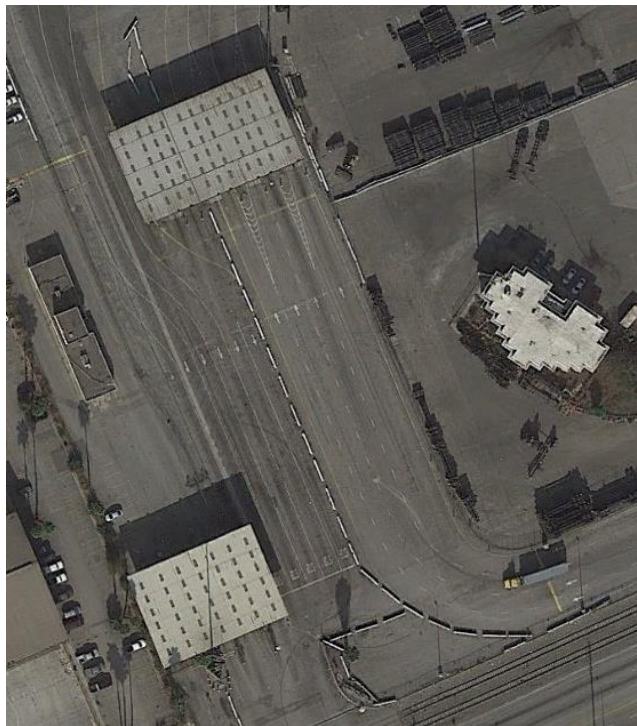


FINAL
INITIAL STUDY / NEGATIVE DECLARATION
Berths 206-209 Matson Buildings Demolition

Port of Los Angeles
APP No. 180201-013
SCH No. 2018091046



November 2018



Port of Los Angeles
Berths 206-209 Matson Buildings Demolition

Final Initial Study / Negative Declaration

APP No. 180201-013
SCH No. 2018091046

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

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FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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

PROPOSED PROJECT

The Los Angeles Harbor Department (LAHD) has prepared this Final Initial Study/Negative Declaration (IS/ND) to address potential environmental impacts associated with the proposed Matson building demolition project located at 1050 New Dock Street, Terminal Island, California 90731. The project is located at the Port of Los Angeles (POLA or Port). The LAHD is both the project applicant and the lead agency under the California Environmental Quality Act (CEQA).

The primary objective of the proposed Project is to demolish four small structures currently on site and potential pave up to one acre.

DETERMINATION

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

FINAL IS/ND ORGANIZATION

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

Responses to Comments: This section describes the distribution of the Draft IS/ND for public review, comments received on the Draft IS/ND by LAHD and LAHD's responses to these comments. Table RTC-1 lists the commenters. As shown in the table, two comment letters were received. Following the table is the letters and LAHD's responses. No modifications to the document were necessary based on the comment letters. There is no significant change or significant new information. Therefore, no recirculation is required.

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

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

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

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

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

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

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

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

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

RESPONSES TO COMMENTS

Distribution of the Draft IS/ND

In accordance with the CEQA statutes and Guidelines, the Draft IS/ND was circulated for a period of 30 days for public review and comment. The public review period for the Draft IS/ND began on September 27, 2018 and closed on October 26, 2018.

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

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

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

COMMENTS ON THE DRAFT IS/ND

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

<u>Letter Number</u>	<u>Date</u>	<u>Organization/Entity</u>
1	October 19, 2018	California Public Utilities Commission
2	October 22, 2018	City of Los Angeles Los Angeles Sanitation and Environment

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

Comment Letter #1: Matt Cervantes - California Public Utilities Commission

- PUC – 1 Thank you for your review and comments on the Draft EIR. The commenter has provided an overview of the proposed project.

- PUC – 2 Thank you for your comment. The current project does not involve new site uses at this time which could affect the Matson crossing at the Port of Los Angeles railroad tracks located approximately 130 feet from this location.

Comment Letter #2: Ali Poosti – Los Angeles Bureau of Sanitation

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

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

PUBLIC UTILITIES COMMISSION

120 WEST 4TH STREET, SUITE 900
LOS ANGELES, CA 90013



October 19, 2018

Erin Shesky
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

Re: SCH 2018091046 – Berths 206-209 Matson Buildings Demolition – Negative Declaration

Dear Ms. Shesky:

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Negative Declaration* for the proposed Berths 206-209 Matson Buildings Demolition. City of Los Angeles Harbor Department (City) is the lead agency.

PUC-1

The City proposes a demolition project of four former Matson buildings and demolition of a cement wall at the Port of Los Angeles's (POLA) Berths 206-209 mixed-use cargo terminal. The project area will then be repaved.

The demolition site is located approximately 130 feet northwest of the Matson Navigation Co. crossing (Matson crossing) private at-grade crossing of the Port of Los Angeles railroad (PLAX) tracks. The Matson crossing is identified as by CPUC No. 121AH-19.00-CX, located along New Dock Street, and equipped with no warning devices. In addition to this crossing, the project site is accessible through three additional nearby PLAX crossings:

PUC-2

- CPUC No. 121AH-19.10-CX, located approximately 250 feet southwest of the Matson crossing, also along New Dock Street, and equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices
- CPUC No. 003A-21.68, located approximately 1400 feet northeast of the Matson crossing at Henry Ford Street, and equipped with two Commission Standard 9-A (Commission Standard 9 with additional flashing light signals over the roadway on a cantilevered arm) warning devices
- CPUC No. 120AD-18.74-CX, located approximately 1500 feet northeast of the Matson crossing at Henry Ford Street, and equipped with two Commission Standard 8-A (flashing light signal assembly with additional flashing light signals over the roadway on a cantilevered arm) warning devices

Any development adjacent to or near the railroad or light rail transit right-of-way (ROW) should be planned with the safety of the rail corridor in mind. New developments may increase vehicular traffic volumes not only on streets and at intersections, but also at nearby rail crossings. Traffic impact studies should analyze rail crossing safety and potential mitigation measures. Safety improvement measures may include the planning for grade separations or improvements to existing at-grade crossings. Examples of improvements may include addition or upgrade of crossing warning devices.

Erin Sheehy
SCH 2018091046
October 19, 2018

In addition, construction or modification of public crossings requires authorization from the Commission. RCEB representatives are available to discuss any potential safety impacts or concerns at crossings. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/crossings>.

If you have any questions, please contact Matt Cervantes at (213) 266-4716, or mcj@cpuc.ca.gov.

Sincerely,



Matt Cervantes
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov

PUC-2

FORM GFN 16C (Rev. 5-12)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE



DATE: October 22, 2018
TO: Christopher Cannon, Director of Environmental Management
Los Angeles Harbor Department
FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

SUBJECT: BERTH 206-209 MATSON BUILDINGS DEMOLITION AT 1050 NEW DOCK STREET - NOTICE OF INTENT TO ADOPT AN INITIAL STUDY/ NEGATIVE DECLARATION

This is in response to your September 28, 2018 Notice of Intent to Adopt an Initial Study/Negative Declaration for Berths 206-209 Matson Buildings Demolition at 1050 New Dock Street, Port of Los Angeles, CA 90731. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, it has been determined that the project is unrelated to sewers and does not require any hydraulic analysis. Please notify our office in the instance additional environmental review is necessary for this project.

LASAN -1

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

CD/AP:sa

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

File Location: C:\HQ\A_Review\FINAL CEQA Response\FINAL DRAFT, Berth 206-209 Matson Buildings Demolition at 1050 New Dock Street - NOI to ACOI & IS-ND.doc

1. INTRODUCTION

The City of Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Negative Declaration (IS/ND) to address potential environmental impacts associated with the proposed demolition of four former Matson buildings at the Port of Los Angeles' (POLA) Berths 206-209 mixed-use cargo terminal. Demolition material will be hauled offsite for disposal and the affected area, of less than one acre, will be repaved. No additional construction or operational activities are proposed for the affected area.

1.1 CEQA PROCESS

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

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

In accordance with the CEQA statutes and Guidelines, this IS/ND will be circulated for a period of 30 days for public review and comment. The public review period is scheduled to begin on September 27, 2018, and end on October 26, 2018. This Draft IS/ND will be distributed to Responsible public agencies, other interested or involved agencies, organizations, and private individuals for review and will be made available for general public review online at the POLA website at <http://www.portoflosangeles.org> and in hardcopy at the LAHD Environmental Management Division at 222 W 6th Street, Suite 900, San Pedro; the Los Angeles City Library San Pedro Branch at 931 Gaffey Street, San Pedro; and at the Los Angeles City Library Wilmington Branch at 1300 North Avalon, Wilmington.

In reviewing the IS/ND, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential project impacts on the environment. Comments on the IS/ND should be submitted in writing either through mail or email prior to the end of the 30-day public review period on October 26, 2018. All correspondence, through mail or email, should include the project title "Berths 206-209 Matson Buildings Demolition" in the subject line. For additional information, please contact the LAHD Environmental

Management Division at (310) 732-3675.

Written comments submitted by mail must be postmarked on or before October 26, 2018 and addressed to:

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

Written comments sent via email on or before October 26, 2018 should be addressed to ceqacomment@portla.org.

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

1.2 DOCUMENT FORMAT

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

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

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

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

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

2. PROJECT DESCRIPTION

This IS/ND has been prepared to evaluate the potential environmental impacts associated with the proposed demolition of four buildings located at Berths 206-209, a former cargo terminal.

2.1 PROJECT LOCATION

Regional Location

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

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

Project Setting

The Project site is located at the former Matson terminal (POLA's Berths 206-209) in the northern portion of Terminal Island, between New Dock Street and Cerritos Channel (Figure 2). The Project involves demolition of four buildings, which were constructed in the 1970s. Operations in this area include container handling, maritime support, and other mixed uses.

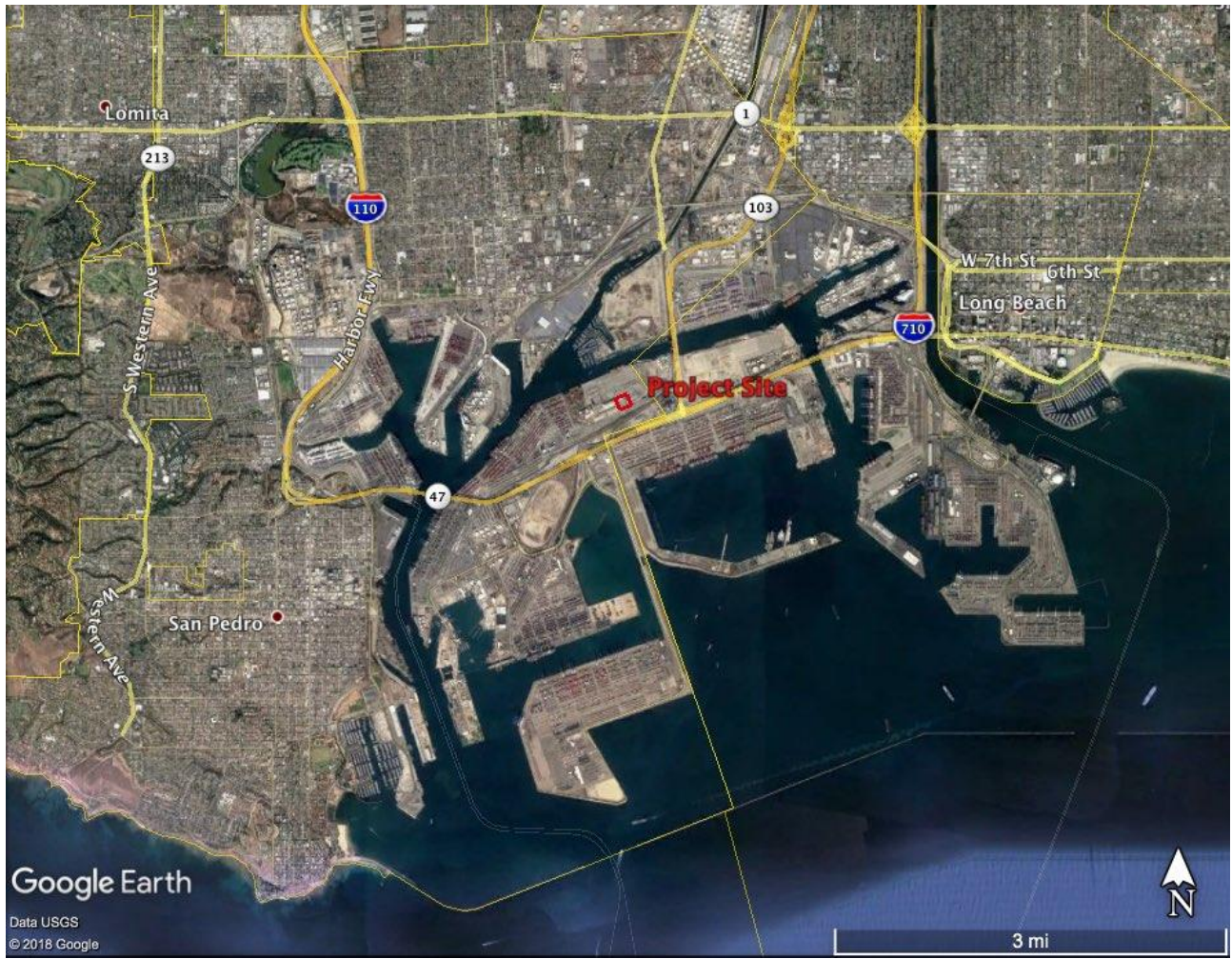


Figure 1 Regional Location

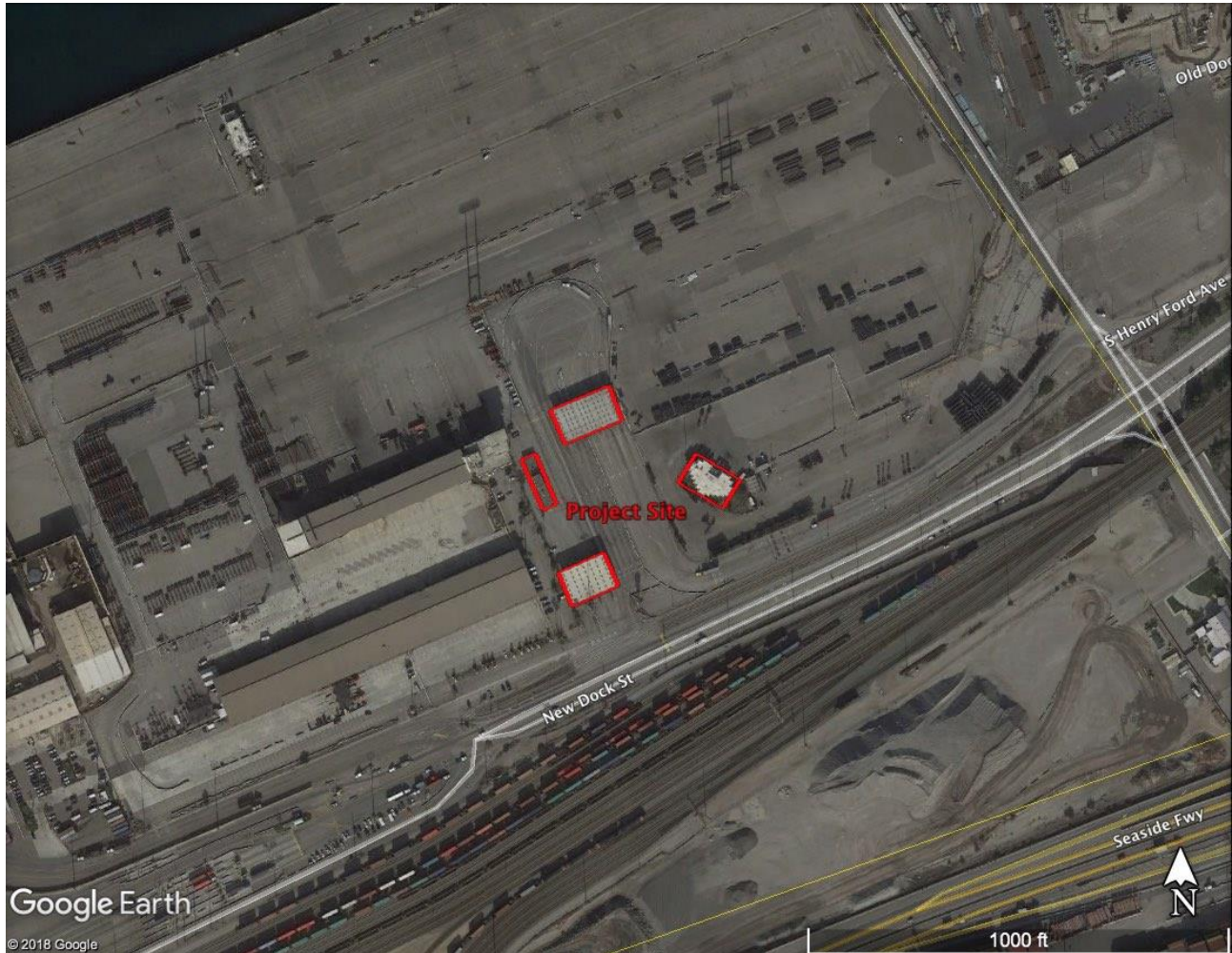


Figure 2 Project Site

Land Use and Zoning

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

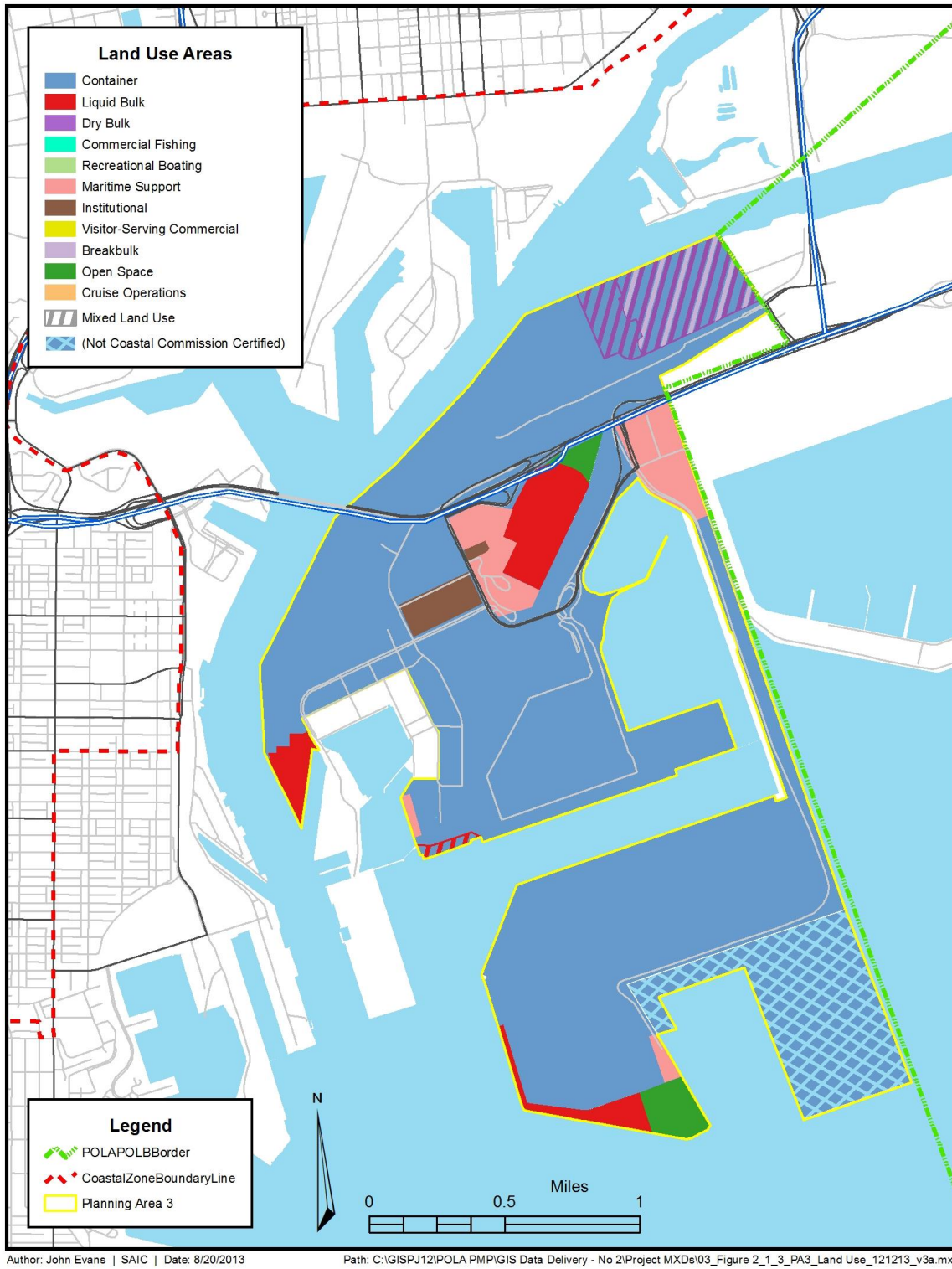


Figure 3 Port Master Plan - Planning Area 3

2.2 PROJECT BACKGROUND AND OBJECTIVES

Project Background

The Project site is located at Berths 206-209, an 86-acre POLA multi-use cargo terminal that was formerly occupied by Matson Navigation Company from 1970 to 2003.

Project Objective

The objective of this project is to prepare the site for future use. There are four obsolete structures located in the middle of the property. These may pose a safety hazard to future tenants. The project includes demolishing the following four structures.

- Gate office building (approximately 3,000 square feet)
- In-bound canopy and gate house (approximately 9,000 square feet)
- Out-bound canopy and gate house (approximately 11,000 square feet)
- Pre-check building (approximately 5,000 square feet)

2.3 PROJECT CONSTRUCTION ACTIVITIES

Construction activities include demolishing the four aforementioned buildings. In addition, the Project would asphalt pave less than one acre of the demolished building footprints and vicinity. Concrete and construction-related debris will be properly disposed of.

Construction activities would use diesel-fueled construction equipment.

2.4 PROJECT PERMITS AND APPROVALS

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

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

3. INITIAL STUDY CHECKLIST

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

1. **Project Title:** Berths 206-209 Matson Buildings Demolition
2. **Lead Agency:** City of Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731
3. **Contact Person:** Erin Sheehy
Project Manager, Environmental Management Division
4. **Project Location:** The Project site is located at POLA's Berths 206-209 multi-use cargo terminal on New Dock Street on Terminal Island, San Pedro, Los Angeles City and County, California. The site is located within *Port Master Plan* Planning Area 3 (LAHD 2014), a 1,940-acre area used for cargo container operations, maritime support, and other mixed land uses.
5. **General Plan Designation:** POLA – General/Bulk Cargo
6. **Zoning:** (Q)M3-1 – Qualified Heavy Industrial (APN #7440-012-902)
7. **Description of Project:** The Project proposes to demolish four buildings at POLA's Berths 206-209 multi-use cargo terminal, which Matson Navigation Company formerly occupied from 1970 to 2003. The buildings were constructed in the 1970s.
8. **Surrounding Land Uses/Setting:** The Project site is located within POLA's Berths 206-209 multi-use cargo terminal, which is bordered by Cerritos Channel to the north, SA Recycling (Berths 210-211) to the west, New Dock Street to the south, and the POLB cargo terminal to the east. Landside access to the Project site is provided by a network of arterial routes and freeways, including Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), and the Seaside Freeway (SR-47).

9. Other Public Agencies Whose Approval is Required:

- City of Los Angeles, Department of Building and Safety Permits

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3.2 DETERMINATION

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

Date

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

	<i>Potentially Significant Impact</i>	<i>Less-than-Significant Impact After Mitigation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				x
d. Result in the loss of forest land or conversion of forest land to non-forest use?				x
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				x
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan or clean air programs?			x	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			x	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			x	
d. Expose sensitive receptors to substantial pollutant concentrations?				x
e. Create objectionable odors affecting a substantial number of people?			x	
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations or by the California			x	

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

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

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			x	
9. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				x
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				x
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				x
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				x
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				x
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				x
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				x

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

	<i>Potentially Significant Impact</i>	<i>Less-than-Significant Impact After Mitigation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				x
j. Inundation by seiche, tsunami, or mudflow?				x
k. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of Sea Level Rise?				x
11. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				x
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				x
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				x
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				x
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				x
13. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				x
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			x	

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

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

	<i>Potentially Significant Impact</i>	<i>Less-than-Significant Impact After Mitigation</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
e. Result in inadequate emergency access?				x
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				x
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				x
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				x
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				x
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x

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

4. IMPACTS

4.1 AESTHETICS

Would the Project:

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

No Impact. There are no protected or designated scenic vistas in the Project vicinity. The Project's demolition activities would not have a substantial adverse effect on a scenic vista.

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

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

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

No Impact. The Project primarily involves demolition of four buildings. The Project would not substantially degrade the existing visual character or quality of the site or its surroundings.

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

No Impact. The Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

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

No Impact. The Project would not create any new sources of shade or shadow.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Would the Project:

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

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

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

No Impact. The Project site is located on a parcel zoned heavy industrial. The Project would not conflict with existing zoning or a Williamson Act contract (Department of Conservation 2016b).

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

No Impact. The Project site is located on a developed, industrial-zoned parcel that does not have forest land, timberland, or timberland zoned timberland production.

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

No Impact. The Project site does not have forest land.

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

No Impact. The Project site does not have farmland.

4.3 AIR QUALITY

Would the Project:

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

Less than Significant Impact.

Air Quality Management Plan

The federal Clean Air Act (CAA) of 1969 and its significant amendments (1990) form the basis for the nation's air pollution control effort. The United States Environmental Protection Agency (USEPA) is responsible for implementing most aspects of the CAA. A key element of the CAA is the national ambient air quality standards (NAAQS) for major air pollutants. The CAA delegates enforcement of the NAAQS in California to the California Air Resources Board (CARB). CARB, in turn, delegates to local air agencies the responsibility of regulating stationary emission sources.

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

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

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

Clean Air Action Plan

The most recent version of the Clean Air Action Plan (CAAP) for the San Pedro Bay Complex was approved by the Boards of Harbor Commissioners for both the POLB and the POLA on November 2, 2017 (POLA and POLB 2017). The CAAP is a plan designed to reduce the health risks posed by air pollution from all port-related emissions sources, including ships, trains, trucks, terminal equipment, and harbor craft.

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

Less than Significant Impact. Table 4.3-1 presents SCAQMD's CEQA significance thresholds for assessing potential air quality impacts.

Table 4.3-1
SCAQMD Significance Thresholds
for Daily Emissions and Ambient Pollutant Concentrations

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

Source: SCAQMD 2015.

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

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

Construction Impacts

Project construction activities include demolition of four buildings and are anticipated to occur over a two-month period beginning in late 2018.

Emission estimates using CARB's **California Emissions Estimator Model** (CalEEMod) were completed for all criteria pollutants associated with the use of construction equipment and construction worker commute vehicles. Construction air emission calculations are included as Appendix A.

Emissions from off-road equipment were calculated using estimated engine horsepower rating, load factors and usage hours.

SCAQMD's CEQA Air Quality Handbook requires that maximum daily construction emissions be compared to their published CEQA thresholds (SCAQMD 1993). If emissions are greater than the thresholds, the project is deemed to have significant air quality impacts. Table 4.3-2 below summarizes estimated maximum daily construction emissions. The table shows construction emissions would be below the daily significance thresholds.

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

	NO_x	VOC	SO_x	CO	PM₁₀	PM_{2.5}
Peak Total Day	28.4	2.6	<0.1	17.5	2.8	1.4
SCAQMD Max. Daily CEQA Significance Threshold ¹	100	75	150	550	150	55
Above CEQA Threshold?	No	No	No	No	No	No

Prepared by: Environmental Compliance Solutions, Inc.

¹ SCAQMD 2015

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

Table 4.3-3 summarizes the onsite peak daily emissions associated with construction of the proposed Project. The table shows that all pollutant emissions would be below the LSTs without mitigation.

**Table 4.3-3
Peak Daily Construction Emissions – Localized Significance Thresholds**

	NO_x	VOC	SO_x	CO	PM₁₀	PM_{2.5}
Peak Daily Construction	28.4	2.6	<0.1	17.5	2.8	1.4
SCAQMD Localized Significance Threshold ¹	142	NA	NA	7,558	158	93
Exceeds Threshold?	No	No	No	No	No	No

Prepared by: Environmental Compliance Solutions, Inc.

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

Operational Impacts

There are no operational activities or impacts associated with the Project.

The Project's peak daily construction emissions are below both the SCAQMD's daily CEQA significance thresholds and LSTs, indicating short-term air quality impacts would not violate any air quality standards and are a less than significant impact.

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

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

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

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

- d) Expose sensitive receptors to substantial pollutant concentrations?

No Impact. The Project would not expose sensitive receptors to substantial pollutant concentrations. The Project's air pollutant emissions are below SCAQMD's CEQA significance

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

standards, including the LST standards used as surrogates for pollutant concentration modeling. In addition, the construction emissions would be short-term, occurring over an approximately two-month period.

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

The nearest Kindergarten through 12th grade (K-12) school is George De La Torre Junior Elementary School (500 Island Avenue, Wilmington), approximately 1.5 miles to the northwest.

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

Less than Significant Impact. Operation of diesel-powered construction equipment will generate odors at the Project site, but no objectionable odors are anticipated to affect a substantial number of people given the nearest sensitive receptors are approximately 2,000 feet away.

4.4 BIOLOGICAL RESOURCES

Would the Project:

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

Less than Significant Impact. The Project involves demolition of four buildings at a paved, multi-use cargo terminal that does not support riparian habitat or other sensitive natural communities. No trees or other vegetation would be removed as part of the Project, therefore no potential nesting habitat would be impacted. Given the developed nature of the Project site, the likelihood is low that any sensitive or special status species would be present at the Project site.

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

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

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

No Impact. As discussed in Section 4.4(a) above, the Project site is located at a paved multi-use

cargo terminal and does not contain riparian habitat or other sensitive communities. There is some landscaping present.

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

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

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

No Impact. The Project site is located at a paved, multi-use cargo terminal that does not support special status species and is not a major migration corridor or wildlife corridor. The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

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

No Impact. The Project site is located at a paved, multi-use cargo terminal on Terminal Island. The Project does not involve vegetation or tree removal. The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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

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

4.5 CULTURAL RESOURCES

Would the Project:

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

Less than Significant Impact. A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historic resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for inclusion in the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

A historic resource assessment completed for the Project found that the buildings to be demolished have no historic significance. Therefore, the Project would have a less than significant impact on historical resources. A complete historic resource assessment report was completed for the Project and is available as Appendix B.

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

Less than Significant Impact. The potential to discover an unknown archaeological resource within the Project site is highly unlikely given the scope of the Project and the fact that the Project site is a developed, active, previously disturbed cargo terminal and the Project site is underlain by manmade fill. Nevertheless, the Project would adhere to CEQA Guidelines (CCR Title 14, Section 15064.5), which states that construction activities would cease in the affected area in the highly unlikely event an archaeological discovery is made. Once the discovery has been evaluated by a qualified archaeologist, (see 36 Code of Federal Regulations [CFR] 800.11.1 and CCR, Title 14, Section 15064.5 [f]) and if the resource is found to not be significant, the work can resume. If the resource is found to be significant, they shall be avoided or shall be treated consistent with Section 106 of State Historic Resource Preservation Officer Guidelines.

By adhering to these guidelines, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

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

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

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

Less than Significant Impact. No human remains are known to exist at the Project site. The Project would not be expected to encounter any human remains given the nature of the demolition activities and the fact that the site was disturbed previously during construction of the Matson cargo terminal. Nevertheless, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate that in the event of an inadvertent or unanticipated discovery of any human remains in a location other than a dedicated cemetery, work shall stop immediately. If the coroner determines the remains are Native American, the coroner shall contact the Native American Heritage Council (NAHC). The NAHC shall identify the most likely descended from the deceased Native American and make recommendations for means of treating or disposing of the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. By complying with the regulations prescribed in California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, the Project would have a less than significant impact should human remains be encountered.

4.6 ENERGY

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

Less than Significant Impact. The Project would not conflict with adopted energy conservation plans. The Project would require minimal energy (in terms of fuel consumption) for demolition and paving activities. Total fuel consumption is estimated to be approximately 4,800 gallons (4,600 gallons diesel, 200 gallons gasoline). This energy consumption was calculated using the construction equipment assumptions in the Air Quality Technical Appendix 1.

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

Less than Significant Impact. The Project would not use non-renewable resources in a wasteful or inefficient manner. Non-renewable resources, primarily diesel and gasoline, would be used to fuel construction equipment and worker vehicles. Fuel use would be temporary, lasting approximately two months.

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

No Impact. The project would not result in a need for new power or natural gas systems or substantial alterations to them.

4.7 GEOLOGY AND SOILS

Would the Project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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

- ii) Strong seismic ground shaking?

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

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

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

- iv) Landslides?

No Impact. The Project site is flat with no significant natural or graded slopes. The Project would not construct new structures. The Project site is located within an area susceptible to landslides and liquefaction (California Department of Conservation 2015), but the project does not involve any new activities.

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

No Impact. The Project would not result in substantial soil erosion or the loss of topsoil. The Project site is currently covered by pavement or buildings and would be completely paved following project completion.

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

subsidence, liquefaction, or collapse?

Less than Significant Impact. The Project site is located within an area susceptible to landslides and liquefaction (California Department of Conservation 2015), but Project construction activities would have a low likelihood of causing a landslide, lateral spreading, subsidence, liquefaction or collapse.

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

No Impact. The Project would not construct any structures.

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

No Impact. The proposed Project presents no need for additional capacity or any alternative wastewater disposal system, as there is no additional land use or operation. Therefore, there would be no impacts associated with the use of septic tanks or wastewater disposal systems.

4.8 GREENHOUSE GASES

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

GHG emissions from construction activities, including operation of on-road vehicles and off-road diesel construction equipment, were calculated and are included as Appendix A – Air Quality Emission Calculations.

CEQA Significance Thresholds

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

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

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

The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year (MT/yr) of Carbon Dioxide equivalent (CO_{2e}) (MT/yr CO_{2e}) for industrial projects where SCAQMD is the lead agency (SCAQMD 2008a). For the purpose of this IS/ND, this analysis used this threshold to evaluate the proposed Project's GHG emissions under CEQA. If estimated GHG emissions remain below this threshold, they would be expected to produce less than significant impacts to GHG levels.

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

- The SCAQMD interim threshold used as the basis for its development, Governor Schwarzenegger's June 1, 2005 Executive Order S-3-05 which set emission reduction targets of reducing GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050 (SCAQMD 2008a). The 2020 target is the core of the California Global Warming Solutions Act of 2006, widely known as Assembly Bill (AB) 32 (Personal Communication: Lora Granovsky, iLanco Environmental and Mike Krause, SCAQMD July 29, 2016).
- The proposed Project's primary GHG source is construction equipment. The SCAQMD industrial source threshold is appropriate for projects with mobile emission sources. California Air Pollution Control Officers Association (CAPCOA) guidance considers industrial projects to include substantial GHG emissions associated with mobile sources (CAPCOA 2008). SCAQMD, on industrial projects for which it is the lead agency, uses the 10,000 MT/yr threshold to determine CEQA significance by combining a project's stationary source and mobile source emissions. Although the threshold was originally developed for stationary sources, SCAQMD staff views the threshold as conservative for projects with both stationary and mobile source because it is applied to a larger set of emissions and therefore captures a greater percentage of projects than would be captured if the threshold was only used for stationary sources.
- The SCAQMD industrial source threshold is appropriate for projects with sources that use primarily diesel fuel. Although most of the sources that were considered by the SCAQMD in the development of the 10,000 MT/yr threshold are natural gas-fueled, both natural gas and diesel combustion produce Carbon Dioxide (CO₂) as the dominant GHG (The Climate Registry 2016). Furthermore, the conversion of all GHG species into a CO_{2e} ensures that the GHG emissions from any source, regardless of fuel type, can be evaluated equitably.

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

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

Table 4.8-1 below summarizes the Project's annual GHG emissions.

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

	CO₂e (metric tons/yr)
Construction Emissions	49.1
Amortized Emissions ¹	1.6
Significance Threshold ²	10,000
Exceeds Threshold?	No
Environmental Compliance Solutions, Inc. a) 1 metric ton = 1,000 kg = 2,205 lbs = 1.1 U.S. (short) tons. b) CO ₂ e = the carbon dioxide equivalent of all GHGs combined. The carbon dioxide equivalent for each GHG represents the emission rate multiplied by its global warming potential (GWP), which is 1 for carbon dioxide (CO ₂), 28 for methane (CH ₄), and 265 for nitrous oxide (N ₂ O). (2014 IPCC Fifth Assessment Report) ¹ SCAQMD protocol requires amortizing construction emissions over 30 years ² SCAQMD 2015	

Less than Significant Impact. Based on criteria set by the SCAQMD, a project would have the potential to violate an air quality standard or contribute substantially to an existing violation if construction emissions exceeded the thresholds of significance in Table 4.3-1. The proposed Project would generate short-term GHG emissions from the combustion of diesel and gasoline in construction equipment that would be well below the SCAQMD CEQA significance threshold (Table 4.8-1).

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

As noted above, CEQA Guideline Section 15064.4(b) provides that one factor to be considered in assessing the significance of GHG emissions on the environment is “the extent to which a project complies with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of GHG emissions.”

Several state, regional and local plans have been developed that set goals for the reduction of GHG emissions over the next few years and decades. Some of these plans and policies (notably, Executive Order S-3-05 and AB 32) were taken into account by the SCAQMD in developing the 10,000 MT/yr CO₂e threshold. However, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects, within the meaning of CEQA Guidelines Section 15064.4(b) (3). (See *Center for Biological Diversity v. California Department of Fish and Wildlife [Newhall Ranch]* [2015] 62 Cal.4th 204, 223.) Consequently, no CEQA significance assessment based upon compliance with such regulations or requirements can be made for the Project. Nevertheless, for the purpose of disclosure, LAHD has considered for informational purposes only, whether the Project activities and features are consistent with federal, state or local

plans, policies or regulations for the reduction of GHG emissions, as set forth below:

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

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

LAHD has been tracking GHG emissions, in terms of CO₂e, since 2005 through the LAHD municipal GHG inventory and the annual inventory of air emissions. POLA-related GHG emissions started making significant reductions since 2006, reaching a maximum reduction in CO₂e of 15 percent from 1990 levels in 2013 (Figure 4). Subsequently, 2014 and 2015 saw GHG levels rise due to a period of port congestion that arose from circumstances outside of the control of either the LAHD or its tenants (Figure 5). This event illustrates a major challenge related to managing GHG-related emissions, as events outside the control of LAHD or its individual tenants will continue to have a varying degree of impact on the progress of reduction efforts.

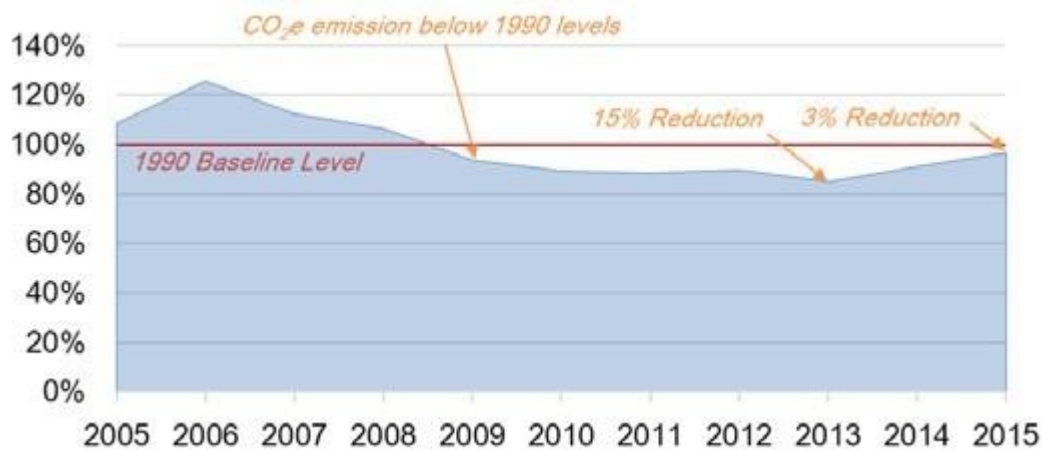


Figure 4 GHG Emissions 2005-2015

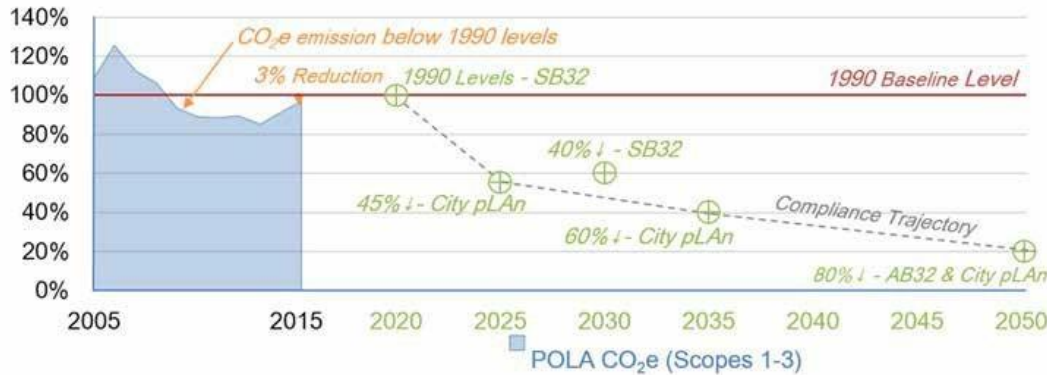


Figure 5 Actual GHG Emissions 2005-2015 & 2015-2050 GHG Compliance Trajectory

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

Nevertheless, with the very aggressive targets shown in Figure 5 above, it is not possible at this time to determine whether POLA-wide emissions or any particular Project applicant will be able to meet the compliance trajectory shown. Compliance will depend upon future regulations or requirements that may be adopted, future technologies that have not been identified or fully developed at this time, or any other POLA-wide GHG reduction strategies that may be established. As a result, while LAHD will continue to work with its tenants to implement aggressive GHG reduction measures to meet the compliance trajectory that is shown, LAHD cannot with certainty confirm compliance with these future plans and policies at this time.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

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

Less than Significant Impact. The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The primary hazardous material at the Project site would be diesel fuel in construction equipment. In addition,

based on the age of the buildings, which were constructed in 1970 and 1979, asbestos and lead-based paint may be present, as regulation of these materials did not begin until the Toxic Substances Control Act (TSCA) was passed in 1976. The Project would safely manage hazardous materials in accordance with applicable local, state, and federal regulations.

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

Less than Significant Impact. The buildings to be demolished were constructed in 1970 and 1979. Based on their ages, asbestos and lead-based paint may be present, as regulation of these materials did not begin until the TSCA was passed in 1976. If present, these hazardous materials would be managed in accordance with applicable local, state, and federal regulations.

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

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

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

No Impact. The Project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., "Cortese List") maintained by the California Department of Toxic Substances Control (DTSC).

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

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

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

No Impact. A private heliport, Catalina Air-Sea Terminal Heliport, is located at Berth 95 approximately 2 miles southwest of the Project site. Given the heliport's distance from the Project site, the Project would not result in a safety hazard for people working in the project area.

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

No Impact. The Project involves demolishing four 1970s-era buildings at an existing multi-use cargo terminal. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

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

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

4.10 HYDROLOGY AND WATER QUALITY

Would the Project:

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

No Impact. The Project would not violate any water quality standards or waste discharge requirements. The Project primarily involves the demolition and removal of construction debris from four existing structures. All construction activities would be conducted in accordance with the Los Angeles County National Pollutant Discharge Elimination System Permit for the Municipal Separate Storm Sewer System (NPDES MS4 Permit) requirements for construction projects, which includes application of certain best management practices. In addition, there are BMP requirements for construction sites including erosion and sediment controls, non-stormwater management & waste management.

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

No Impact. The Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Groundwater in the harbor area is south of the Dominquez Gap Barrier and generally impacted by saltwater intrusion (salinity) and is, therefore, unsuitable for use as drinking water.

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

No Impact. The Project would not substantially alter the existing drainage pattern of the site or area, and would not alter the course of a stream or river.

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

No Impact. The Project would not substantially alter the existing drainage pattern of the site or area, would not alter the course of a stream or river, and would not substantially increase the rate or amount of surface runoff.

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

No Impact. The Project would not create or contribute runoff water that would exceed the capacity of existing stormwater drainage systems or provide substantial sources of polluted runoff. The Project would not substantially alter the existing drainage pattern of the site or area. As mentioned above, the project would comply with construction project requirements in the Los Angeles County NPDES MS4 permit.

- f) Otherwise substantially degrade water quality?

No Impact. The Project would not substantially degrade water quality. As mentioned above, the project would comply with construction project requirements in the Los Angeles County NPDES MS4 permit.

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

No Impact. The Project site is located within a 100-year flood hazard area (Federal Emergency Management Agency [FEMA] 2008); however, the Project does not involve placement of any housing onsite.

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

No Impact. The Project would not involve construction or placement of any new structures onsite.

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

No Impact. The Project would not place any new structures and therefore would not expose people or structures to a significant risk of loss, injury or death involving flooding. There are no dams or levees near the Project site. As stated in Question 4.10(g) above, the Project site is located within a 100-year flood hazard area.

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

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

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

No Impact. The Project involves demolishing structures and therefore would not expose people or structures to a significant risk of loss, injury or death involving flooding from Sea Level Rise.

4.11 LAND USE AND PLANNING

Would the Project:

- a) Physically divide an established community?

No Impact. The proposed Project would involve only short-term construction activities. No long-term separation of land uses or disruption of access between land use types would occur as a result of the Project. Therefore, no impact would occur.

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

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

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

No Impact. As discussed above, the site is not located within an adopted HCP or NCCP. Therefore, construction of the project would not conflict with any applicable HCP or NCCP. No impact would occur with the implementation of the proposed Project and no mitigation is required.

4.12 MINERAL RESOURCES

Would the Project:

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

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

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

No Impact. As described under Section 4.12(a), there are no active oil wells on site. The Project would not result in the loss of availability of a mineral resource recovery site as described under Section 4.12(a). Therefore, no impact to the availability of a mineral resource would result from construction of the Project.

4.13 NOISE

Would the Project Result In:

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

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

The Los Angeles Municipal Code Section 112.05, *Maximum Noise Level of Powered Equipment or Powered Hand Tools*, details that the maximum noise level powered equipment may produce within a distance of 500 feet from a City residential zone is 75 A-weighted decibels (dBA) at a distance of 50 feet, unless compliance is technically infeasible. Technically infeasible means that the noise limitations cannot be attained during use of the equipment even with the use of mufflers, shields, sound barriers and/or other noise reduction techniques.

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

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

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

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

No Impact. The Project would generate temporary noise in the project vicinity, but would not result in a permanent increase in ambient noise levels.

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

Less than Significant Impact. Construction activities would comply with Municipal Code Sections 41.40 and 112.05, and any increase in ambient noise levels in the project vicinity would be temporary and have less than significant impact.

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

No Impact. The Project is not located within an airport land use plan. The nearest public airports are Zamperini Field Airport (Torrance), approximately 5 miles to the northwest, and Long Beach Airport, approximately 6 miles to the northeast.

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

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

4.14 POPULATION AND HOUSING

Would the Project:

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

No Impact. The Project would not induce population growth in the area, either directly or indirectly.

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

No Impact. The Project would not displace existing housing.

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

No Impact. The Project would not displace people.

4.15 PUBLIC SERVICES

Would the Project:

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

- i) Fire Protection?

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

- ii) Police protection?

No Impact. The Los Angeles Port Police (Port Police) is the primary law enforcement agency within the POLA. The Port Police are responsible for patrol and surveillance of POLA property including 12 square miles of landside property and 43 miles of waterfront. The Los Angeles Police Department (LAPD) provides police protection to the entire City of Los Angeles, including San Pedro. The Project site is located within the LAPD Harbor Division Area, which covers 27.5 square

miles including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island. The Project would not increase demand for new police protection services.

iii) Schools?

No Impact. The Project would not create new housing and would not require new schools.

iv) Parks?

No Impact. The Project does not include development of any residential uses and would not create increased demand for new parks.

v) Other public facilities?

No Impact. The Project does not include development of residential uses and would not create increased demand for other public facilities.

4.16 RECREATION

Would the Project:

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

No Impact. The Project would not construct new buildings and would not increase the use of existing regional parks or other recreational facilities.

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

No Impact. The Project would not develop, or require the construction of, recreational facilities that would physically affect the environment.

4.17 TRANSPORTATION AND TRAFFIC

Would the Project:

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

Less than Significant Impact. According to the Los Angeles County Congestion Management Program (CMP), a Traffic Impact Analysis (TIA) should be conducted at all CMP arterial monitoring

intersections, including monitored freeway on-ramps or off-ramps, where a proposed project would add 50 or more trips during either the AM weekday peak hour (7:00 AM – 9:00 AM) or the PM weekday peak hour (4:00 PM to 6:00 PM) and at all mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours (Los Angeles County Metropolitan Transportation Authority 2010). The City of Los Angeles states that a Technical Memorandum is required when the project is likely to add 25 to 42 AM or PM peak hour trips, and the adjacent intersection(s) are presently operating at Level of Service (LOS) E or F (City of Los Angeles 2016). Additionally, the guidelines state that a Traffic Study is required when the project is likely to add 43 or more AM or PM peak hour trips.

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

Project construction activities would not result in significant traffic trip generation and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The Project would have a less than significant impact.

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

Less than Significant Impact. The Project would result in a temporary increase in traffic, but it would not conflict with a CMP or other standards established for designated roads or highways.

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

No Impact. The Project would not result in a change in air traffic patterns. The nearest airports are Zamperini Field Airport (Torrance), approximately 5 miles to the northwest, and Long Beach Airport, approximately 6 miles to the northeast.

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

No Impact. The Project involves demolition of 1970s-era buildings and would not substantially increase hazards due to a design feature or incompatible uses.

- e) Result in inadequate emergency access?

Less than Significant Impact. The Project would result in temporary traffic increases during construction, but would not result in inadequate emergency access. All access routes for emergency services in the vicinity of the Project site would be maintained.

- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or

pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The Project would not alter the land use of the site or surrounding area, and would not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities land use plans.

4.18 TRIBAL CULTURAL RESOURCES

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

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

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

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

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

No Impact. As discussed in Section 4.5, *Cultural Resources*, none of the buildings to be demolished were identified as having historical significance. It is unlikely a tribal cultural resource would be encountered based on the nature of the Project's construction activities.

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

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

No Impact. There are no known tribal cultural resources at the Project site. It is unlikely a tribal cultural resource would be encountered during demolition activities based on the scope of the Project.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:

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

No Impact. The Project would not create new wastewater sources and would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. During construction activities, portable toilets would be rented.

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

No Impact. Please see the response to 4.19(a) above. The Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

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

No Impact. The Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities.

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

No Impact. The Project would not create new water demand. The Project would not require water supply from existing entitlements and resources, and no new or expanded entitlements would be needed.

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

No Impact. The Project would not create new wastewater sources for the wastewater treatment provider.

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

Less than Significant Impact. The Project would generate waste from its demolition activities that would be sent to a local landfill. The landfill would have sufficient permitted capacity to accommodate the Project's demolition waste.

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

Less than Significant Impact. The Project would comply with federal, state, and local statutes and regulations related to solid waste, including the City of Los Angeles' Solid Waste Integrated Resource Plan (City of Los Angeles 2013).

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

As discussed in Section 4.5, *Cultural Resources*, impacts to cultural resources would be less than significant because the Project site is underlain by manmade fill and zoned for industrial use. As a result, no known examples of major periods of California history or prehistory would be eliminated with implementation of the Project. Additionally, none of the buildings being demolished are historically significant. Therefore, the Project would not degrade the quality of the environment and would have less than significant impact.

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

Less than Significant Impact. The Project would result in no impacts or less than significant impacts to all resource areas. Because of the small scale and short-term duration of the Project, the potential incremental contribution would not be considerable cumulatively. Impacts from construction would be short-term and less than significant, and would not contribute substantially to a cumulatively considerable impact.

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

Less than Significant. As discussed in the analysis above, implementation of the proposed construction project would not result in any significant environmental impacts. Therefore, no environmental effect which could cause substantial adverse effects on human beings, either directly or indirectly is associated with this project.

5. PROPOSED FINDING

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

6. PREPARERS AND CONTRIBUTORS

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

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7. ACRONYMS AND ABBREVIATIONS

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

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

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