, the EIR will further evaluate the energy use by the Proposed Project and evaluate its consistency with the applicable plans and policies.

4.7 Geology and Soils

a. **Would the project 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 seismically active region with several nearby active fault zones. The closest fault to the Project site, Palos Verdes Fault Zone traverses the Port and the Palos Verdes peninsula in a general northwest to southeast manner (USGS, 2023). The Palos Verdes Fault is an active northwest-southeast trending right-lateral strike-slip fault that involves onshore and offshore sections, extending from northern Santa Monica Bay, across the Palos Verdes Peninsula, and offshore again through the Los Angeles and Long Beach Harbors and is considered a significant seismic hazard to Southern California (Brothers et al., 2015). The Palos Verdes Fault crosses the site at three locations, however according to the 2019 Geotechnical Investigation (Geotechnical Investigation) by Lawson & Associates Geotechnical Consulting, Inc. (LGC) (Appendix A), the onshore portion of the Palos Verdes Fault is not considered to be active, and it is not currently mapped within an Alquist- Priolo Earthquake Fault Zone (LGC, 2019).

The Project site is unlikely to be subject to potential surface fault rupture in the event of an earthquake on the Palo Verdes Fault. The Proposed Project would construct structures including an occupiable prefabricated guard booth and restrooms onsite. However, retaining walls and foundations for the guard booth and restrooms constructed on the site would be designed and constructed per recommendations from the required geotechnical studies and pursuant to the California Building Code and City of Los Angeles grading requirements. Therefore, development of the Proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. Impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

- (ii) **Strong seismic ground shaking?**

Less-than-Significant Impact. As discussed in Section 4.7(a)(i) above, the Project site is located in a seismically active region with several nearby active faults, with the nearest being the Palos Verdes Fault Zone. Other faults include the Newport-Inglewood Fault Zone, Compton Thrust, the Puente Hills Blind Thrust, the Upper and Lower Elysian Park Thrusts, and the Elsinore Fault Zone (USGS, 2023). These fault zones and other regional faults have the potential to cause strong seismic ground shaking in the Project area. The Proposed Project would construct structures including retaining walls, and an

occupiable prefabricated guard booth and restrooms onsite. However, the retaining walls and the guard booth and restroom structures and foundations constructed on the site would be designed and constructed per recommendations from the required geotechnical studies and pursuant to the California Building Code and City of Los Angeles grading requirements. Therefore, the Proposed 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. This topic will not be further evaluated in the EIR.

(iii) **Seismic-related ground failure, including liquefaction?**

Less-than-Significant Impact. According to the California Geological Survey (CGS), although most of the Port area is in a liquefaction zone, the Project site is not located within a liquefaction zone (CGS, 2023). According to the Geotechnical Investigation, the site is not located in a California Seismic Hazard liquefaction zone. In addition, the potential for liquefaction on site is considered low based on the site consisting of compacted fill over dense native soils (LGC, 2019). The Project site would therefore not be subject to damage related to ground failure during a liquefaction event. Prefabricated occupied guard booth and restroom buildings are proposed to be added to the Project site. The buildings and retaining walls would be designed and constructed following recommendations of the required geotechnical studies and pursuant to the California Building Code and City of Los Angeles grading requirements. In the unlikely event of a seismic-related liquefaction or collapse, the on-site structures would be engineered and constructed so as to not experience major failures that would pose any danger to people on site. Impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

(iv) **Landslides?**

Less-than-Significant Impact. The Project site is sloping with natural or graded slopes that could be susceptible to landslides. The Geotechnical Investigation for the Project site slope stability analyses indicated adequate static and seismic factors of safety (Appendix A). While there is a historical landslide located within the central portion of the site, potential impacts related to landslides would be reduced through the proposed grading, addition of retaining walls, and adherence to California Building Code (CBC) standards and City of Los Angeles grading regulations (LGC, 2019). Grading at the Project site would follow the approved grading plans and geotechnical recommendations. The Proposed Project would create short-term truck and chassis parking and prefabricated occupiable guard booth and restroom buildings that would be designed per geotechnical recommendations and in accordance with CBC standards and City of Los Angeles grading regulations. Therefore, the Proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. Construction of the Proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Grading activities that would be required for the Proposed Project would expose and loosen topsoil, which could be eroded by wind or water. To reduce the potential for soil erosion and the loss of topsoil, construction activities would require a Storm Water Pollution Prevention Plan (SWPPP) (provided in Appendix C), which is mandated by the National Pollution Discharge Elimination System (NPDES) General Construction Permit and enforced by the Los

Angeles Regional Water Quality Control Board (LARWQCB). The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control best management practices (BMPs) to reduce or eliminate the erosion and loss of topsoil. SWPPP construction BMPs include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming. These BMPs would reduce or eliminate sediment pollutants in stormwater discharges by providing erosion and sediment control. Compliance with State and federal requirements would ensure that the Proposed Project would have a less-than-significant impact related to soil erosion or loss of topsoil.

The Proposed Project includes installation of PCC pavement and landscaping throughout the Project site, which would protect the underlying soil on the site from wind and water erosion during Proposed Project operation. In addition, the hydrologic features of the Proposed Project have been designed to slow, filter, and retain stormwater within landscaping, which would also reduce the potential for stormwater to erode topsoil. Implementation of the Project requires City approval of a LID plan, which would ensure that LARWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant, and no mitigation is required. This topic will not be addressed in the EIR.

c. Would the project be located on geologic units 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. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The Project site is sloping with natural or graded slopes that could be susceptible to landslides. There is also a historic landslide located in the central portion of the Project site. However, the Geotechnical Investigation concluded that the slope stability has adequate static and seismic factors for safety. The Geotechnical Investigation also concluded that potential impacts related to landslides would be reduced through the proposed grading, addition of retaining walls, and adherence to CBC standards (LGC, 2019). Therefore, impacts related to landslides or rock falls would not occur from implementation of the Proposed Project and no mitigation is required.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. According to the Geotechnical Investigation, the Project site is not identified as being within an area susceptible to liquefaction (LGC, 2019). In addition, the subsurface conditions encountered at the boring locations for the Geotechnical Investigation are not considered to be conducive to liquefaction. These conditions consist of mostly compacted fill over dense native soils and no groundwater was encountered during the subsurface evaluation to the total explored depth of 71 feet below existing ground. Historically, groundwater has

been documented at approximate depths of 57, 50, and 38 feet below existing ground surface. Additionally, groundwater is mapped at approximately 10 feet above mean sea level. As such, the Geotechnical Investigation concluded that the potential for lateral spreading on the Project site is considered very low (LGC, 2019). Compliance with CBC requirements, as ensured through the City's permitting process, would ensure that lateral spreading and liquefaction impacts would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater extraction. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. Groundwater extraction is managed by groundwater management plans, which limits the allowable withdrawal of water and potential of subsidence. Further, the Proposed Project would not include the extraction of oil, gas, or groundwater and would not contribute to or cause subsidence. Compliance with the requirements of the CBC as part of the plan check and development review process, would ensure that impacts related to subsidence would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

In addition, the Geotechnical Investigation describes that site soils consist of artificial fill soils and native alluvial soils. The near-surface native dense soils within the upper six feet generally consist of silty clays and silty fine sands which possess variable strength and unfavorable consolidation/collapse characteristics. The Geotechnical Investigation describes that the recommended remedial grading would remove all undocumented fill soils and the upper portion of the native soils, including collapsible/compressible soils, and replace these soils as compacted structural fill (LGC, 2019). Therefore, any potential impacts related to collapsible soils would be minimized by standard geotechnical engineering practices. As such, excavation and recompacting of the artificial fill soils in compliance with the CBC, as required through the City's permitting process, would ensure that adverse impacts due to collapsible soils would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink-swell characteristic. 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. Soil testing during the Geotechnical Investigation (LGC, 2019), indicated very low expansion potential. Therefore, impacts associated with the risk of expansive soil would be less than significant and no substantial risk to life or property would be present. No mitigation is required. This topic will not be further evaluated in the EIR.

e. Would the project 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 Proposed Project would not require construction of a septic or alternative wastewater disposal system. The Proposed Project would connect to existing sewer lines in John S. Gibson

Boulevard and would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts associated with the ability of soils to support septic tanks would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. As discussed in the Geotechnical Investigation for the Proposed Project, the majority of the site is underlain by older marine terrace deposits (LGC, 2019). These marine terrace deposits have the potential to contain paleontological resources. Therefore, as part of preparation of the EIR, a paleontological resources assessment will be prepared to evaluate the potential of the site to contain fossils or other resources. The site-specific investigation will include detailed geologic conditions, the potential for paleontological resources to exist, and mitigation measures, if necessary, will be recommended. Therefore, this issue will be further analyzed in the EIR.

4.8 Greenhouse Gas Emissions

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

Potentially Significant Impact. Global climate change is not confined to a particular project area. A typical project does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. GHGs are produced by both direct and indirect emissions sources. Direct emissions occur from sources that consume fossil fuels. This includes the consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Implementation of the Proposed Project would generate GHG emissions during both construction and operation of the development. During construction, sources of GHG emissions include construction equipment and workers' commutes to and from the site. During operations, the Proposed Project would generate GHG emissions from vehicle trips and the provision of water, electricity, and solid waste services. The Proposed Project has the potential to generate a substantial increase in GHG emissions. Therefore, this issue will be further analyzed in the EIR.

b. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

This question is being answered as an informational assessment; the information provided is not meant to produce an impact determination for the Proposed Project. The State of California, through its Governors and Legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. Several state and local targets for reducing GHG emissions below 1990 levels have been established. Key regulations include, but are not limited to:

- California Climate Strategy
- 2006 Assembly Bill (AB) 32
 - 1990 GHG emission levels by 2020

- 40 percent below 1990 GHG emission levels by 2030
- 80 percent below 1990 GHG emission levels by 2050
- Senate Bill (SB) 32 and 2017 CARB Scoping Plan
 - 40 percent below 1990 GHG emission levels by 2030
- Executive Order B-55-18 and 2022 CARB Scoping Plan
 - Carbon neutrality by 2045
- California Renewables Portfolio Standard
- SB 375
- Port and City of Los Angeles Plans and Strategies
- San Pedro Bay Ports CAAP
 - 40 percent below 1990 GHG emissions levels by 2030
 - 80 percent below 1990 GHG emissions levels by 2050
- City of Los Angeles C&D Waste Recycling Ordinance
- City of Los Angeles' Green New Deal Sustainable City pLAN (4-Year Update to the Sustainable City pLAN)
 - Reduce Port-related GHG emissions by 80 percent by 2050
- City of Los Angeles General Plan, Mobility Element
- City of Los Angeles Green Building Code, Title 24

While several state, regional, and local plans have been adopted which set guidelines and goals for the reduction of GHG emissions, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects pursuant to CEQA Guidelines Section 15064.4(b)(3).¹ However, there are GHG emission reduction policies contained in state, regional, and local plans, strategies, policies, and regulations that directly or indirectly affect the Proposed Project's construction and operational emissions. This informational item will be discussed further in the EIR.

4.9 Hazards and Hazardous Materials

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

The proposed construction activities would involve transport, use, and disposal of hazardous materials such as paints, solvents, oils, and grease during construction activities. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. Leaks or spills from hazardous materials used during construction may result in adverse effects to workers or the environment. The EIR will describe the various regulations related to potential hazardous material releases related to construction and provide mitigation measures, as necessary, to reduce impacts related to construction.

¹ Center for Biological Diversity v. Cal. Dept. of Fish and Wildlife [Newhall Ranch] [2015] 62 Cal.4th 204, 223.

The Proposed Project would operate as a truck and chassis parking facility. The site occupants are not yet identified, and based on the planned industrial land uses, hazardous materials such as oils, pesticides, and solvents could be used during a future site user's daily operation. Therefore, the EIR will evaluate the potential of the Proposed Project to result in hazards to the public or the environment from the routine use, transport, or storage of hazardous materials.

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

Potentially Significant Impact. Proposed Project grading and excavation could unearth contaminants that may be present in soils from previous uses at and near the site. In addition, given the site's proximity to I-110, the site could contain contamination from offsite sources, including aerially deposited lead, oil and gas pipelines beneath the surface of the site, and methane. Given historic uses and the potential presence of hazardous materials, this topic will be further evaluated in the EIR.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The Project site is not located within one-quarter mile of an existing or proposed school, and hazardous emissions and handling of hazardous or acutely hazardous materials are not anticipated within one-quarter mile of an existing or proposed school. The nearest school is Taper Elementary School at 1824 N. Taper Avenue, San Pedro, located approximately 0.6 miles west of the Project site. Access to the site would be provided by the I-110 and the truck route on Crenshaw Boulevard. Trucks accessing the site would not pass by Taper Elementary School. Therefore, no impact would occur as related to emissions of hazardous materials or acutely hazardous materials within 0.25 mile of an existing or proposed school, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Potentially Significant Impact. The 2017 Phase I Environmental Site Assessment (ESA) (Appendix B) prepared for the Project site conducted a database search to determine if the Project site or any nearby properties are identified as having hazardous materials. The record search determined that the Project site is not identified on a list of hazardous materials sites (SCS Engineers, 2017a). However, six nearby properties were identified on the State Hazardous Waste Site list. The Phase I ESA determined that five of the nearby listings did not constitute a recognized environmental condition for the Project site. One property, occupied by the Western Fuel Oil Company is known to have contributed to groundwater contamination beneath the property and is possibly a source of contamination detected in soil on the Project site (SCS Engineers, 2017a). As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site has the potential to occur and this topic will be further evaluated in the EIR.

- 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, approximately 3.5 miles to the northwest, and Long Beach Airport, approximately 8.25 miles to the northeast. A public heliport, the Catalina Sea and Air Terminal Heliport, however, is located approximately 1.0 mile southeast of the Project site; the Catalina Sea and Air Terminal Heliport does not have an airport land use plan. The flight path of the Catalina Sea and Air Heliport does not cross over the Project site, as it is primarily used to ferry visitors to Catalina Island. Therefore, the Proposed Project would not be within the immediate vicinity of a public airport, and aviation safety hazard and noise impacts would not occur. No impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

- f. **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less-than-Significant Impact. The Proposed Project would operate a truck and chassis lot that would be permitted and approved in compliance with existing safety regulations, such as the CBC and California Fire Code to ensure that it would not conflict with implementation of the City of Los Angeles's Emergency Operations Plan.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Proposed Project driveways and connections to existing infrastructure along John S. Gibson Boulevard, the roadway would remain open to ensure adequate emergency access to the Project area and vicinity. In addition, the Proposed Project would implement a construction traffic control plan, pursuant to standard LAHD and City of Los Angeles requirements. Therefore, impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

Operation

Operation of the Proposed Project would also not result in a physical interference with an emergency response or evacuation. Direct access to the Project site would be provided from John S. Gibson Boulevard, which is adjacent to the Project site. The Proposed Project would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the California Fire Code. The Los Angeles Fire Department (LAFD) would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, the Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

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

No Impact. The Proposed Project is located adjacent to a highly developed Port with no wildland areas that are susceptible to wildland fires. According to the CalFire Fire Hazard Severity Zone Map and the City of Los Angeles General Plan's Safety Element, the Project site is not located within a designated Wildland Fire Hazards zone (CAL FIRE, 2023). Therefore, no wildland fires would threaten the safety of the Project site. The Proposed Project would not expose people or structures to a significant risk of loss injury, or death involving wildland fires. No impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.10 Hydrology and Water Quality

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less-than-Significant Impact.

Construction

The Proposed Project would convert a vacant and undeveloped lot into a new truck and chassis parking facility. Construction of the Proposed Project would require grading and paving of a currently undeveloped sloped site that may result in degraded surface water quality through stormwater runoff and erosion. Construction equipment may accidentally leak or spill fluids such as lubricants, oil, and fuel that can contaminate stormwater runoff. Because the Proposed Project would include ground disturbance over 1 acre, a SWPPP has been prepared to comply with the latest Construction General Permit issued by the State Water Resources Control Board (SWRCB). The SWPPP is designed to address pollutants and their sources, non-stormwater discharges, and BMPs (Thienes Engineering, Inc., 2018). SWPPP construction BMPs include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming. These BMPs would reduce or eliminate sediment pollutants in stormwater discharges by providing erosion and sediment control. Additionally, the SWPPP includes temporary non-stormwater BMPs to control sediment from entering non-stormwater discharges into storm drainage systems and waterways. Drip pans or absorbent pads would be used for vehicles and activities that involve grease, oil, solvents, or other vehicle fluids. All vehicle maintenance and fueling operations would be conducted at least 50 feet away from inlets and drainage facilities on a level graded area (Thienes Engineering, Inc., 2018). During construction of the MSE walls, the contractor would control stormwater drainage near the walls by collecting and discharging stormwater away from the wall and reinforced backfill. With compliance to existing regulations, impacts from construction would be less than significant and no mitigation is required.

Operation

During operation, no fueling, maintenance, or other industrial activity would occur on site. However, the Proposed Project could generate pollutants including trash, debris, oil residue, and other residue that could be deposited on driveways, paved areas, and other surfaces and wash into receiving waters. The pollutants of concern that could be released include bacteria, nutrients, oil and grease, metals, organics, and pesticides. Nutrients in post-construction stormwater include nitrogen and phosphorous from fertilizers from landscaping areas. Excess nutrients can impact water quality by

promoting excessive and/or rapid growth of aquatic vegetation and algae growth, which reduces water clarity and results in oxygen depletion. Pesticides can be toxic to aquatic organisms and bioaccumulate in larger species such as birds and fish and result in harmful effects. Oil and grease may end up in stormwater from leaking vehicles, and metals may enter stormwater as surfaces corrode, decay, or leach from roadway runoff. The Proposed Project would comply with the regulations and requirements under the LAFD, Department of Toxic Substances Control (DTSC), U.S. Department of Transportation, California Environmental Protection Agency (EPA), and City of Los Angeles LID Ordinance to minimize contaminants entering stormwater runoff. Additionally, the Proposed Project would implement a Project-specific Water Quality Management Plan (WQMP) including BMPs to be used in Project design and operation as required by the City's LID Ordinance. The Proposed Project is designed to include on-site structural source control BMPs which consist of 10 capture and use cisterns and pervious landscaped areas that would be sized to retain and reuse the WQMP volume. In addition, operational source control LID BMPs would be implemented, including but not limited to, the installation of water-efficient landscape irrigation systems, storm drain system stenciling and signage, catch basin filtration inserts, and implementation of a trash and waste storage area. With adherence to existing regulations and implementation of LID BMPs, the Proposed Project would not violate any water quality standards or waste discharge requirements. Impacts related to water quality standards and waste discharge requirements would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. The Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Groundwater beneath the Project site is located south of the Dominguez Gap Barrier, which is designed to minimize saltwater intrusion and experiences seawater intrusion in the San Pedro Bay, making it non-potable. The Project site is also not used or designated for groundwater recharge. No substantial additional water use is anticipated during operations. The planted landscape area would be irrigated with a water-efficient irrigation system using reclaimed water. Therefore, the Proposed Project would have a less-than-significant impact to groundwater, and no mitigation is required. This topic will not be further evaluated in the EIR.

c. Would the project 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;**

Less-than-Significant Impact. The Proposed Project would cause ground disturbance during construction of the parking lot, MSE walls, stormwater capture and use cisterns, and landscape area. The site would be graded prior to paving, which would cause erosion and siltation. However, construction activities would comply with the requirements of the most recent Construction General Permit by implementing a SWPPP, including BMPs to avoid potential substantial erosion and siltation. Construction BMPs for erosion and sediment control include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming.

These BMPs would reduce or eliminate sediment pollutants from entering stormwater runoff that could enter the Harbor.

The Proposed Project would increase the amount of impervious surface at the site by constructing approximately 405,602 SF of paved parking lot and driveway areas. Because more than 500 SF of paving would occur, the development would comply with the City of Los Angeles LID Ordinance requirements that would minimize off-site erosion and siltation. During operations, the paved portion of the Project site would not cause erosion or siltation, as there would be no exposed soil. In addition, the Proposed Project is required to infiltrate, assist with evapotranspiration, or biotreat/biofilter stormwater in compliance with the City of Los Angeles LID Ordinance. While the Proposed Project would modify the existing drainage infrastructure on site, the Proposed Project would maintain the existing drainage pattern on the site, and the on-site storm drain system would be sized to adequately accommodate the stormwater flows on the Project site. The Proposed Project would install drainage infrastructure that would direct runoff from the Proposed Project to drainage inlets and gutters that would convey runoff to 10 capture and use cisterns that would remove pollutants through filtration (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) prior to reclaimed water being used for on-site irrigation. The Proposed Project would grade the existing slope and install MSE walls to reduce the overall slope of the site to 2:1 (horizontal:vertical) and any areas with a 3:1 slope would have jute netting, which would reduce erosion on site. The unpaved approximately 316,373 SF of landscape area may initially temporarily cause erosion and siltation, but hydraulic mulch and fiber rolls would be installed until vegetation is established, during which erosion and siltation would not be substantial, as vegetation roots would stabilize the soil. Impacts to the existing drainage pattern of the site that would result in erosion or siltation would be less than significant. No mitigation is required. This topic will not be further evaluated in the EIR.

(ii) **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Less-than-Significant Impact. The Proposed Project would alter the existing drainage pattern of the site by constructing an impervious parking lot and driveway covering approximately 405,602 SF of the Project site. The site is currently 100 percent pervious and the site in the post-Project condition would be 38 percent pervious. Construction of the site's new impervious surface would increase the rate of surface runoff. However, the Proposed Project would collect all developed on-site runoff within an on-site storm drain system which would collect stormwater throughout the proposed parking lot and direct stormwater to ten belowground capture and use cisterns. Stormwater in proposed landscaped areas would either be infiltrated or flow into existing or proposed storm drains. Stormwater captured within the drainage system would be utilized for landscaping irrigation. As discussed above, during construction, a SWPPP would be implemented to control drainage and maintain drainage patterns across the Project site. Also, as discussed in the SWPPP prepared for the Proposed Project (Appendix C), stormwater runoff from the Project site would be adequately handled and maintained similar to the pre-development drainage conditions by the Proposed Project's drainage system. While the Proposed Project would modify the existing drainage infrastructure on site, it would maintain the existing on-site drainage pattern and the on-site storm drain system would be sized to adequately accommodate the stormwater flows on the Project site. Because more than 500 SF of paving would occur, all development would also comply with the City of Los Angeles LID Ordinance requirements, which

would minimize surface runoff and reduce impacts. Off-site flooding would not occur during the 85th percentile 24-hour storm event, as stormwater would be transported using existing drainage facilities into an existing storm drain network that eventually discharges to the harbor. Therefore, the Proposed Project would have a less-than-significant impact with respect to drainage patterns or resulting in on- or off-site flooding, and no mitigation is required. This topic will not be further evaluated in the EIR.

- (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; or**

Less-than-Significant Impact.

Construction

During construction, a portion of the Project site would be graded and paved, which could increase the likelihood of polluted runoff from sedimentation and contaminants from motorized construction equipment and disturbed soil. Construction of the Proposed Project would require a Construction General Permit and would comply with NPDES and City of Los Angeles LID Ordinance requirements as part of its management of stormwater runoff during construction and operations. The Proposed Project would implement SWPPP BMPs to address potential stormwater pollutants during construction. SWPPP construction BMPs include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming. These BMPs would reduce or eliminate sediment pollutants in runoff by providing erosion and sediment control. Additionally, the SWPPP includes temporary non-stormwater BMPs to control sediment from entering non-stormwater discharges into storm drainage systems and waterways. With implementation of SWPPP BMPs, construction would not provide substantial additional sources of polluted runoff. Therefore, construction of the Proposed Project would not exceed the capacity of the stormwater drainage system.

Operation

The operation of the Proposed Project would not result in a substantial source of runoff or source of polluted runoff. The parking lot would increase the amount of impervious surface at the Project site; however, the Proposed Project would not cause a substantial increase in runoff because existing drainages would be utilized, and new rain cisterns and storm drains would be constructed to capture, filter, and reuse runoff and direct any overflow runoff to existing storm drains off site. Irrigation for the landscape area would use captured and reclaimed water. During the operation of the Proposed Project, trucks would travel to the parking lot to load, unload, and store trucks, chassis, and chassis loaded with shipping containers. The trucks may have insubstantial amounts of lubricants, oil, and grease that may contribute to polluted runoff in the event of heavy rains. However, on-site employees would be trained to handle and clean up incidental leaks as applicable pursuant to U.S. Occupational Safety and Health Administration. Compliance with the regulations and requirements under LAFD, DTSC, U.S. Department of Transportation, EPA, City of Los Angeles LID Ordinance, through implementation of a SWPPP during construction and LID plan during operation, would minimize substantial amounts of hazardous pollution in runoff. The Proposed Project would have less-than-significant impacts to stormwater drainage capacity and runoff pollution. This topic will not be further evaluated in the EIR.

(iv) **impede or redirect flood flows?**

No Impact. The Project area is within a Federal Emergency Management Agency (FEMA) Area of Minimal Flood Hazard (Zone X) and is not located within a FEMA Special Flood Hazard Area (FEMA, 2021). The Proposed Project would serve as a truck and chassis parking lot and would not construct any large habitable structures that could impede or redirect flood flows. Therefore, no impact would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank. Due to the absence of an adjacent lake or other enclosed water body, the Project site would not be susceptible to seiche.

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The Project site is located within a tsunami inundation area (DOC, 2021). However, the Proposed Project would implement SWPPP BMPs to address potential pollutants during construction. With implementation of SWPPP, construction would not provide substantial additional sources of pollutants due to inundation. Proposed Project operation would not create any permanent structures other than the guard shack, restrooms, and MSE walls and would not introduce any hazardous materials to the site other than minor leaks of oils and solvents from trucks and pesticides from landscaping maintenance. Operation of the Project site would not include fueling, maintenance, storage of hazardous materials or generate a new source of hazardous materials or pollutants that could potentially cause harm in the event of a tsunami. As such, the Proposed Project would not exacerbate risk of release of pollutants due to Project site inundation.

As stated above, the Project site is within FEMA Zone X and is not located within a FEMA Special Flood Hazard Area. With the implementation of a SWPPP, impacts related to the release of pollutants due to inundation would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. Responsibility for the protection of surface water and groundwater quality in California rests with the SWRCB and nine Regional Water Quality Control Boards. Region-specific water quality regulations are contained in Water Quality Control Plans (Basin Plans) that recognize regional beneficial uses, water quality characteristics, and water quality problems. The LARWQCB's Basin Plan contains the Region's water quality regulations and programs to implement the regulations. The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. According to regulatory requirements and as part of its management of stormwater runoff, construction of the Proposed Project would require consistency with the latest Construction General Permit, which includes a SWPPP, a WQMP, and City of Los Angeles LID Ordinance requirements that would be implemented as required, all of which would minimize pollutant loading. The Proposed Project would comply with the Construction General Permit by implementing construction and post-construction BMPs that are documented in the SWPPP and the WQMP. The Proposed Project would not construct any habitable structures and the only pollutants generated would be from potential minor leaks of oils and solvents from trucks and pesticides from

landscaping maintenance. Therefore, the Proposed Project would not interfere with any water quality or groundwater management plan, and impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.11 Land Use and Planning

a. Would the project physically divide an established community?

No Impact. The physical division of an established community could occur if a major road (such as an expressway or freeway) was built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The Proposed Project would develop a trailer parking lot on four undeveloped parcels, which is consistent with the surrounding uses that include industrial warehouses, container storage, and terminal facilities. There are no established communities among these surrounding land uses, which are dominated by the I-110 and Port operations. Operations of the Proposed Project would include trucking operations, which would be similar to the existing operations occurring within the area from Port operations. Therefore, the Proposed Project would not physically divide an established community or any existing uses. No impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

b. Would the project 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?

Potentially Significant Impact. The Proposed Project would require a Port of Los Angeles Master Plan Amendment to change the existing land use designation from Open Space to Maritime Support. Therefore, the Proposed Project's consistency with the Port Master Plan and other applicable plans will be analyzed in the EIR.

4.12 Mineral Resources

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. The Project site is located immediately adjacent to the Wilmington Oil Field. However, there are no mapped oil or gas wells on the Project site (CalGEM, 2023). In addition, no active mines are located on the Project site or within the vicinity. Therefore, development of the Proposed Project would not result in loss of availability of oil, gas, or mineral resources. No impacts would occur, and this topic will not be further evaluated in the EIR.

b. Would the project 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. According to the *Generalized Mineral Land Classification Map of Los Angeles County – South Half*, the Project site is within MRZ-3, defined as a mineral resource zone of undetermined significance (CGS, 1994). As defined in Table 8 of the Port Master Plan, the existing Open Space Port Master Plan land use designation and proposed Maritime Support designation do not allow for mining (POLA, 2013). As discussed above, the Proposed Project is not within the Wilmington Oil Field and does not contain any oil or gas wells. Therefore, the implementation of the Proposed Project would

not result in the loss of availability of a locally important mineral resource recovery site. No impacts would occur, and this topic will not be further evaluated in the EIR.

4.13 Noise

- a. **Would the project result in 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?**

Potentially Significant Impact. The Proposed Project would redevelop the site for trailer parking uses. Project-related short-term construction activities, as well as long-term operational activities may expose persons in the vicinity to noise levels in excess of standards established by the City's Municipal Code. A Project-specific noise impacts analysis will be prepared to determine the potential for short-term construction and long-term operational noise to be in excess of local standards. This topic will be evaluated in the EIR, and mitigation will be identified, as needed.

- b. **Would the project result in generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Groundborne vibration or noise would be associated with construction activities at the Project site, including site grading and excavation. Operations would include heavy trucks traveling on site and to and from the Project site. The noise impacts analysis will include a vibration assessment to analyze the impact of vibration from trucking operations on nearby buildings, streets, and roadways. This topic will be evaluated in the EIR, and mitigation measures will be recommended, as needed.

- 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 site is not within an airport land use plan. The nearest public airports to the Project site are the Torrance Municipal Airport – Zamperini Field, located approximately 3.5 miles northwest of the site and the Long Beach Airport, located approximately 8.25 miles northeast of the site. A private heliport, the Catalina Sea and Air Terminal Heliport, is located approximately 1.0 mile southeast of the Project site. The flight path of the Catalina Sea and Air Heliport does not cross over the Project site, as it is primarily used to ferry visitors to Catalina Island. Therefore, no impacts related to airport noise would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.14 Population and Housing

- a. **Would the project 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 Proposed Project proposes to construct a trailer parking lot which would not directly result in unplanned population growth since it does not propose any residential dwelling units. As described in Section 2.0, Project Description, a maximum of 20 employees would be required during peak construction and a maximum of two employees would be on site at any given time during

operations. A total of six employees would be on site per day. In addition, the Proposed Project would not construct off-site infrastructure improvements. Thus, indirect and substantial population growth would not occur as a result of the Proposed Project. No impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently undeveloped and does not contain any housing on site or within the vicinity. Therefore, the Proposed Project would not displace existing housing and would not necessitate the construction of replacement housing elsewhere. No impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

4.15 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?

Less-than-Significant Impact. LAFD provides fire protection and paramedic services within the City of Los Angeles. LAFD has a required response time of 9 minutes by land and 14 minutes by water (LAHD, 2013). According to the LAFD Fire Station map, the Project site is within the service area of Station 36, located at 1005 N Gaffey Street (LAFD, 2022). The station is approximately 0.7 roadway miles southwest of the site. The operational response times for Station 36 in 2022 were within the required thresholds, as shown below in Table PS-1.

Table PS-1: Station 36 Response Metrics - 2022

Service Type	Total Calls for Service	Overall Operational Response Time (min:sec)
EMS	1664	07:07
Non-EMS	318	06:43
Critical ALS	109	05:57
Structure Fire	10	05:48

Source: LAFD, 2022

The Proposed Project would not develop any flammable habitable structures, and a maximum of two employees would be required to operate the proposed truck and chassis parking lot at a given time. Therefore, the Proposed Project is not anticipated to generate a substantial increase in fire service demands, and impacts related to fire service facilities would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

b. Police Protection?

Less-than-Significant Impact. Police protection is provided to the Project site by the Los Angeles Police Department Harbor Division. The nearest station is the Harbor Community Police Station located at 2175 John S. Gibson Boulevard, approximately 0.3 roadway miles southwest of the Project

site. Crime and safety issues during Proposed Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Further, during temporary construction of the Proposed Project, construction of the new driveway and utility connections may result in temporary closure of travel lanes, but full roadway closure and traffic detours which could result in impacts to the operations of the Harbor Community Police Station are not expected to be necessary. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles through/around any required temporary road restrictions in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which requires that prior to any activity encroaching into a right-of-way, the area be safeguarded through the installation of safety devices as specified by the City's Department Building and Safety during the construction permitting process. As such, construction activities would not physically interfere with the operations of the Harbor Community Police Station.

Operation of the parking lot may generate a typical range of police service calls, such as burglaries, thefts, and employee disturbances. However, with security surveillance from on-site employees and use of security lighting, demand for police services would not substantially increase. Therefore, the Proposed Project would not require the expansion or construction of new police facilities, and impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

c. Schools?

No Impact. As previously discussed in Section 4.14(a), the Proposed Project would not directly or indirectly induce population growth in the area. The employees hired for the operation of the Proposed Project are anticipated to live within the surrounding region, and any of the employees' school-age children would likely already attend schools in the vicinity. An increase in school-age children requiring public education would not occur as a result of the Proposed Project.

Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with a school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project's impacts on school facilities in excess of fees set forth in the Government Code. The Proposed Project may be required to contribute fees to the Los Angeles Unified School District pursuant to SB 50, which would reduce any potential impacts to school services. Therefore, no impact associated with the construction or expansion of schools would occur and no mitigation is required. This topic will not be further evaluated in the EIR.

d. Parks?

No Impact. As discussed in Section 4.14, Population and Housing, the Proposed Project does not include development of residential uses that would create increased demand for new parks. Therefore, no impacts associated with the construction or expansion of park facilities would occur and no mitigation is required. This topic will not be further evaluated in the EIR.

e. Other Public Facilities?

No Impact. As previously discussed in Section 4.14, Population and Housing, the Proposed Project would not directly induce population growth. Therefore, a substantial increase in usage of libraries,

community centers, or other public facilities is not expected. No impacts associated with the construction or expansion of public facilities would occur and no mitigation is required. This topic will not be further evaluated in the EIR.

4.16 Recreation

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. Demand for neighborhood or regional parks or other recreational facilities is primarily generated by an increase in the number of permanent residents. As described in Section 4.14, Population and Housing, the Proposed Project would not result in an increase in population or housing. Therefore, the Proposed Project would not result in an increased use of parks or recreational facilities such that physical deterioration would occur. No impacts would occur, and no mitigation is required. This topic will not be further evaluated in the EIR.

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. The Proposed Project does not include the construction or expansion of recreational facilities. Therefore, no impacts to the environment related to the development of recreational facilities would occur and no mitigation is required. This topic will not be further evaluated in the EIR.

4.17 Transportation

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

Potentially Significant Impact. The 2022 Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG) establishes the criteria under which a project is evaluated for consistency with the City's circulation plans, ordinances, and policies (LADOT, 2022). Further analysis is required if the answer is "yes" to any of these questions. The following three screening criteria are used to determine if a project may potentially conflict with City plans and regulations:

- 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?

APNs 7440-016-001, 7440-016-002, 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial. Therefore, the Proposed Project is consistent with the City of Los Angeles General Plan land use designation and no discretionary action is required related to 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?

The Proposed Project would not alter existing transportation routes or modes, nor would it affect public safety. The Proposed Project would not require any permanent modifications or closures to the public right-of-way. However, temporary in-street construction activities would occur to connect new on-site utility infrastructure to existing utility lines in John S. Gibson Boulevard. While the Proposed Project

would not directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety, further analysis of question a(2) will be carried forward into the EIR.

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

The Proposed Project does not include any permanent modifications to John S. Gibson Boulevard and is not required to make any voluntary or required modifications to the public right-of-way. The Proposed Project would not include dedications or physical modifications to the public right-of-way, nor is it required. As discussed above, the Proposed Project would include temporary in-street construction to connect on-site utility infrastructure to existing utility lines in John S. Gibson Boulevard. Further analysis of question a(3) will be carried forward into the EIR.

Overall, the answer is “yes” to the second and third screening criteria, and this topic will be further evaluated in the EIR.

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

Less-than-Significant Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the State CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. SB 743 specified that the new criteria should promote the reduction of GHGs, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020. State CEQA Guidelines Section 15064.3 states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The 2022 LADOT TAG uses the following criteria to determine if a project may result in potential conflicts with CEQA Section 15064.3. If a project is screened out because the answer would be “no” to either of the following screening thresholds, VMT impacts of the project are considered less than significant and further VMT analysis is not required.

The analysis below is based on a VMT Screening Memo prepared for the Proposed Project, which is included as Appendix D.

- 1) Would the land use project generate a net increase of 250 or more daily vehicle trips?

As discussed in detail in Appendix D, in response to the first screening threshold, a preliminary trip generation analysis run by the LAHD Goods Movement Division determined that the Proposed Project would generate 10 daily one-way passenger vehicle trips and 4 daily one-way vendor trips, which would be fewer than 250 daily trips (EPD, 2023). While the Proposed Project would generate 1,794 daily one-way truck trips at peak operations, these heavy-duty truck trips do not apply to the screening thresholds as stated below. Therefore, the Proposed Project would be screened out of a VMT analysis based on the first threshold.

- 2) Would the project generate a net increase in daily VMT?

CEQA Guidelines Section 15064.3(a) states that VMT refers to the amount and distance of automobile travel generated by a Proposed Project, in which automobile travel refers to passenger cars and light trucks (OPR, 2018). Heavy-duty trucks do not apply to the LADOT VMT screening thresholds. Therefore, the Proposed Project would be screened out based on the first and second thresholds. VMT impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The following screening criteria from the 2022 LADOT TAG are used to determine if a project may result in potential impacts related to geometric design hazards or incompatible uses. Further analysis is required if the answer is “yes” to any of these questions.

- 1) Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

The Proposed Project would construct a right-turn in, right-turn out only driveway connecting to John S. Gibson Boulevard. Therefore, additional analysis is required.

- 2) Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (e.g., street dedications, reconfigurations of curb line)?

The Proposed Project does not include any permanent modifications to John S. Gibson Boulevard and is not required to make any voluntary or required modifications to the public right-of-way. The Proposed Project would not include dedications or permanent physical modifications to the public right-of-way, nor is it required. As discussed above, the Proposed Project would include temporary in-street construction to connect on-site utility infrastructure to existing utility lines in John S. Gibson Boulevard. Therefore, additional analysis is required.

Therefore, the answer is “yes” to the first and second screening criteria, and this topic will be further evaluated in the EIR.

d. Would the project result in inadequate emergency access?

Less-than-Significant Impact. The proposed construction activities, including equipment and supply staging and storage would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. Temporary lane closure may be required on John S. Gibson Boulevard during construction; however, full roadway closure is not anticipated. In addition, a traffic control plan would be prepared by the Applicant and reviewed by the City of Los Angeles Department of Transportation to ensure adequate levels of safety and access during construction. Operation of the Proposed Project would not result in inadequate emergency access. The Proposed Project would include a 40-foot-wide driveway connecting to John S. Gibson Boulevard, and the design would be reviewed and approved by LAFD. Therefore, the Proposed Project would have a less-than-significant impact on emergency access. This topic will not be further evaluated in the EIR.

4.18 Tribal Cultural Resources

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

- (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 Section 5020.1(k)?**

Less-than-Significant Impact. Assembly Bill (AB) 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources (TCRs). TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). Pursuant to AB 52, the LAHD contacted the Native American Heritage Commission (NAHC) regarding the Proposed Project to identify tribes traditionally and culturally affiliated with the geographic area of the Proposed Project. On August 18, 2021, the NAHC provided a list of tribes affiliated with the area. Additionally, the NAHC determined that a Sacred Lands File search yielded negative results for known tribal cultural resources or sacred lands within a one-mile radius of the Project site.

On August 24, 2021, LAHD sent notices of request for consultation to the following California Native American tribes:

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

As of September 2023, LAHD has not received any requests for consultation on the Proposed Project. In addition, the Project site is vacant and undeveloped, with the surrounding vicinity fully developed. Based on the negative Sacred Lands File search result and lack of consultation response from the aforementioned tribes, impacts related to substantial adverse change to tribal cultural resources would be less than significant. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. In accordance with Public Resource Code Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

- 1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- 2) Associated with the lives of persons important to local, California or national history;
- 3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
- 4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

As previously discussed, a Sacred Lands File search of Project site yielded negative results and the Port did not receive any requests for tribal consultation. In addition, the Project site is vacant and undeveloped, with the surrounding vicinity fully developed. Therefore, there are no known TCRs on site. Impacts related to a substantial adverse change to a TCR as determined by the lead agency would be less than significant. This topic will not be further evaluated in the EIR.

4.19 Utilities and Service Systems

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

Less-than-Significant Impact. Installation of the proposed utilities infrastructure would not cause significant environmental effects, as described below.

Water and Stormwater Drainage

The Los Angeles Department of Water and Power (LADWP) provides service to the Project area. The Proposed Project would connect to the existing water line in John S. Gibson Boulevard to convey water to the restrooms and on-site irrigation system when reclaimed water is unavailable. Installation of the new water distribution lines would only serve the Proposed Project and would not provide new water supplies to any off-site areas.

Storm drains within the public rights-of-way in the Project area are maintained by the City of Los Angeles Department of Public Works, LA Sanitation and Environment (LASAN). The Proposed Project would collect all developed on-site runoff within an on-site storm drain system and ten belowground capture and use cisterns. Stormwater captured within the drainage system would be utilized for landscaping irrigation and would not connect to any existing stormwater drainage infrastructure. Therefore, the Proposed Project would not require new or expanded storm water infrastructure. Impacts would be less than significant, and no mitigation is required.

Sewer

LASAN provides service to the Project area. The Proposed Project would construct an on-site 8-inch sewer line which would connect to the existing sewer line in John S. Gibson Boulevard and would not serve any off-site areas. The proposed sewer line would be constructed on site, and the Proposed Project would not require new or expanded sewer infrastructure. Impacts would be less than significant, and no mitigation is required.

Natural Gas

The Proposed Project would not use natural gas during operation and would not require connections to any natural gas facilities. Therefore, the Proposed Project would not require new or expanded natural gas infrastructure. Impacts would be less than significant, and no mitigation is required.

Electric Power

LADWP provides service to the Project area. The Proposed Project would connect to the existing electric utility poles on John S. Gibson Boulevard and would not require the construction of new electrical facilities. The nearest LADWP substation is approximately 0.9 mile from the Project site and would not require the development of an additional substation. Therefore, the Proposed Project would not require new or expanded electrical infrastructure. Impacts would be less than significant, and no mitigation is required.

The Proposed Project would not require the construction of new public utilities or expansion of existing public facilities. Development of water, stormwater drainage, sewer, and electric infrastructure would be limited to supporting on-site operations. In addition, a maximum of two employees would be required per shift during operation and would not result in a substantial increase in demand for utilities or service systems. Therefore, impacts related to the construction of utilities would be less than significant. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. LADWP provides water for the Project area, and receives supplies from the Los Angeles Aqueduct, groundwater, State Water Project, and the Colorado River Aqueduct. The 2020 LADWP Urban Water Management Plan (UWMP) characterizes water demand and supply projections for the entire LADWP service area through 2045. As concluded in the 2020 UWMP Section ES.6, water supplies are anticipated to meet demands under all hydrologic scenarios (LADWP, 2020).

Water demand forecasts are based on major sectors of land use designations. Since the Proposed Project proposes an amendment to the Port Master Plan, its water use demand would not be accounted for in the 2020 UWMP. However, water use from the proposed parking lot is anticipated to result in an increase in demand due to the restroom buildings on-site. Restroom buildings would be constructed on site and would require approximately 16,235 gallons of water per day based on the wastewater generation factor from the City of Los Angeles Bureau of Engineering. Water infrastructure would connect to the existing water line in John S. Gibson Boulevard. The proposed landscaping would use native and drought-tolerant plants, and the irrigation system would primarily rely on reclaimed water when available. Therefore, the Proposed Project would not result in a substantial increase in water use and would have a less-than-significant impact on water supplies and no mitigation is required. This topic will not be further evaluated in the EIR.

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

Less-than-Significant Impact. Wastewater generated within the City of Los Angeles is managed by LASAN. Wastewater treatment is processed at the Terminal Island Water Reclamation Plant, which

treats an average of 15 million gallons per day (mgd) and is designed to treat a maximum of 30 mgd (LASAN, 2023).

The Proposed Project would provide a mobile, covered structure with restrooms for the on-site employees and truck drivers. Based on the City of Los Angeles Bureau of Engineering's (LABOE) wastewater generation rates for parking lots, the Proposed Project would result in approximately 16,235 gallons of wastewater per day (LABOE, 2012). Due to the existing average additional capacity of 15 mgd, the existing facilities at the Terminal Island Water Reclamation Plant would be able to accommodate the additional 16,235 gallons of wastewater per day from operation of the Proposed Project. As a result, implementation of the Proposed Project would not result in inadequate capacity of the wastewater treatment plant to serve the Proposed Project's demand in addition to existing service commitments. Therefore, impacts related to wastewater generation would be less than significant and no mitigation is required. This topic will not be further evaluated in the EIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. Solid waste generated within the Project vicinity is disposed of at the Chiquita Canyon Sanitary Landfill and Sunshine Canyon Landfill. The Chiquita Canyon Sanitary Landfill is located at 29201 Henry Mayo Drive, Castaic, CA while the Sunshine Canyon Landfill is located at 14747 San Fernando Road, Sylmar, CA. Information on the two landfills is listed below in Table UT-1.

Table UT-1: Landfill Capacity

Name	Max Daily Permitted (tpd)	Average Daily Tonnage (tpd)	Available Daily Disposal (tpd)	Closure Date
Chiquita Canyon Sanitary Landfill	12,000	6,449	5,551	1/1/2047
Sunshine Canyon Landfill	12,100	7,805	4,295	10/31/2037

Acronyms: tpd = tons per day

Sources: CalRecycle 2021, CalRecycle 2023a, CalRecycle 2023b.

Construction

Construction of the Proposed Project would include demolition of the existing abandoned structures and excavation of soil. No soil would be exported for disposal, as it would be reused for fill. In addition, the Proposed Project would be required to comply with Section 5.408.1 of the existing CalGreen Building Standards Code, which requires demolition and construction activities to recycle or reuse a minimum of 65 percent of nonhazardous construction and demolition waste. Therefore, the construction waste generated by the Proposed Project would not result in an excess of solid waste related to State or local standards.

Operation

Default generation factors from CalEEMod version 2022.1, as shown in Table UT-2, were used to estimate solid waste generation of the Proposed Project.

Table UT-2: Proposed Project Solid Waste Generation

Proposed Land Use	Proposed Area (SF)	CalEEMod Land Use Subtype	Solid Waste Generation Factor	Annual Tonnage
Truck & Chassis Parking Lot	405,602	General Light Industry	1.24 tons/1,000 SF/year	502.9
		Parking Lot	0 tons/1,000 SF/year	0
Landscaping	316,373	City Park	0.09 tons/acre/year	0.7
Total:				503.6

Operation of the Proposed Project was assumed to be similar to general light industrial, parking lot, and city park uses based on the proposed operational activities that would occur onsite. Thus, an estimated 503.6 tons of solid waste would be generated by the Proposed Project annually during operations. At least 75 percent of solid waste would be required to be recycled pursuant to AB 341, which would reduce the volume of landfilled solid waste to 125.9 tons per year, or approximately 0.34 tons per day. The two landfills (Chiquita Canyon Sanitary Landfill and Sunshine Canyon Landfill) have a combined available capacity of approximately 9,846 tons per day and would be able to accommodate the volume of solid waste generated by the Proposed Project. Therefore, the Proposed Project would not generate solid waste in excess of the capacity at the two landfills. Impacts would be less than significant, and no mitigation is required. This topic will not be further evaluated in the EIR.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Implementation of the Proposed Project would be required to be consistent with all mandatory Federal, State, and City regulations related to solid waste. Pursuant to Section 5.408.1 of the California Green Building Standards Code, all construction would be required to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. AB 341 requires diversion of a minimum of 75 percent of operational solid waste. In addition, the Proposed Project would be required to comply with the provisions of the City of Los Angeles Solid Waste Integrated Resources Plan in order to meet the City's waste diversion goals. Impacts related to compliance with solid waste regulations would not occur and no mitigation is required. This topic will not be further evaluated in the EIR.

4.20 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 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. The Proposed Project is not located within or near a wildfire hazard zone of State or Local Responsibility (CAL FIRE, 2023). The nearest very high fire severity zone (VHFSZ) is in Rancho Palos Verdes, approximately 1.25 miles southwest of the Project site (CAL FIRE, 2023).

The proposed construction activities, including equipment and materials staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles through/around any required temporary road restrictions in accordance with Section 503 of the California Fire Code (Title 24, CCR, Part 9), which requires that prior to any activity encroaching into a right-of-way, the area be safeguarded through the installation of safety devices as specified by the City's Building and Safety Division during the construction permitting process. As such, construction activities would not physically interfere with emergency access or evacuation. During operations, emergency access would be provided to the site through a 40-foot-wide driveway on John S. Gibson Boulevard. The Proposed Project does not include flammable structures, the existing slope would be graded, and the quantity of vegetation would be reduced and properly irrigated. Therefore, the Proposed Project would not result in any impacts related to wildfire and no mitigation is required. This topic will not be further evaluated in the EIR.

4.21 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?

Potentially Significant Impact. Development of the Proposed Project has the potential to impact habitat of a fish or wildlife species or rare, endangered species of plant or animal, or plant or animal communities. As previously stated, a site-specific biological resources study will be conducted to determine potential biological resources impacts. Additionally, Proposed Project ground-disturbing activities could damage previously undiscovered archaeological and/or paleontological resources. Thus, impacts to biological resources, cultural resources, and geology and soils are potentially significant and will be analyzed in the EIR. Mitigation measures will be recommended as needed.

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

Potentially Significant Impact. Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related

past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), state that:

- a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
- b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

As described above, the Proposed Project would construct a truck and chassis parking lot and related improvements. The construction of the Proposed Project would have the potential to result in cumulative impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas, hazardous materials, land use, noise, and transportation. The extent and significance of potential cumulative impacts resulting from the combined effects of the Proposed Project plus other past, present, and reasonably foreseeable future projects will be evaluated in the EIR. Mitigation measures will be recommended as needed.

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

Potentially Significant Impact. Proposed Project construction and operation could directly or indirectly cause substantial adverse effects on human beings if not properly mitigated. The Proposed Project could result in impacts to air quality, greenhouse gas, hazardous materials, land use, noise, and transportation that could result in adverse effects on human beings. Therefore, these impacts will be addressed in the EIR, and mitigation measures will be recommended as needed.

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