

Final Initial Study/Negative Declaration

Pacific Crane Maintenance Company (PCMC) Chassis Repair and Storage Facility Project

Prepared By:

Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street
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with assistance from:

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March 2020

APP No. 180628-111
SCH No. 2020019025

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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 Initial Study (IS)/Negative Declaration (ND) or IS/ND to address the environmental effects of the proposed Pacific Crane Maintenance Company Chassis Repair and Storage Facility Project (proposed Project), located on two parcels at 895 Reeves Avenue, San Pedro, in the Port of Los Angeles (POLA). LAHD is the lead agency under the California Environmental Quality Act.

One objective of the proposed Project is to establish an off-terminal chassis repair and maintenance yard to support container terminal operations on Terminal Island, consistent with the Port Master Plan. Portions of the Project site are paved, and construction would include demolition of buildings, grading and paving, and perimeter fencing. Construction activities would occur in two phases, taking 4 to 6 months to complete each phase. Operations would include maintenance, repair, refurbishment, storage, and staging of chassis. The proposed Project also consists of issuing a new permit, of up to 25 years for the operations of the proposed marine service support. To be conservative, this IS/ND assumes 25 years of operation for the analysis.

DETERMINATION

Based on the analysis provided in this Final IS/ND, LAHD 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 two comment letters received. Following the table are the letters and LAHD's responses.

Clarifications and Modifications: There were no modifications to the document that constitute a 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 the final document:

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

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

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

Section 4. Environmental Impacts. This section presents the environmental analysis for each issue area identified on the environmental checklist. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts and the appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less-than-significant level. A proposed finding regarding environmental impacts is made at the conclusion of this section.

Section 5. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS/ND.

Section 6. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the IS/ND.

Section 7. References. This section provides a list of reference materials used during the preparation of the IS/ND.

RESPONSE 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 January 9, 2020 and closed on February 10, 2020.

The Draft IS/ND was specifically distributed to approximately 100 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 130 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 <https://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/MND. These comments and responses are included in the record and shall be considered by LAHD during deliberation as to whether or not necessary approvals should be granted for the proposed Project. As stated in Section 21064.5 of the 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.” LAHD received two written comment letters during the review period as presented in Table RTC-1. Each of these comments have been noted and will be before the decision-makers for their consideration prior to taking any action on the project.

Table RTC-1: Comment Letters Received

Date	Organization/Entity
Jan. 16, 2020	Ali Poosti – Los Angeles Bureau of Sanitation (LASAN)
Feb. 6, 2020	Miya Edmonson – California Department of Transportation (CALTRANS)

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: January 16, 2020

TO: Christopher Cannon, Director of Environmental Management Division
The Port of Los Angeles

Attn: Nicole Enciso, City Planner
The Port of Los Angeles

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



**SUBJECT: PACIFIC CRANE MAINTENANCE COMPANY [PCMC] CHASSIS
REPAIR AND STORAGE FACILITY PROJECT - NOTICE OF INTENT
TO ADOPT AN INITIAL STUDY/NEGATIVE DECLARATION**

LASAN-1

This is in response to your January 9, 2020 Notice of Intent to Adopt an Initial Study/Negative Declaration for the proposed project located within Terminal Island at 895 Reeves Avenue, San Pedro, CA 90731. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, it has been determined the project is unrelated to sewers and does not require any hydraulic analysis. Please notify our office in the instance that additional environmental review is necessary for this project.

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

CD/AP: ga

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

File Location: CEQA Review\FINAL CEQA Response LTRs\FINAL DRAFT\PCMC Chassis Repair and Storage Facility Project - NOI to Adopt a IS-ND.doc

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
 100 S. MAIN STREET, MS 16
 LOS ANGELES, CA 90012
 PHONE (213) 897-0475
 FAX (213) 897-1337
 TTY 711
 www.dot.ca.gov



Making Conservation
 a California Way of Life.

February 6, 2020

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

RE: Pacific Crane Maintenance Company
 (PCMC) Chassis Repair & Storage Facility
 Project – Negative Declaration (ND)
 SCH # 2020019025
 GTS # 07-LA-2020-03101
 Vic. LA-47/PM: 3.497

Dear Christopher Cannon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced ND. The proposed project consists of the construction and operation of a chassis repair and storage facility on Terminal Island near the Port of Long Beach. The facility would provide maritime support services to container terminals within the Port, and predominately those on Terminal Island. The facility would be operated by the Pacific Crane Maintenance Company, which would relocate their current operations at Pier 400 on Terminal Island to the project site. The City of Los Angeles Harbor Department is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located near the following state facilities:

- State Route 47 (SR-47): adjacent to the project
- Interstate 710 (I-710): approximately 1.25 miles away from the project
- Interstate 103 (I-103): approximately 1.5 miles away from the project
- Interstate 110 (I-110): approximately 2 miles away from the project

Caltrans-1

From reviewing the ND, Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. Caltrans also recommends that construction vehicles avoid using state facilities that are already experiencing Level of Service (LOS) E or worse. In addition, Caltrans recommends that construction vehicles be distributed to various routes. If construction traffic is expected to cause delays on any State facilities, including SR-47, please submit a construction traffic management plan detailing these delays for Caltrans' review. As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit.

Also, Caltrans is aware that the Port of Los Angeles is working on a separate project that would involve changing the existing SR-47 & Navy Way intersection into an interchange. If not already planned, there should be coordination between that project and this chassis repair & storage facility project, in order to minimize disruptions to any State facilities, and in particular SR-47.

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

Christopher Cannon
February 6, 2020
Page 2 of 2

The following information is included for your consideration.

Caltrans acknowledges that this project should result in operational efficiencies that ultimately reduce truck Vehicles Miles Traveled (VMT). In light of California's ambitious greenhouse gas emissions and air quality goals, please make every attempt to further reduce the VMT associated with this project as much as possible. For additional options that can reduce VMT, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>

Finally, storm water run-off is a sensitive issue for Los Angeles county. Please be mindful that the project needs to be designed to discharge clean run-off water.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2020-03101.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

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

Comment Letter #1: Ali Poosti – Los Angeles Bureau of Sanitation

LASAN – 1 Thank you for your comment. The comment indicates that the proposed Project is unrelated to wastewater conveyance and does not require any hydraulic analysis.

Comment Letter #2: Miya Edmonson – California Department of Transportation

CALTRANS – 1 Thank you for your comment. Construction traffic is anticipated to be minimal, and thus should not cause delays nor exacerbate level of service on any off-site roadways/freeways, and as such a traffic management plan is not anticipated at this time. Transportation of heavy construction equipment and/or materials will follow all required permits. The Port of Los Angeles' Navy Way/Seaside Avenue project is currently in the conceptual planning stage, and is proposed to be constructed a few years after the PCMC facility opens. The Port will be eventually coordinating with Caltrans on this roadway project.

CALTRANS – 2 Thank you for your comment. The links provided have been considered. Additionally, the proposed Project has been designed with understanding of Low Impact Development requirements and will comply with all applicable Low Impact Development requirements, as mentioned in the Hydrology and Water Quality Section below.

1.0 Introduction

The Los Angeles Harbor Department (LAHD) has prepared this Initial Study (IS)/Negative Declaration (ND) or IS/ND to address the environmental effects of the proposed Pacific Crane Maintenance Company Chassis Repair and Storage Facility Project (proposed Project), located on two parcels at 895 Reeves Avenue, San Pedro, in the Port of Los Angeles (POLA). LAHD is the lead agency under the California Environmental Quality Act.

One objective of the proposed Project is to establish an off-terminal chassis repair and maintenance yard to support container terminal operations on Terminal Island, consistent with the Port Master Plan. Portions of the Project site are paved, and construction would include demolition of buildings, grading and paving, and perimeter fencing. Construction activities would occur in two phases, taking 4 to 6 months to complete each phase. Operations would include maintenance, repair, refurbishment, storage, and staging of chassis. The proposed Project also consists of issuing a new permit, of up to 25 years for the operations of the proposed marine service support. To be conservative, this IS/ND assumes 25 years of operation for the analysis.

1.1 CEQA Process

This document was prepared in accordance with the California Environmental Quality Act (CEQA), the California Public Resources Code (PRC) Section 21000 et seq., the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.), and the City of Los Angeles CEQA Guidelines (2006). One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision-makers. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. This IS/ND includes a discussion of the proposed Project's effects on the existing environment. This document is an IS/ND because there are no impacts associated with the proposed Project that must be mitigated to be below significance thresholds.

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

The preparation of an IS is guided by Section 15063 of the CEQA Guidelines, while Sections 15070–15075 of the CEQA Guidelines direct the process for the preparation of a negative declaration or mitigated negative declaration (14 CCR 15000, et seq.). Where appropriate and supportive, references will be made to CEQA, the CEQA Guidelines, or appropriate case law.

This IS/ND meets CEQA content requirements by including a project description; a description of the environmental setting, potential environmental impacts, and mitigation measures for any significant effects; discussion of consistency with plans and policies; and names of the document preparers.

In accordance with CEQA and the CEQA Guidelines, this IS/ND will be circulated for a period of 30 days for public review and comment. The public review period for this IS/ND is scheduled to begin on January 9, 2020 and will conclude on February 10, 2020. This IS/ND has specifically been distributed to interested or involved public agencies, organizations, and private individuals for review. The Draft IS/ND will be made available for public review at the following locations:

- LAHD Environmental Management Division at 222 West 6th Street Suite 900, San Pedro, California 90731
- Los Angeles City Library, San Pedro Branch at 931 South Gaffey Street, San Pedro, California 9073
- Los Angeles City Library, Wilmington Branch at 1300 North Avalon, Wilmington, California 90744

The document is also available online at

<https://www.portoflosangeles.org/environment/environmental-documents>.

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

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 prior to the end of the 30-day public review period and must be postmarked by February 10, 2020.

Please submit written comments to:

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

Written comments may also be sent via email to ceqacomment@portla.org. All correspondence, through mail or email, should include the project title “PCMC Chassis Repair and Storage Facility Project” in the subject line.

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

1.2 Document Format

This IS/ND contains the following sections:

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

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

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

Section 4. Environmental Impacts. This section presents the environmental analysis for each issue area identified on the environmental checklist. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts and the appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less-than-significant level. A proposed finding regarding environmental impacts is made at the conclusion of this section.

Section 5. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS/ND.

Section 6. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the IS/ND.

Section 7. References. This section provides a list of reference materials used during the preparation of the IS/ND.

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

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

Less-than-Significant Impact After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less-than-Significant Impact.” The lead agency must describe the mitigation measure(s) and briefly explain how they would reduce the effect to a less-than-significant level (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 that show that the impact does not apply to the specific project. A “No Impact” answer should be explained when it is based on project-specific factors and general standards.

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2.0 Project Description

2.1 Project Overview

This IS/ND is being prepared to evaluate the potential environmental impacts that may result from the proposed Project. The proposed Project consists of the construction and operation of a chassis repair and storage facility on Terminal Island. The facility would provide maritime support services to container terminals within the Port of Los Angeles (Port), specifically those on Terminal Island/Pier 400, which are in close proximity to the Project site. The facility would be operated by the Pacific Crane Maintenance Company, LLC (PCMC), which would relocate their current operations at Pier 400 on Terminal Island to the Project site. The Project site would be located on two parcels accessible by Navy Way and Reeves Avenue. The largest parcel (northern parcel) is an approximately 19-acre site (895 Reeves Avenue) located at the north eastern corner of the Navy Way and Reeves Avenue intersection. The other parcel (southern parcel) is an approximately 12-acre site located at the south eastern corner of the Navy Way and Reeves Avenue intersection (800 Reeves Avenue). Both parcels are separated by Reeves Avenue.

The proposed Project consists of issuing a new permit for the operation of the proposed marine services support yard for up to 25 years. To be conservative, this IS/ND assumes 25 years of operation for the analysis.

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

2.1.1 Project Location

Regional Setting

The Port is located in San Pedro Bay, 20 miles south of downtown Los Angeles. Figure 1, Regional Location Map, shows the Port relative the Los Angeles and Orange County area. The Port encompasses 7,500 acres and 43 miles of waterfront and provides a major gateway for international goods and services. With approximately 23 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities, the Port handled over 194 million metric revenue tons of cargo in fiscal year 2018 (July 2017–June 2018) (POLA 2019). In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, boat repair facilities, as well as recreational, community, and educational facilities. The Port also provides slips for approximately 3,800 recreational vessels, 105 commercial fishing boats, 35 miscellaneous small-service crafts, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants primarily located along the west side of the Main Channel. It also accommodates recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

Project Setting

The Project site is bounded to the north by State Route (SR)-47, rail lines to the east, and Navy Way to the west and south. Reeves Avenue separates the northern and southern parcels (Figure 2, Project Vicinity Map). Overall access to the proposed Project (as well a majority of the Port) is provided through SR-47, the Harbor Freeway (Interstate (I)-110) to the west, the Long Beach Freeway (I-710)

to the east, and the San Diego Freeway (I-405) to the north (Figure 1). The northern parcel of the Project site is located at 895 Reeves Avenue. The 19-acre northern parcel is already mostly paved and is developed with three existing buildings. The southern parcel of the Project site is located at 800 Reeves Avenue and is being used as a crusher site and debris staging area to support Port of Los Angeles activities and operations (Figure 3, Project Site Map). Although adjacent to SR-47 and Navy Way, the northern parcel is below the grade of those roadways. Both the northern and southern parcel are only accessible from Reeves Avenue.

Land Use and Zoning

The proposed Project is located in the Port of Los Angeles, City of Los Angeles Community Plan Area. The Port Master Plan (PMP) establishes policies and guidelines to direct the future development of the Port (POLA 2018a). The original Master Plan became effective in April 1980 after it was approved by the Board of Harbor Commissioners and certified by the California Coastal Commission. The updated PMP (POLA 2018a) includes five planning areas. The proposed Project is located in the PMP's Planning Area 3 -Terminal Island. Planning Area 3 is the largest planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable waterfront. It consists of all of Terminal Island, except Fish Harbor. This planning area focuses on container operations, but envisions maritime support uses (which are water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities) within the Project area. The Project site has a PMP land use designation of Maritime Support. Additionally, the PMP specifically lists that the proposed Project site could be used for a pooled chassis storage for container operations under the "Other Projects" section of Planning Area 3 (POLA 2018a). The proposed Project is identified as a planned project and is consistent with the land use designation of the Project area according to the PMP.

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

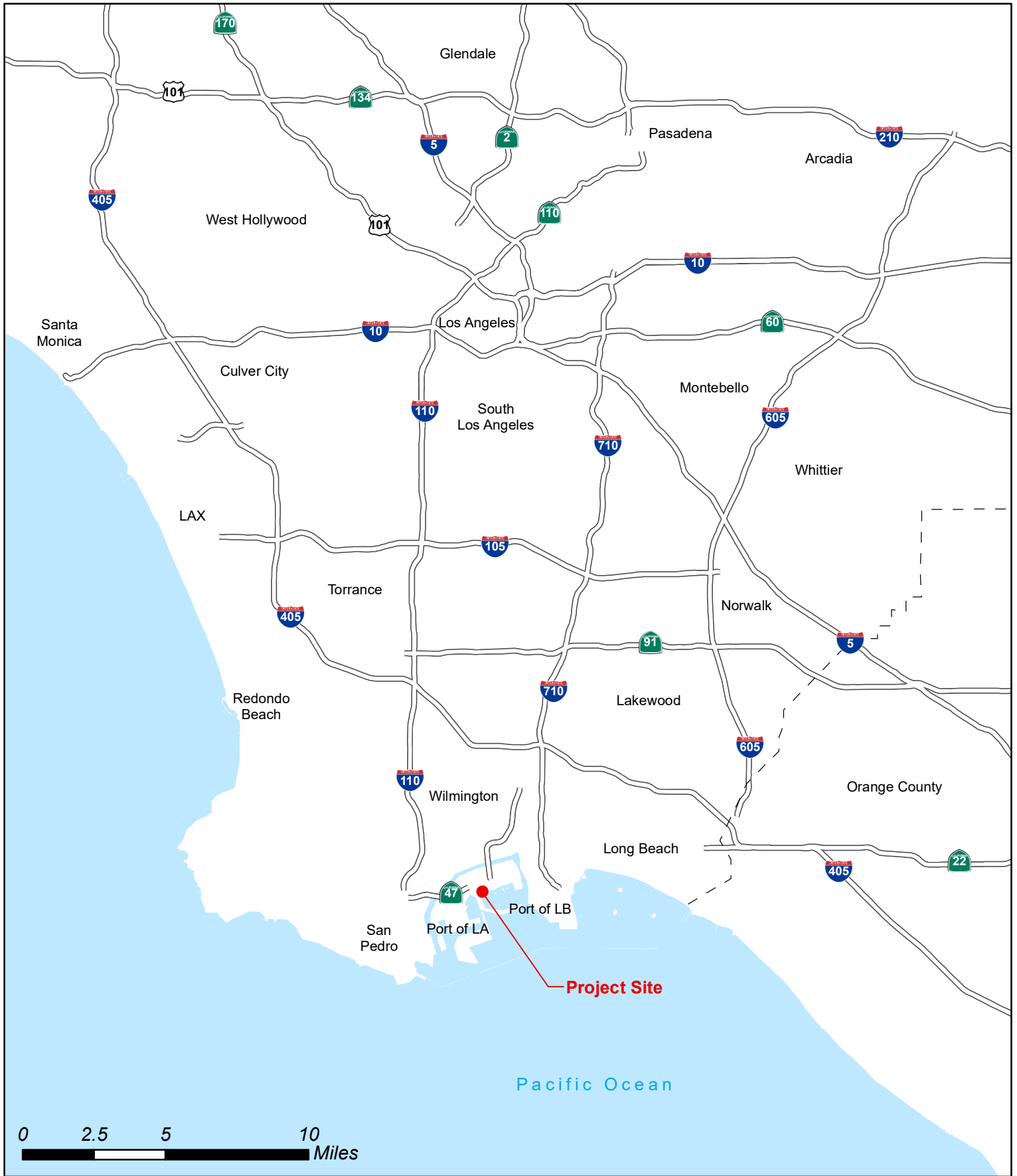
2.1.2 Existing Conditions

As discussed above, the Project site is comprised of a northern parcel and a southern parcel, separated by Reeves Avenue. SR-47 is located immediately north of the Project site. A rail line borders the eastern portion of the site.

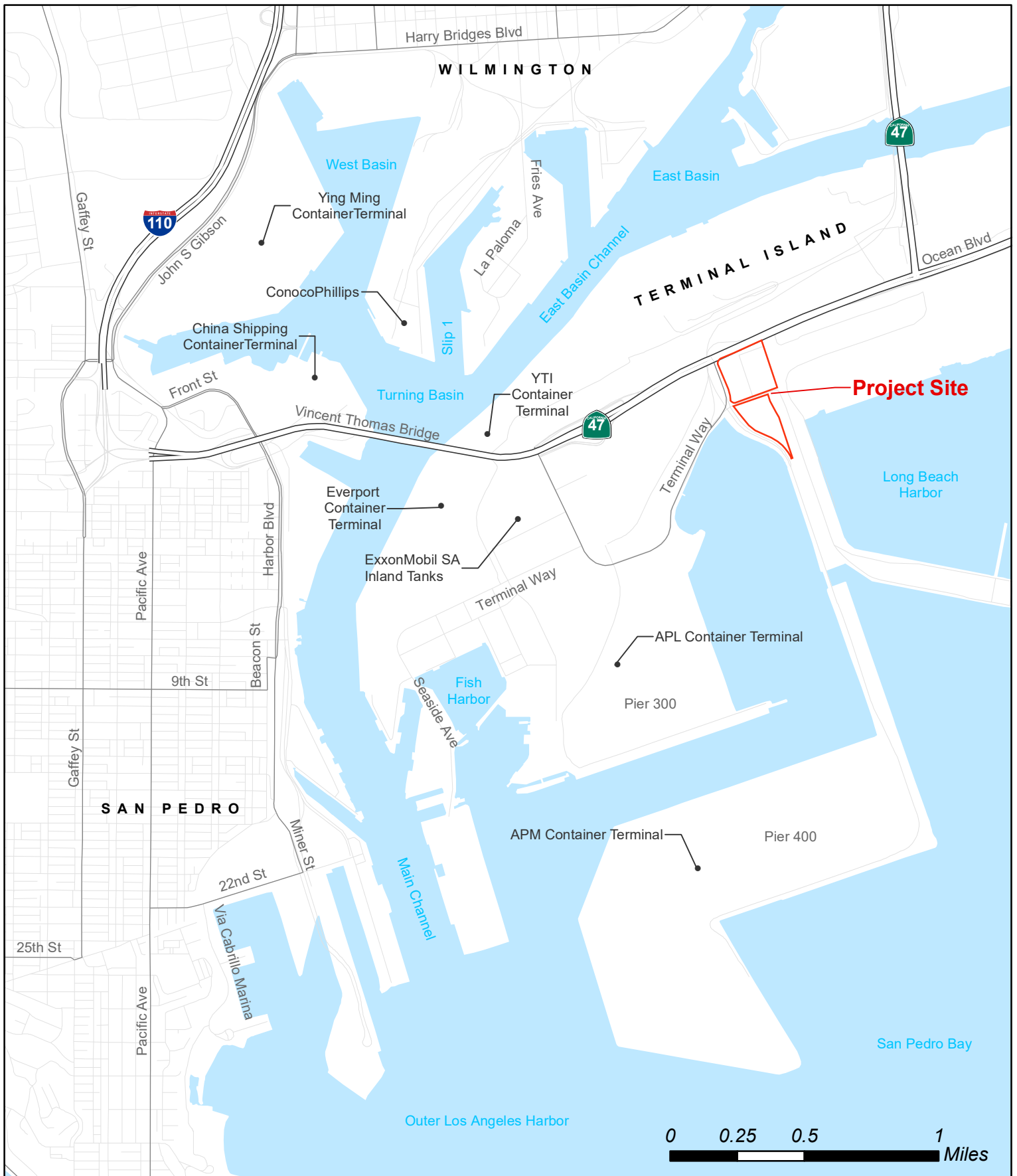
The northern parcel was the former Navy Reserve site. The majority of the northern parcel is paved, but there are some ornamental trees and ruderal vegetation located within the parcel boundaries. There are three buildings on the northern parcel, with the largest building (approximately 61,000 square feet) located on the northwest section of this parcel.

Two smaller buildings are located along the southern boundary of this parcel (along Reeves Avenue), on either side of the entrance, which is approximately 400 feet east of Navy Way. Portions of the buildings are being used on a temporary basis (on a month to month lease agreement) or vacant. Currently, portions of the site are being used on a month-to-month lease as chassis storage, and another small area for fuel tank operations.

The southern parcel (located south of Reeves Avenue and east of Navy Way) is mostly unpaved, and the majority of the parcel is currently being used for concrete crushing operations to produce and store crushed miscellaneous base (CMB). The site has been used by the Port for concrete crushing and CMB storage for over a decade. There is currently approximately 85,000 cubic yards of CMB stored at this portion of the Project site.



Basemap Source: U.S. Census Bureau, Geography Division, 2010



Basemap Source: U.S. Census Bureau, Geography Division, 2010



Aerial Source: NAIP, 2018.

2.1.3 Project Background and Objectives

Project Background

PCMC has existing chassis repair and storage operations on Terminal Island. The PCMC operations would be relocated from Pier 400 to the Project site under the proposed Project, which would be a more efficient use of the Project site and would result in increased efficiency to PCMC's operations.

Project Objectives

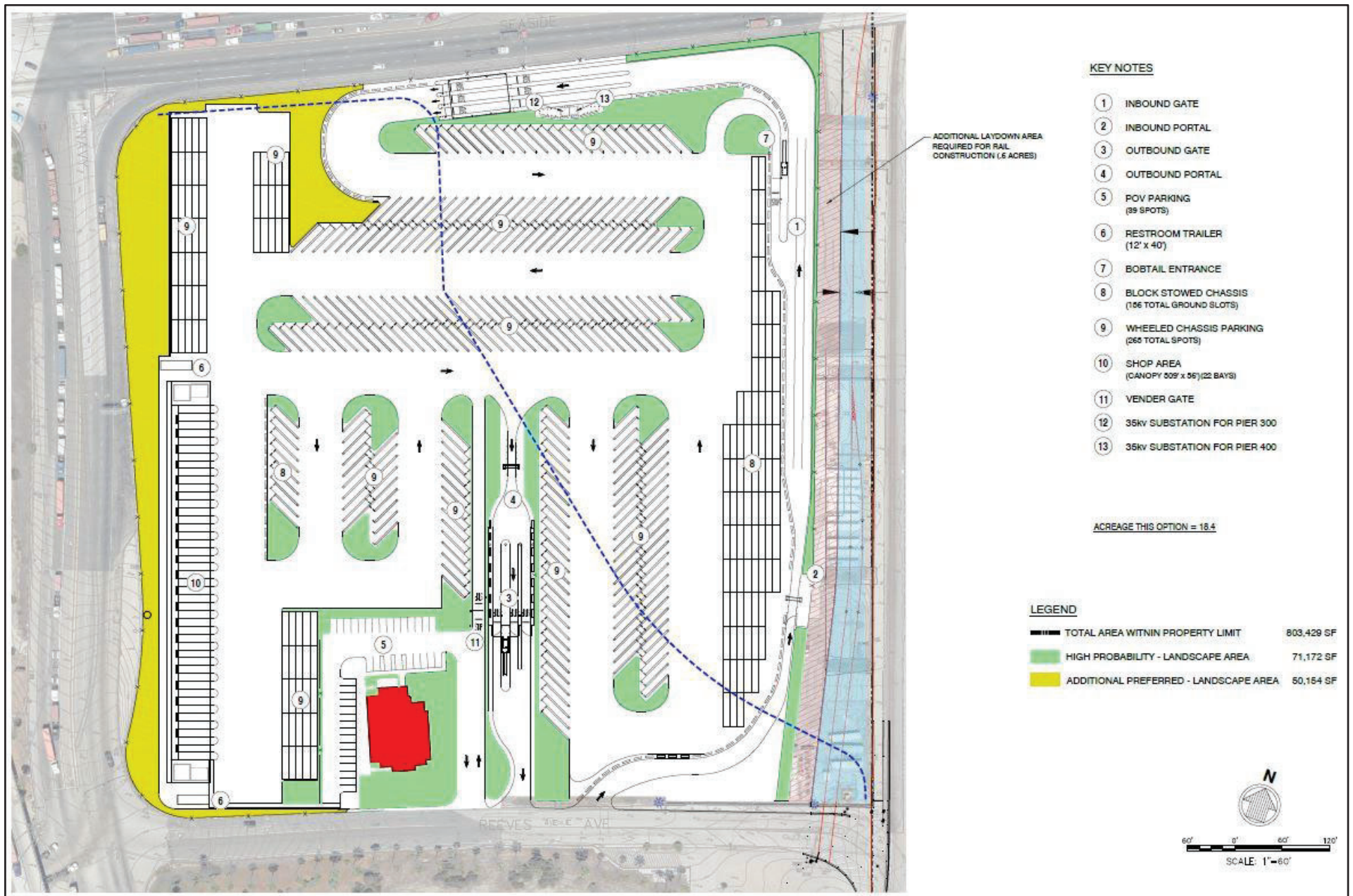
The proposed Project objectives are as follows:

- Optimize the use of existing land planned for maritime support (such as chassis storage) at the Project site;
- Provide a facility that will increase the efficiency of terminal operations by providing maintenance, repair, refurbishment, storage, and staging of chassis on Terminal Island in the Port of Los Angeles;
- Issue a permit, of up to 25 years for the operation of marine support services; and
- Increase the efficiency of goods movement in the Port of Los Angeles by providing off-terminal maritime support to help meet the demands of Port marine terminals now and in the future.

2.2 Project Description

2.2.1 Construction

Construction of the proposed Project would occur in two phases, with Phase I being the improvements to the 19-acre northern parcel, followed by Phase II, which would improve the southern parcel. Under Phase I, the first activity would demolish the largest building (approximately 61,000 square feet) and one of the two other smaller buildings (the larger building of the two is approximately 9,000 square feet). The proposed Project would consist of minor interior modification and renovation (including lead and asbestos abatement and window and system upgrades, as needed) of the remaining building on the northern parcel. PCMC would use this building as the facility's offices. The remaining area of the northern parcel would be graded and paved, and a canopy (approximately 400 feet in length x 170 feet in width x 40 feet in height) would be constructed on site, under which chassis repair and related activities would occur. Lighting (using energy efficient Light-Emitting Diode [LED] lighting) would be installed throughout the site, as well as an 80-foot lit sign and a flagpole with directional spot lighting in the northeast corner of the northern parcel. A monument sign is also proposed at the main entrance to the northern parcel from Reeves Avenue. The entire perimeter of the northern parcel would be fenced (Figure 4, Conceptual Site Plan – Northern Parcel).



Source: Moffatt & Nichol, 2019.

For discussion purposes only. Actual Development and placement details may vary.

Figure 4
Conceptual Site Plan – Northern Parcel

Conceptual Site Plan – Northern Parcel PCMC Chassis Repair and Storage Facility

Table 1 provides a breakdown of the construction activities and the construction equipment assumptions used in the analysis.

Table 1: Construction Equipment Assumptions

Type of Equipment	Demolition	Grading	Utilities	Paving	Striping	Fencing	CMB Removal
Backhoe/Loader	2	4	1			1	2
Jackhammer		1					
Roller- compactor / Paver		2	1	2			
Water Wagon	1	2					
Concrete Mixer						1	
Slurry Trucks				2			
Crane			1				
Parking Lot Striper					2		
Pick Up Trucks	2	4	2	3	2	3	
Source: Port of Los Angeles APP# 180628-111; refined by CDM Smith 2019							

Under Phase II, the approximately 12-acre parcel to the south of Reeves Avenue would be graded and paved. Although it is anticipated that the existing concrete crushing operation and material would be removed prior to improvement of the southern parcel as part of the current operator's closure, the proposed Project assumes up to 100,000 cubic yards of debris may need to be removed as the first task of Phase II. The debris to be removed would be relocated to another CMB storage facility within the Port (approximately 4.7 miles northeast of the Project site). Construction of the southern parcel would include grading, paving, LED lighting installation throughout the site, and perimeter fencing. The construction equipment assumptions (minus demolition) in Table 1 would also apply to construction of the southern parcel.

Construction of each phase is anticipated to take approximately 4 to 6 months. The earliest the proposed construction could begin is February 2020.

2.2.2 Operation

Under the proposed Project, PCMC would operate a chassis repair and storage yard facility on the northern parcel, which would be the main location where trucks would pick up and drop off chassis. Chassis repair operations would include metal grinding, welding, and small-scale coating activities. The southern parcel would consist of mostly chassis storage. Chassis could be stacked up to four high when stored. Yard equipment would include five 5,000-pound propane forklifts, two yard tractors (with Tier 4 diesel engines), and one 30,000-pound heavy lift/forklift (also with a Tier 4 diesel engine). Fuel would not be stored on site; however, propane deliveries would occur approximately three times per week. Project operations would consist of up to 2,400 one-way truck trips in a 24-hour period. Approximately 70 percent of the PCMC operations would service the APM Terminal, with the balance of service from other container terminals, predominantly on Terminal Island.

The proposed Project operations would occur year-round from 7:00 AM to 2:00 AM and require approximately 65 employees over two work shifts (7:00 AM to 5:00 PM and 5:00 PM to 2:00 AM). As an example of typical proposed operations, trucks that are traveling to APM Terminal would stop by the proposed facility to pick up a chassis and proceed to their respective container terminal to pick

up their container. In the reverse, the driver leaving their respective container terminal would drop off the chassis at the Project site via Reeves Avenue. The truck trips to and from the Project site would be truck trips already traveling to the Harbor District and is considered to be a minor diversion of their existing trip.

Operations under the proposed Project would occur under a new permit of up to 25 years.

2.3 Project Permits and Approvals

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

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

- LAHD Revocable Permit
- LAHD Harbor Engineer Permit
- LAHD Coastal Development Permit
- City of Los Angeles Building Permits (including demolition and paving permits).
- City of Los Angeles B Permits (for in-street utility work, if required).

The approval or permit that could be required for the proposed Project include, but are not limited to, the following agency:

- State Water Resources Control Board – issuance for coverage under General Permit for Stormwater Associated with Construction Activities and an Industrial General Permit for operations.

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3.0 Initial Study Checklist

1	Project Title:	PCMC Chassis Repair & Storage Facility
2	Lead Agency Name and Address:	LAHD 425 S. Palos Verde St., San Pedro, CA 90731
3	Contact Person and Phone Number:	Nicole Enciso, Project Manager, Environmental Management Division, LAHD, (310) 732-3675
4	Project Location:	895 Reeves Avenue (Southeast of SR-47/Seaside Freeway and Navy Way intersection, separated by Reeves Avenue, Terminal Island, Port of Los Angeles)
5	Port Master Plan Designation:	Planning Area 3, Port of Los Angeles
6	Zoning:	Qualified Heavy Industrial Zone ([Q]M3-1) Harbor Gateway State Enterprise Zone ZI-2130
7	Description of Project:	The construction and operation of a maritime support facility that includes chassis repair and storage on Terminal Island.
8	Surrounding Land Uses/Setting	The Project site is bounded by SR-47/Seaside Freeway to the north, rail lines to the east, and Navy Way to the west and south. The proposed Project is comprised of a northern and a southern parcel separated by Reeves Avenue. The northern parcel is paved and contains three, vacant buildings. Portions of the northern parcel are currently used for chassis storage and fuel tank operations. The southern parcel is partially unpaved and is currently being used for concrete crushing operations.
9	Other Public Agencies Whose Approval Is Required	City of Los Angeles, Department of Building and Safety State Water Resources Control Board

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this proposed Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. These issues will be further analyzed in the EIR to determine if, in fact, the impact is significant. If the impact is determined to be significant in the EIR, the EIR will further determine if feasible mitigation is available that can reduce the impact to less than significant.

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

Determination:

On the basis of this initial evaluation:

X	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the proposed Project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.
 Christopher Zannon, Director of Environmental Management Division Date 01-09-20	

Evaluation of Environmental Impacts:

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

7. Supporting information sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - (a) the significance criteria or threshold, if any, used to evaluate each question, and
 - (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.
10. The evaluations with this Initial Study assume compliance with all applicable federal, state, and local laws, regulations, rules, and codes. In addition, the evaluation assumes that all conditions in applicable agency permits are complied with, including but not limited to local permits, air quality district permits, water quality permits and certifications, United States Army Corps of Engineers permits, and other agency permits, as applicable.

ENVIRONMENTAL IMPACTS		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state-designated scenic highway?	☐	☐	☐	☒
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II.	AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Plan, or other approved local, regional, or state habitat conservation plan?				
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
VII. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
landslide, lateral spreading, subsidence, liquefaction, or collapse?				
d. Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within	☐	☐	☐	☒

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
XII.	MINERAL RESOURCES. Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XIII.	NOISE. Would the project result in:				
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b.	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIV.	POPULATION AND HOUSING. Would the project:				
a.	Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XV.	PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒
XVI. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVII. TRANSPORTATION. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒
XVIII. TRIBAL CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☐	☒
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX.	WILDFIRE. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
XXI.	MANDATORY FINDINGS OF SIGNIFICANCE.				
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c.	Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

4.0 Environmental Impacts

I. AESTHETICS.

Except as provided in PRC Section 21099, would the project:

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

No Impact. The Project site is located on Terminal Island within the working port environment. The Project site consists of two parcels that are currently used for storage and port-related activities. The Project site is located adjacent to SR-47, Navy Way, and railyards on Terminal Island within the Port. The existing structures on the northern parcel of Project site include a two-story building with a tower (approximately three stories tall) in the northwest corner and two one story buildings on either side of the Reeves Avenue entrance, which is at the southern portion of the northern parcel to the site (Coffman Avenue). Because the northern parcel is below the grade of SR-47 and the adjacent Navy Way, only the tower is readily visible to passing vehicles. The tower is currently the tallest structure on the Project site and would be demolished during Phase I of construction. Additionally, one of the two other remaining buildings will be demolished as a part of this Project. These smaller buildings are not visible from the adjacent SR-47/Seaside Freeway, and as such minimal change in scenery would occur. Currently, portions of the northern parcel are being used to store chassis. The southern parcel is a crusher site with a mound of CMB (approximately two stories in height) along Reeves Avenue (the northern portion of the southern parcel). The proposed Project includes the placement of an approximately 40-foot-tall canopy on the northern parcel, that would be visible from portions of Navy Way and from Reeves Avenue but is not anticipated to be visible from SR-47/Seaside Freeway, which is elevated above the Project site. New LED lighting throughout the Project site and the proposed 80-foot lit sign and a flagpole with directional spot lighting in the northeast corner of the northern parcel would be visible from SR-47/Seaside Freeway. The proposed monument sign at the main entrance to the northern parcel from Reeves Avenue would only be visible from Reeves Avenue. The proposed Project would also include storage of chassis stacked up to four chassis high.

There are no sensitive public viewpoints or scenic vistas in the immediate Project vicinity; however, panoramic views of the Port and Pacific Ocean are available from distant public and private vantages, including panoramic views from hillside residential areas of San Pedro. The proposed canopy, LED lights and signage, and stacks of chassis would be consistent with the surrounding port uses and would not alter views of the Port and ocean available from public and private vantages, including the hillside of San Pedro. The proposed Project would be similar in nature to the existing visual landscape and would visually blend into the panorama of the working port uses and activities. Therefore, no impacts to a scenic vista would result from the proposed Project and no mitigation is required.

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

No Impact. The Project site is not visible from any eligible or designated state scenic highway, and the overall aesthetic will be consistent with existing uses. According to the California Department of Transportation (Caltrans), the nearest officially designated state scenic highway is located approximately 27 miles northwest of the proposed Project (State Highway 27 post miles 1.0-3.5) (Caltrans 2019). The nearest eligible state scenic highway is approximately 10 miles southeast of the Project site (State Highway 1 from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) (Caltrans 2019). As such, there are no scenic resources, including but not limited to trees,

rock outcroppings, or historic buildings, within a state scenic highway that could be substantially damaged by the Project. No impact would occur, and no mitigation is required.

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

No Impact. The proposed Project is located in an urbanized area. It would not conflict with applicable zoning and land use regulations governing the scenic quality. The Project site is currently zoned for heavy industrial use and the proposed Project would not require any changes to the existing zoning. Operations would consist of maritime support, specifically chassis repair and storage, and would be aesthetically consistent with prior uses on this site, as well as the industrial visual landscape and character of the surrounding area. Therefore, no impacts to existing visual character or quality would result from the proposed Project and it would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur, and no mitigation is required.

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

Less-than-Significant Impact. Current lighting on the Project site consists of limited lighting for a security station and the parking lot on the northern parcel. The southern parcel does not include any lighting independent of streetlights. The nighttime lighting environment within the Project vicinity consists mainly of ambient light produced from street lighting, container-handling operations and other facility lighting in the Port. The major source of illumination at the Port is the extensive system of down lights and floodlights attached to the tops of the tall light standards throughout the terminals. High intensity boom lights are attached on top of shipping cranes along the edge of the terminals and channels along the Los Angeles Harbor.

The proposed Project would include the installation of energy-efficient LED lighting throughout the site and fenced perimeter that would increase the nighttime lighting on the Project site. The proposed Project also includes in the northern parcel an 80-foot lit sign and a flagpole with directional spot lighting in the northeast corner and a monument sign at the main entrance from Reeves Avenue. Because the nature of the proposed Project is similar to the surrounding land uses, all lighting sources as a result of the proposed Project would be similar and consistent with existing nighttime lighting in the Project area. While the amount and level of lighting at the Project site would be increased from existing conditions, it would not be such as to adversely affect nighttime views because of the dominance of existing surrounding lighting throughout the Port, which operates 24 hours a day. The proposed Project would not include any components that might create any new sources of glare affecting daytime views. Therefore, impacts to nighttime or daytime views from light or glare from the proposed Project would be less than significant and no mitigation is required.

II. AGRICULTURE AND FORESTRY RESOURCES.

Would the project:

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

No Impact. The Project site does not contain any farmland and is located within the urban setting of the Port. The majority of the Project site is either paved or used for miscellaneous storage and port-related activities adjacent to SR-47 and railyards. Although the California Department of Conservation's Farmland Mapping and Monitoring Program has not mapped the Project site, the developed, urban character of the surrounding area suggests that the appropriate Farmland Mapping and Monitoring Program mapping designation would be Urban and Built-Up Land (California Department of Conservation 2016). Therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. No impacts would occur, and no mitigation is required.

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

No Impact. The Williamson Act, also known as the California Land Conversion Act of 1969 (14 CCR Section 51200 et seq.), preserves agricultural and open space lands from the conversion to urban land uses by establishing a contract between local governments and private landowners to voluntarily restrict their land holdings to agricultural or open space use. The Project site is not located on any lands with Williamson Act contracts. The Project site is currently designated as [Qualified] Heavy Industrial Zone ([Q]M3-1) and is within the Harbor Gateway State Enterprise Zone (ZI-2130) and does not support agricultural uses (City of Los Angeles 2019). As such, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur, and no mitigation is required.

- c. **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

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

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

No Impact. As discussed in (c) above, the Project site does not support forest land, nor is any forest land located in the vicinity. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur, and no mitigation is required.

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

No Impact. As discussed in (a) through (d) above, the Project site is developed and does not currently support farmland or forest land, nor is any farmland or forest land located in the vicinity. Therefore, the proposed Project would not result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use. No impact would occur, and no mitigation is required.

III. AIR QUALITY.

Would the project:

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

Less-than-Significant Impact. Following is the analysis of the applicable air quality plan under the South Coast Air Quality Management District and the San Pedro Bay Ports' Clean Air Action Plan:

2016 Air Quality Management Plan

The federal Clean Air Act (CAA) of 1969 and its subsequent amendments form the basis for the nation's air pollution control effort. The U.S. Environmental Protection Agency (EPA) 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 (SCAB), which includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAB is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The SCAB currently does not attain the NAAQS for ozone and particulate matter less than 2.5 microns in diameter (PM_{2.5}).

For regions that do not attain the NAAQS, the CAA requires the preparation of a State Implementation Plan (SIP), detailing how the state will attain the NAAQS within mandated timeframes. In response to this requirement, SCAQMD develops an Air Quality Management Plan (AQMP), which is incorporated by CARB into the SIP. The AQMP is updated every few years in response to NAAQS revisions, EPA SIP disapprovals, and attainment demonstration changes. The AQMP is usually a collaborative effort between the SCAQMD, CARB, and the Southern California Association of Governments (SCAG).

The 2016 AQMP (SCAQMD 2016a) focuses on attainment of the ozone and PM_{2.5} NAAQS through the reduction of ozone and PM_{2.5} precursor nitrogen oxides (NO_x), as well as through direct control of PM_{2.5}. The 2016 AQMP incorporates energy, transportation, goods movement, infrastructure and other planning efforts that affect future air quality. The 2016 AQMP also identifies feasible measures towards the earliest practicable achievement of the California Ambient Air Quality Standards (CAAQS), which were established through the California Clean Air Act of 1988 and are generally more stringent than the NAAQS. The SCAB currently does not attain the CAAQS for ozone, PM_{2.5}, and particulate matter less than 10 microns (PM₁₀).

The 2016 AQMP proposes emission reduction measures that are designed to bring the SCAB 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 would be required to comply with these and 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 the plan's implementation. Therefore, the proposed Project would not conflict with or obstruct implementation of the AQMP, the SIP, and the CAA. Impacts would be less than significant and no mitigation is required.

Clean Air Action Plan

The LAHD, in partnership with the Port of Long Beach (POLB), adopted the Clean Air Action Plan (CAAP) in 2006 and subsequently updated the CAAP in 2010 and 2017 (POLA and POLB 2017). The CAAP is a plan designed to reduce the health risks posed by air pollution from all POLA- and POLB-related emission sources, including ships, trains, trucks, terminal equipment, and harbor craft. The CAAP contains strategies to reduce emissions from sources in and around the Ports, plan for zero-emissions infrastructure, encourage freight efficiency, and address energy resources. The CAAP strategies are guided by recent planning efforts, chief among them the California Sustainable Freight Action Plan, which also provides the framework for State and regional control strategies under the Clean Air Act and the 2016 AQMP. The CAAP sets emission reduction targets for NO_x, sulfur oxides (SO_x), diesel particulate matter (DPM), and greenhouse gases (GHGs).

The proposed Project is consistent with the freight efficiency strategy of the CAAP by providing off-terminal maritime support to help meet the demands of Port marine terminals now and in the future. Although it is unclear if the emission reduction goals and timelines can be met due to future regulations or requirements that may be adopted, or future technologies that have not been identified or fully developed at this time, the proposed Project is not expected to conflict with any initiative that is developed to help the City and Port meet the emission reduction goals. For example, the CAAP established an initiative to implement an updated Clean Truck Program with prioritization of zero emission trucks. Such an initiative would have to apply and be implemented Port-wide across both the Ports of Los Angeles and Long Beach, and as the program develops, diverted truck trips to the proposed Project would reflect an increasingly cleaner truck mix, with corresponding reductions in pollutant emissions, as the truck fleet moves toward an increasing zero-emission composition. Further, as other initiatives are implemented Port-wide to address the emission reduction goals in the CAAP, they would be implemented at the project level if they affect elements that extend to Project operations. Thus, the proposed Project is not expected to conflict with the CAAP's emission reduction goals and initiatives. Impacts would be less than significant and no mitigation is required.

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

Less-than-Significant Impact. The SCAB 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}. Portions of the SCAB are also nonattainment for lead, mainly due to two lead-acid battery recyclers. The proposed Project would not produce substantial lead emissions; therefore, lead is not a pollutant of concern for the proposed Project.

SCAQMD, the local air quality regulatory agency, developed significance thresholds for use in CEQA documents. Table 2 presents SCAQMD's regional emission thresholds of significance for potential air quality impacts in the SCAB.

Table 2: SCAQMD Regional Air Quality Significance Thresholds

Air Pollutant ^a	Mass Daily Emission Threshold (lb/day)	
	Construction	Operation
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550

Notes:
 CO = carbon monoxide; lb/day = pounds per day; NO_x = nitrogen oxide; PM₁₀ = directly emitted particulate matter less than 10 microns; PM_{2.5} = directly emitted particulate matter less than 2.5 microns; SCAQMD = South Coast Air Quality Management District; SO_x = sulfur oxides; VOC = volatile organic compounds.
^a SCAQMD also provides mass daily emission thresholds for lead of 3 lb/day for both construction and operation. However, lead is not a pollutant of concern in this study because the proposed Project would not produce substantial lead emissions.
 Source: SCAQMD. South Coast AQMD Air Quality Significance Thresholds. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. April 2019.

In addition to direct impacts from individual elements of the project, cumulative impacts must also be assessed. CEQA Guidelines Section 15355 defines 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 states 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.”

SCAQMD has developed a policy to address the cumulative impacts of CEQA projects (SCAQMD 2003). The policy identifies the cumulative thresholds for mass daily emissions to be the same as the project-level thresholds and indicates that project impacts are cumulatively considerable if they exceed the project-specific air quality significance thresholds (shown in Table 2).

Construction

Construction of the proposed Project would occur in two sequential phases. Phase I would improve the 19-acre northern parcel and would include activities such as building demolition, grading, paving, LED lighting installation, and perimeter fence installation. Phase II would improve the 12-acre southern parcel and would include activities such as CMB removal, grading, paving, LED lighting installation, and perimeter fence installation. In total, construction is anticipated to take approximately 4 to 6 months. The earliest the proposed construction could begin is February 2020. Criteria air pollutant emissions from proposed construction activities would result from off-road construction equipment exhaust; fugitive dust from earth disturbance and soil handling; exhaust, tire wear, brake wear, and paved road dust from haul truck, vendor vehicle, and worker vehicle trips; and fugitive volatile organic compound (VOC) emissions associated with asphalt paving and striping activities.

The California Emissions Estimator Model (CalEEMod), version 2016.3.2, was used to quantify peak day emissions from anticipated construction activities (CAPCOA 2017). CalEEMod is approved by the SCAQMD and is well suited to typical land development projects. The CalEEMod output is

provided in Appendix A. CalEEMod inputs were obtained from the description of proposed Project construction provided in Section 2.2.1 as well as additional information provided by the Port and the applicant. Key assumptions include:

- The construction equipment fleet composition was obtained from Table 1 of Section 2.2.1.
- A total of 69,982 square feet of building floor space would be demolished in Phase I.
- During grading for each phase, soil would be removed to a depth of six inches and exported.
- In Phase I, the building demolition and grading/base activities would occur simultaneously.
- In each of Phases I and II, the fencing/lighting and striping activities would occur simultaneously.
- All other construction activities would occur in series.
- In Phase II, up to 100,000 cubic yards of CMB would be removed. Haul truck capacity would be 20 cubic yards per truck. Haul distance would be 4.7 miles. (Actual CMB quantity at the site is approximately 85,000 cubic yards. Removal of the CMB is associated with the closure of the crushing facility but has conservatively been included in this analysis.)

Table 3 shows the peak daily regional emissions associated with proposed Project construction. Peak VOC emissions would occur primarily from asphalt striping. Peak NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions would occur during simultaneous building demolition and grading of the northern parcel. The table shows that all pollutant emissions would be below the significance thresholds without mitigation. Therefore, construction activities would not result in a cumulatively considerable contribution to the existing pollution burden in the SCAB. Impacts would be less than significant and no mitigation is required.

Table 3: Peak Daily Regional Construction Emissions

Parcel	Activity	Emission Rate (lb/day) ^{a,b}					
		VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Northern	Demolition/Grading/Base	4.3	48.2	34.0	0.1	4.7	2.2
	Utilities	1.2	10.8	8.8	0.02	1.1	0.6
	Paving	4.6	18.5	15.7	0.04	1.3	0.8
	Fencing/Lighting/Striping	20.4	11.1	9.8	0.03	1.1	0.6
Southern	CMB Removal	0.8	17.5	6.9	0.03	0.7	0.4
	Grading/Base	3.2	36.3	25.3	0.08	3.5	1.6
	Utilities	1.2	10.8	8.8	0.02	1.1	0.6
	Paving	5.3	18.5	15.7	0.04	1.3	0.8
	Fencing/Lighting/Striping	25.4	11.1	9.8	0.03	1.1	0.6
Peak Daily Emissions ^c		25.4	48.2	34.0	0.1	4.7	2.2
SCAQMD Significance Threshold		75	100	550	150	150	55
Significant Regional Impact?		No	No	No	No	No	No
Notes: ^a Source: CalEEMod v. 2016.3.2. Emission calculations use 2020 emission factors. All construction emissions are assumed to occur in 2020. ^b The PM emissions assume twice-daily watering for fugitive dust control per SCAQMD Rule 403. ^c The table rows of construction activities would occur in series; therefore, peak daily emissions would be the row with the greatest emissions.							

Operation

As mentioned above in Section 2.2, the proposed Project would provide chassis storage and repair services to support existing container terminals on Terminal Island. Project operations would consist of a maximum of 2,400 daily one-way truck trips to and from the Project site to pick up and drop off chassis. Yard equipment would include five 5,000-pound propane forklifts, two yard tractors (with Tier 4 diesel engines), and one 30,000-pound heavy lift/forklift (also with a Tier 4 diesel engine). Propane deliveries for the forklifts would occur approximately three times per week.

Criteria air pollutant emissions from proposed operational activities would primarily result from exhaust, tire wear, brake wear, and paved road dust from trucks driving to, from, and through the Project site; exhaust from trucks while idling at the Project site; and exhaust from yard equipment operating at the Project site. Because the 65 employees associated with the proposed Project would be relocated from PCMC's current operations on Pier 400 on Terminal Island, their net emissions impact was assumed to be zero.

The emission calculations for trucks used year 2020 emission factors generated by CARB's EMFAC2017 model (CARB 2018). The truck fleet mix input into EMFAC2017 was based on the drayage truck fleet age distribution developed for the 2017 CAAP and reflects the CAAP requirement that all first-time registered trucks must be model year 2014 or newer starting October 2018 (Starcrest 2019). The emission calculations for yard equipment used year 2020 emission factors from CARB's Cargo Handling Equipment (CHE) emissions inventory model (CARB 2011), assuming the CHE fleet age distribution developed for the 2017 CAAP (Starcrest 2019). Year 2020 represents the maximum emissions scenario for operations because emissions in subsequent years would gradually decline in response to normal fleet turnover, where older, more emissive vehicles or equipment are retired at the end of their useful lives and are replaced with newer, less emissive vehicles or equipment. The operational emission calculations are provided in Appendix A. Other key assumptions in the operational emission calculations include:

- The 2,400 daily diverted one-way truck trips would generate 1,300 additional vehicle-miles travelled per day.
- Based on the proposed site plan, the on-site driving distance was estimated to be 0.68 miles per truck visit, or 0.34 miles per one-way trip.
- The on-site truck idling time of 0.15 hours (9 minutes) per truck visit was obtained from Table 7.2 of the *POLA Inventory of Air Emissions for Calendar Year 2017* (POLA 2018b), for non-container facilities.
- Average truck driving speeds were estimated based on the on-site and off-site routes and expected travel speeds along each route segment.
- Maximum usage rates for the yard equipment were provided by the applicant. They are 2,000 hours per year (5.5 hours per day) for each propane forklift, 5,100 hours per year (14 hours per day) for each yard tractor, and 4,000 hours per year (11 hours per day) for the large forklift.
- The operational emissions conservatively assume a CEQA baseline of zero.

Table 4 shows the peak daily regional emissions associated with proposed Project operation. The table shows that all pollutant emissions would be below the significance thresholds without

mitigation. Therefore, operational activities would not result in a cumulatively considerable contribution to the existing pollution burden in the SCAB. Impacts would be less than significant and no mitigation is required.

Table 4: Peak Daily Regional Operational Emissions

Source	Emission Rate (lb/day) ^a					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Truck Driving Exhaust	2.2	37.8	7.2	0.1	0.2	0.2
Truck On-Site Idling Exhaust	0.6	10.2	10.5	0.02	0.002	0.001
Truck Tire and Brake Wear	0	0	0	0	0.5	0.2
Truck Paved Road Dust	0	0	0	0	3.6	0.5
Yard Equipment ^b	1.7	3.7	28.1	0.04	0.2	0.1
Peak Daily Emissions	4.5	51.6	45.8	0.2	4.4	1.0
SCAQMD Significance Threshold	55	55	550	150	150	55
Significant Regional Impact?	No	No	No	No	No	No
Notes: ^a Emission calculations use 2020 emission factors. Emissions after 2020 would generally decline due to fleet turnover where older, higher emitting trucks and equipment are retired at the end of their useful lives and replaced with newer, lower emitting trucks and equipment. ^b Yard equipment would consist of 5 propane forklifts, 2 diesel yard tractors with Tier 4 engines, and 1 large diesel forklift with a Tier 4 engine.						

c. Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. SCAQMD developed CEQA significance thresholds for ambient criteria pollutant and Toxic Air Contaminant (TAC) concentrations. These are referred to as the local significance thresholds because maximum off-site pollutant concentrations associated with a project typically occur locally, near the project site. Table 5 presents SCAQMD's local air quality significance thresholds.

Table 5: SCAQMD Local Air Quality Significance Thresholds

Air Pollutant ^a	Ambient Concentration Threshold
NO ₂ 1-hour average Annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (339 µg/m ³) (state) 0.03 ppm (57 µg/m ³) (state)
PM ₁₀ 24-hour average 24-hour average Annual average	10.4 µg/m ³ (construction) 2.5 µg/m ³ (operation) 1.0 µg/m ³
PM _{2.5} 24-hour average 24-hour average	10.4 µg/m ³ (construction) 2.5 µg/m ³ (operation)
SO ₂ 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99 th percentile) 0.04 ppm (state)
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (23,000 µg/m ³) (state) and 35 ppm (federal) 9.0 ppm (10,000 µg/m ³) (state/federal)
Toxic Air Contaminant Thresholds	
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)
Notes: CO = carbon monoxide; NO₂ = nitrogen dioxide; PM₁₀ = directly emitted particulate matter less than 10 microns; PM_{2.5} = directly emitted particulate matter less than 2.5 microns; ppm = parts per million; µg/m³ = micrograms per cubic meter; SCAQMD = South Coast Air Quality Management District; SO₂ = sulfur dioxide; TACs = toxic air contaminants; ≥ = greater than or equal to; > = greater than. ^a SCAQMD also provides ambient concentration thresholds for sulfates and lead. However, sulfates and lead are not pollutants of concern in this study because the proposed Project would not produce substantial emissions of those pollutants. Source: SCAQMD. South Coast AQMD Air Quality Significance Thresholds. http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. April 2019.	

Localized Significance Threshold Analysis for Criteria Pollutants

SCAQMD developed a screening methodology whereby a CEQA lead agency can assess a relatively small project for local criteria pollutant impacts without the need for dispersion modeling and direct comparison to the thresholds in Table 5. SCAQMD's Localized Significance Thresholds (LSTs) methodology is based on peak daily on-site emissions, the area over which the on-site emissions are released, and the distance to the nearest exposed individual. The LSTs are provided in a series of look-up tables for emissions of NO_x, CO, PM₁₀, and PM_{2.5}. If a project's on-site emissions are below the LST look-up table emission levels, then the project is considered not to violate or substantially contribute to a violation of an ambient air quality standard.

The following assumptions were used for the LST analysis:

- The Project site is in Source-Receptor Area 4 (South Coastal Los Angeles County), as defined in the SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008a).
- Because the LSTs for PM₁₀ and PM_{2.5} are based on 24-hour averaging times, the appropriate receptor distance is the distance to the nearest sensitive receptor (such as a residence, hospital, school, daycare facility, or convalescent facility) where an individual could be present for at least 24 consecutive hours (SCAQMD, 2008a). The closest sensitive receptor is the Newmarks Yacht Centre, 980 meters north of the project site boundary at Berth 204. Therefore, the maximum available receptor distance of 500 meters in the LST lookup tables (SCAQMD 2009) was used for PM₁₀ and PM_{2.5}.
- Because the LSTs for NO_x and CO are based on shorter averaging times (1 hour for NO_x and 1 and 8 hours for CO), the appropriate receptor distance is the distance to the nearest sensitive or worker receptor where an individual could present for periods of one to eight hours (SCAQMD 2008a). Therefore, the minimum available receptor distance of 25 meters in the LST lookup tables was used for NO_x and CO because there are active rail lines and train storage yards where workers could be present immediately east of the Project site.
- For Project construction, the grading/base activity would produce the highest daily emissions of NO_x, CO, PM₁₀, and PM_{2.5}. The SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* (SCAQMD 2019) recommends an LST site acreage based on the amount of earth disturbance on the peak emissions day. The grading/base activity would use 4 backhoe/loaders. Assuming each backhoe/loader would disturb 0.5 acres per day (consistent with SCAQMD's aforementioned Fact Sheet), the appropriate site acreage for the construction LST analysis is 2 acres.
- For Project operation, the peak daily on-site emissions would occur throughout the Project site. Therefore, the largest available area of 5 acres was used for the site acreage for the operational LST analysis. Using a smaller area than the actual site area in the LST analysis is conservative because a smaller area means the emissions would be more concentrated and therefore would produce higher ambient concentrations.

Table 6 presents the peak daily on-site emissions and corresponding LST analysis for proposed Project construction. The table shows that all pollutant emissions would be below the LST significance thresholds without mitigation. Therefore, criteria pollutant emissions from proposed Project construction would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant and no mitigation is required.

Table 6: Localized Significance Threshold (LST) Analysis of Proposed Project Construction

Parcel	Activity	On-Site Emission Rate (lb/day) ^{a,b}			
		NO _x	CO	PM ₁₀	PM _{2.5}
Northern	Demolition/Grading/Base	35.8	28.9	3.3	1.8
	Utilities	9.6	6.3	0.5	0.4
	Paving	18.3	13.4	0.7	0.7
	Fencing/Lighting/Striping	9.8	7.1	0.4	0.4
Southern	CMB Removal	4.2	4.6	0.3	0.3
	Grading/Base	25.2	20.5	2.2	1.3
	Utilities	9.6	6.3	0.5	0.4
	Paving	18.3	13.4	0.7	0.7
	Fencing/Lighting/Striping	9.8	7.1	0.4	0.4
Peak Daily On-Site Emissions ^c		35.8	28.9	3.3	1.8
LST Threshold ^d		82	842	167	101
Significant Local Impact?		No	No	No	No
Notes: ^a Source: CalEEMod v. 2016.3.2. The LST analysis applies to on-site emissions only. Emission calculations use 2020 emission factors. All construction emissions are assumed to occur in 2020. ^b The PM emissions assume twice-daily watering for fugitive dust control per SCAQMD Rule 403. ^c The table rows of construction activities would occur in series; therefore, peak daily emissions would be the row with the greatest emissions. ^d The LST thresholds reflect a peak day disturbed site area of 2 acres and receptor distances of 25 meters for NO _x and CO and 500 meters for PM ₁₀ and PM _{2.5} . The Project site is in Source-Receptor Area 4 (South Coastal LA County).					

Table 7 presents the peak daily on-site emissions and corresponding LST analysis for proposed Project operation. The table shows that all pollutant emissions would be below the LST significance thresholds without mitigation. Therefore, criteria pollutant emissions from proposed Project operation would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant and no mitigation is required.

Table 7: Localized Significance Threshold (LST) Analysis of Proposed Project Operation

Source	On-Site Emission Rate (lb/day) ^a			
	NO _x	CO	PM ₁₀	PM _{2.5}
Truck Driving Exhaust	20.8	4.9	0.09	0.09
Truck On-Site Idling Exhaust	10.2	10.5	0.002	0.001
Truck Tire and Brake Wear	0	0	0.2	0.06
Truck Paved Road Dust	0	0	3.3	0.5
Yard Equipment ^b	3.7	28.1	0.2	0.1
Peak Daily On-Site Emissions	34.7	43.5	3.7	0.8
LST Threshold ^c	123	1,530	46	29
Significant Local Impact?	No	No	No	No
Notes: ^a Emission calculations use 2020 emission factors. Emissions after 2020 would generally decline due to fleet turnover where older, higher emitting trucks and equipment are retired at the end of their useful lives and replaced with newer, lower emitting trucks and equipment. ^b Yard equipment would consist of 5 propane forklifts, 2 diesel yard tractors with Tier 4 engines, and 1 large diesel forklift with a Tier 4 engine. ^c The LST thresholds reflects a site operational area of 5 acres (largest available size category) and receptor distances of 25 meters for NO _x and CO and 500 meters for PM ₁₀ and PM _{2.5} . The Project site is in Source-Receptor Area 4 (South Coastal LA County).				

Toxic Air Contaminants

Impacts of TAC concentrations on sensitive receptors can be evaluated in accordance with the 2015 Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Risk Assessment Guidelines* (OEHHA 2015). Health risk assessments conducted per these guidelines in prior LAHD CEQA documents, such as the Berths 226-232 [Everport] Container Terminal Improvements Project EIS/EIR (Everport EIS/EIR - LAHD 2017), have shown that DPM is the dominant TAC in terms of predicted cancer risk. The DPM emissions associated with construction and operation of the proposed Project would be small relative to large terminal projects and therefore do not warrant a formal health risk assessment. Although no health risk assessment is warranted, to further demonstrate that the cancer risk impacts associated with the proposed Project would be less than significant, cancer risk results from the Everport EIS/EIR were scaled by the relative emissions of the proposed Project to approximate the risks associated with the proposed Project. The scaling analysis is included in Appendix A. It shows that the maximum individual cancer risk associated with proposed Project construction and operation would be approximately 0.9 in one million, much less than the significance threshold of 10 in one million. Moreover, because no residential receptor would have a cancer risk of 1 in one million or greater, the population cancer burden would be zero by definition.

The OEHHA Guidelines also recommend the consideration of non-cancer health impacts from chronic and acute exposure. OEHHA recommends that non-cancer chronic impacts be evaluated over a maximum 1-year exposure period and acute health impacts be evaluated over a maximum 1-hour exposure period. LAHD large terminal projects such as Everport have not resulted in an exceedance of non-cancer chronic or acute health impacts. Because the emissions associated with the proposed Project would be small compared to large terminal projects, the proposed Project would also not result in significant non-cancer health impacts.

Therefore, proposed Project construction and operational activities would not expose sensitive receptors to substantial TAC concentrations. Impacts would be less than significant and no mitigation is required.

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

Less-than-Significant Impact. Construction and operational activities of the proposed Project would increase air pollutants primarily due to the combustion of diesel fuel and short-term paving activities. Some individuals might find such emissions to be objectionable in nature, although quantifying the odorous impacts of these emissions to the public is difficult due to the complex mixture of chemicals in diesel exhaust and asphalt off-gas. It is difficult to quantify the potential for changes in perceived odors even when air contaminant concentrations are known.

The mobile nature of most proposed Project emission sources would serve to disperse proposed Project emissions. Additionally, the distance between proposed Project emission sources and the nearest sensitive receptor (980 meters) is far enough to allow for adequate dispersion of these emissions to below objectionable odor levels. Furthermore, the existing industrial setting of the proposed Project represents an already complex odor environment. For example, existing nearby container terminals include freight and goods movement activities that use diesel trucks and diesel cargo-handling equipment that generate similar diesel exhaust odors as the proposed Project. Within this context, the proposed Project would not likely result in changes to the overall odor environment in the vicinity. Therefore, the proposed Project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant and no mitigation is required.

IV. BIOLOGICAL RESOURCES.

Would the project:

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

Less-than-Significant Impact. As discussed within the PMP (POLA 2018a), most of the terrestrial area within the Port contains facilities and infrastructure such as buildings, roads, and paved container storage areas that are highly disturbed and have limited vegetated habitats. Wildlife use of developed and most undeveloped areas within the Project vicinity is limited. The majority of species that are known or have the potential to occur are adapted to human-disturbed landscapes. Biologically sensitive areas within the Port include wetlands, marine habitats of particular concern [eelgrass (*Zostera* spp.), kelp (*Laminariales* spp.)], and the designated California least tern (*Sternula antillarum browni*) nesting site (POLA 2018a). The California least tern is considered endangered and breeds on a portion of Pier 400, over two miles south of the Project site. This species also uses the Seaplane Lagoon, southwest of the Project site, for fish-foraging. However, the Project site does not contain any suitable habitats for least tern nesting.

The open water areas of the Port provide important nursery and foraging habitat for coastal marine fish and nesting and foraging habitat for many resident and migratory birds. The nearest biological resource to the Project site is eelgrass beds, located in Seaplane Lagoon off the coast of Terminal Island, 200 feet west of the Project site (POLA 2018a). The Project site is separated from the water's edge by Navy Way and neither construction nor operations would occur at or within the water. As

described under Section X (a), no water quality impacts would occur during construction or operations that could have potential indirect impacts on eelgrass. Therefore, neither the construction nor the operation of the proposed Project would have substantial adverse effect or modification to this resource. The waterways in and around the Port also provide habitat for marine mammals, which are protected under the Marine Mammal Protection Act (POLA 2018a). The proposed Project would not include in-water or over-water construction or operations and would not affect marine mammals. No other biological resources are identified within the Project area.

The Project site is highly disturbed and located in a highly urbanized area. There are several mature ornamental landscape trees located on the northern parcel of the Project site. However, it is unlikely that these trees could provide suitable nesting opportunities for bird species protected under the California Fish and Game Code and the Migratory Bird Treaty Act (MBTA) of 1918 because of the disturbed nature of the Project site and frequency of current activities within the parcels. In addition, the northern parcel is not suitable for ground nesting due to the extent of development pavement and current activities. A few of the ornamental trees on the northern parcel would likely be removed during the demolition of the buildings during Phase I of construction. The southern parcel of the Project site is not suitable for ground nesting due to concrete crushing and storage activities, but the parcel does contain several ornamental, palm trees and sparse ruderal vegetation in an area mainly consisting of hard packed soil on the north, east, and west edges of the parcel, adjacent to Reeves Avenue and along Navy Way, that would be removed in Phase II of construction. However, most of the ornamental trees observed on the Project site are not dense enough to provide a suitable nesting habitat for protected birds; therefore, their removal would not result in a significant impact on protected bird species.

Given the limited vegetation on site and lack of suitable habitat, wildlife on site would be limited to common species typically found in urban environments. In addition, no violations of the MBTA are anticipated, as discussed above. Therefore, impacts associated with candidate, sensitive, or special-status species as identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS would be considered less than significant and no mitigation is required.

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

Less-than-Significant Impact. The Project site is located in the working Port and currently designated as Qualified Heavy Industrial Zone ([Q]M3-1) and Harbor Gateway State Enterprise Zone (ZI-2130) (City of Los Angeles 2019). The Project site is developed with an existing surface parking lot, three buildings on the northern parcel, and a concrete crushing site on the southern parcel. As described under Section IV (a) above, limited vegetation consists primarily of ornamental trees and sparse ruderal vegetation. No riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS exist on the Project site. As discussed in Section IV (a), eelgrass beds, which are considered a special aquatic site (vegetated shallows) pursuant to the Clean Water Act and a habitat area of particular concern, are located across Navy Way in Seaplane Lagoon, to the west of the southern parcel. This area is approximately 200 feet from the western boundary of the Project site and fencing and Navy Way would separate project activities from Seaplane Lagoon (POLB and POLA 2016). Although runoff from the Project site during construction and operation could drain into Seaplane Lagoon, pollutants in site runoff would be removed in compliance with the Construction General Permit, Industrial General Permit and LID requirements (see discussion under Checklist Item X (a) below) prior to discharge to the local storm drain system. As a consequence, the proposed Project would not result in direct or indirect adverse

impacts to eelgrass. Therefore, no impacts associated with riparian habitat or any other sensitive natural community would result from implementation of the proposed Project, and no mitigation is required.

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

No Impact. The proposed Project would not have a substantial adverse effect on federally protected wetlands. The nearest wetland to the Project site is the Salinas de San Pedro (also referred to as Cabrillo Marsh). It is a 3.3-acre salt marsh located near Cabrillo Beach in the Outer Harbor and is located approximately 3.2 miles southwest of the Project site (POLA 2018a).

As discussed in Section IV (b) above, the Project site is not on or adjacent to the water and would not impact water quality. The proposed Project construction would be confined to the immediate Project site and no in- or over-water construction or operations are proposed. No activities would occur within or near wetlands. Further, the proposed Project would not affect marine vessel traffic or otherwise affect any in-water operations. Therefore, no impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act would occur. No mitigation is required.

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

Less-than-Significant Impact. As discussed under Sections IV (a) and (b) above, the few mature ornamental landscape trees located on the Project site and sparse ruderal vegetation are not likely to support nesting birds due to existing development and activities (chassis operations and concrete crushing and storage activities). Further, site development and activities preclude ground nesting, and there is no suitable habitat on-site to support native resident or migratory fish or wildlife species. As discussed in the Port Master Plan, the Port Complex occurs between dense, urban development and ocean waters; therefore, natural corridors (topographic or habitat pathways) supporting terrestrial wildlife movement do not occur (POLA 2018a). A majority of the northern parcel site would be graded during construction, and the only trees that would remain would be those surrounding the building that will not be demolished (adjacent to Reeves Avenue). All the vegetation along Reeves Avenue, associated with the southern parcel, would be removed during construction.

The mature ornamental landscape trees on the northern parcel are unlikely to provide nesting opportunities for bird species protected under the California Fish and Game Code and the MBTA of 1918, and neither parcel is suitable habitat for ground nesting, as discussed above. Further, most of the ornamental trees observed on the Project site are not dense enough to provide a suitable nesting habitat for protected birds; therefore, their removal would not pose significant impacts on protected bird species. Overall impacts associated with the movement of any native resident, migratory fish, or wildlife species would be considered less-than-significant and no mitigation is required.

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

No Impact. The proposed Project would not conflict with any local policies protecting biological resources. The only biological resources protected by the City ordinance (Ordinance No. 177404) pertain to certain tree species. Several mature ornamental trees are located within the Project site; however, none are protected by City Ordinance. Therefore, no conflict with the City's native tree

protection and relocation ordinance would occur. There would be no impact and no mitigation is required.

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

No Impact. No adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan overlay the Project site. The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan, which is located 4.7 miles west of the Project site (City of Rancho Palos Verdes 2018). The County of Los Angeles (County) has established official, designated areas, referred to as Significant Ecological Areas (SEAs), within the County that contain rare or unique biological resources. The Terminal Island (Pier 400) California least tern nesting site is the only SEA in the Port. The Project site is over two miles from the Terminal Island SEA and site and this SEA would not be affected by the construction or operation of the proposed Project. Outside of the Port, the County has proposed the creation of the Palos Verdes Peninsula SEA; however, the boundary of the proposed SEA would be approximately 3.5 miles southwest of the Project site and would not be affected by the construction or operation of the proposed Project. Since the proposed Project is not in the vicinity of any existing or proposed SEAs, no impact would occur, and no mitigation is required.

V. CULTURAL RESOURCES.

Would the project:

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

No Impact. The proposed Project would not cause substantial adverse change or affect to a historical resource. The Project site is located on Terminal Island, which is an artificially elevated landform made of constructed fill, created between approximately 1915-1929 and 1947-1967 (EDR Historical Topo Map Report 2016). This type of constructed fill reduces the chance of encountering intact prehistoric or historic materials. The northern parcel of the Project site is mostly paved and is developed with three existing buildings from the 1980's. The southern parcel of the Project site has for over a decade been used as a crusher site and debris staging area to support Port of Los Angeles activities and operations and has no structures.

Under the proposed Project, the largest building on the northern parcel and the one of the smaller buildings would be demolished. The remaining building would undergo minor interior renovations. Typically, in order to qualify for designation, a building or other property must be at least 50 years old, must retain a high degree of integrity, and must have some level of historic significance. Based on the age of the buildings (post-1980), these buildings do not qualify for evaluation as potential historic properties. None of the parcels associated with the Project site are expected to yield important information about prehistory or history based on the artificial (man-made) creation of the Project site. Therefore, neither the property nor the buildings on the northern parcel are not be considered a historic property, as defined in Section 106 of the National Historic Preservation Act of 1966, as amended, nor does it qualify as a historical resource as defined by CEQA (PRC Section 5024.1 and Section 15064.5 of the State CEQA Guidelines). Further, the property does not qualify for listing as a City of Los Angeles Historic-Cultural Monument, nor does it warrant consideration as a contributor to a Historic Property Overlay Zone. Additionally, construction on the Project site would include grading, paving, and installation of lighting and fencing of the northern parcel, removing the

crushing operations in the southern parcel, as well as grading, paving, and installation of lighting and fencing in the southern parcel. For these reasons, the proposed Project would not cause a substantial adverse change in the significance of a historic resource pursuant to CEQA Guidelines Section 15064.5. Therefore, no impact would occur, and no mitigation is required.

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

No Impact. The proposed Project would not cause a substantial adverse change or effect to an archaeological resource. The proposed Project is located on Terminal Island, an artificially elevated landform made of constructed fill, created between approximately 1915-1929 and 1947-1967. This type of constructed fill reduces the chance of encountering intact prehistoric or historic materials. Further, the Project site is previously graded and highly disturbed. While Phase I of construction would include the demolition of two buildings on the northern parcel and site grading, the Project site is composed of fill and is extensively disturbed; therefore, there is an extremely low potential for encountering natives' soils and discovering archaeological or ethnographic cultural resources. For these reasons, neither construction nor operational activities are expected to encounter archeological resources; therefore, no impacts are anticipated, and no mitigation is required.

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

No Impact. The proposed Project would not disturb any human remains. As discussed under Sections V (a) and (b) above, the proposed Project is located on Terminal Island, an artificially elevated landform of constructed fill, created between approximately 1915-1929 and 1947-1967. There are no human remains known to exist within the Port boundary. Activities associated with the proposed Project will occur at or near the surface within the footprint of previous construction activity and does not have the potential to disturb any human remains. Phase I of construction would include the demolition of two buildings, which may necessitate excavation; however, the potential to encounter human remains is extremely unlikely. Therefore, no impact would occur, and no mitigation is required.

VI. ENERGY.

Would the project:

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

Less-than-Significant Impact. The proposed Project would not use non-renewable energy resources in a wasteful or inefficient manner during construction or operation. The proposed Project would require the use of non-renewable energy resources, primarily in the form of diesel, gasoline, and propane fuels, to operate equipment during Phase I and Phase II of construction, to operate equipment during operations, and to operate worker automobiles during both construction and operation. Additional energy resources would be consumed in small amounts in the form of electricity during construction and to operate lighting systems during operation.

During construction, diesel fuel would be used to operate on-site construction equipment and off-site delivery and hauling vehicles. Gasoline fuel would be used to operate worker automobiles. Electricity would be used to operate minor electrical equipment, such as lighting. Substantial

electricity use would not occur during construction activities because construction would occur primarily during daylight hours.

During operation, diesel and propane fuels would be used to operate on-site off-road equipment. Gasoline fuel would be used to operate worker automobiles. Electricity would be used to operate on-site outdoor lighting. It is not anticipated that implementation of the proposed Project would result in increased operational worker trip distances or require additional worker trips, therefore there would be no change in operational gasoline fuel demand as a result of the Project. Additional minor operational energy use associated with indoor lighting and cooling would occur as a result of the proposed Project; however, as part of proposed Project construction, approximately 69,982 square feet of existing in-use on-site buildings would be demolished. It is anticipated that this demolition of existing structures would offset any potential Project-related indoor lighting and cooling energy demand.

Construction of the proposed Project would consume an estimated 59,422 gallons of fuel (55,872 gallons diesel, 3,550 gallons gasoline). Operation of the Project would annually consume an estimated 251,371 gallons of fuel (236,614 gallons diesel, 14,757 gallons propane). For fuel consumption calculations, see Appendix A. Energy expenditures during construction would be short in duration, lasting 4 to 6 months for each phase and occurring periodically during each of the proposed Project construction phases. Construction activities would be planned and sequenced to maximize the efficiency of construction, reducing the potential for energy resources to be used inefficiently.

Operations electricity demands at the proposed Project site would be related to industrial uses, including facility operations, site and security lighting, and general site maintenance. LED light fixtures would be used at the Project site and would meet the latest efficiency standards. These energy uses do not constitute wasteful, inefficient, or unnecessary consumption; therefore, impacts are less than significant and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would not conflict with adopted state or local renewable energy or energy plans. Additionally, the proposed Project would not conflict with any Port of Los Angeles energy plans, including the Energy Management Action Plan. The proposed Project would not require the removal of any existing renewable energy infrastructure, such as solar panels or wind turbines. The proposed Project would be required to comply with energy efficiency requirements under the California Green Building Code. The POLA Development Bureau (Construction Division) is responsible for inspection, management, and oversight of construction projects to ensure projects comply with energy efficiency requirements. Energy consumption during construction activities would be used efficiently and would represent a negligible portion of State-wide energy consumption. Therefore, these uses do not conflict with energy plans and impact would be less than significant, and no mitigation is required.

VII. GEOLOGY AND SOILS.

Would the project:

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

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

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

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

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

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

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

- iv. **Landslides?**

No Impact. The Project site is relatively flat with no significant natural or graded slopes that could be susceptible to landslides. The proposed Project is not located near any landslide hazard areas. Therefore, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impact would occur, and no mitigation is required.

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

Less-than-Significant Impact. Common causes of soil erosion from construction include movement of soil off-site via stormwater, wind, and vehicles. The proposed Project would involve demolition of a building and grading on the northern parcel, and removal of CMB and grading of the southern parcel, which may necessitate earthwork or excavation that would disturb surface soils or

temporarily leave exposed soil on the ground's surface. Erosion and sediment controls would be used during construction to reduce the amount of soils disturbed and to prevent disturbed soils from entering runoff. Construction projects resulting in the disturbance of one-acre or more are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board to control soil erosion due to stormwater. Prior to the start of construction activities for the proposed Project, the contractor would prepare a Storm Water Pollution Prevention Plan (SWPPP) that specifies logistics and schedule for construction activities that would minimize potential for erosion and sedimentation. It will identify standard practices that include implementation of best management practices (BMPs) for the installation, monitoring, and maintenance of control measures. The SWPPP would be prepared and submitted prior to the start of construction and control measures would be installed at the construction sites prior to ground disturbance. After construction is completed, the entire Project site would be covered by pavement and no large areas of exposed soil that could be exposed to erosion effects of wind or water would remain. Therefore, the proposed Project would not result in substantial soil erosion or the loss of topsoil. The impact would be less than significant, and no mitigation is required.

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

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

The Project site is located partially on man-made landfill areas, which could be subject to lateral spreading, subsidence, liquefaction, or collapse. However, the proposed Project features would not cause or accelerate geologic hazards and would be constructed in accordance with design and engineering criteria and applicable building and safety requirements (such as the building standards contained in the most recent edition of the Los Angeles Municipal Code [LAMC] and California Building Code). With incorporation of modern construction engineering and safety standards and compliance with current building regulations, this impact is considered less than significant, and no mitigation is required.

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

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

Although the proposed Project could be located on expansive soil, the proposed Project would not include the construction of any new habitable structures. Therefore, impacts associated with the risk

of expansive soil would be less than significant and no substantial risk to life or property would be present and no mitigation is required.

Further, the proposed Project would not cause or accelerate risks associated with being located on expansive soils and would be constructed in accordance with design and engineering criteria, including recommendations in a geotechnical report prepared as part of the design process and applicable building and safety requirements (such as the building standards contained in the most recent edition of the LAMC and California Building Code). With incorporation of modern construction engineering and safety standards and compliance with current building regulations, this impact is considered less than significant, and no mitigation is required.

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

No Impact. The proposed Project would not require a septic or alternative wastewater disposal system. Existing sewers would be used for the disposal of wastewater. Therefore, no impacts associated with the ability of soils to support septic tanks would occur, and no mitigation is required.

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

No Impact. The proposed Project would not destroy a unique paleontological site. As discussed under Section V (a) and (b), the proposed Project is located on Terminal Island, an artificially elevated landform of constructed fill, created between approximately 1915-1929 and 1947-1967 and is a previously graded, highly disturbed site. The previous disturbance and presence of constructed fill reduces the chance of encountering intact paleontological resources. The site possesses no unique geologic features. Further, no paleontological resources are known to exist in or around the Project site. For these reasons, no impact is anticipated to paleontological resources, and no mitigation is required.

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

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

Less-than-Significant Impact. This section summarizes potential GHG emissions associated with construction and operation of the proposed Project.

As mentioned above in Section 2.2, the proposed Project would provide chassis storage and repair services to support existing container terminals on Terminal Island. Trucks traveling to and from those container terminals would divert from their normal routes to the proposed Project site for chassis pick-up or drop-off and return to their normal route. Operational activities would therefore primarily consist of diverted truck trips and yard activities (chassis handling and repair). GHG emissions associated with proposed Project construction and operation were calculated as described in Section III (Air Quality). One additional category not described in Air Quality, LED lighting, is an indirect GHG emission source because the emissions would originate from the utility that produces the electricity consumed by the LED lights. LED lighting emissions were calculated using an LED power consumption factor of 2.1 kilowatts (kW) per acre, derived from the Everport EIS/EIR (LAHD

2017), and GHG emission factors provided by CalEEMod version 2016.3.2 (CAPCOA 2017) for the Los Angeles Department of Water and Power. All GHG emission calculations are included as Appendix A.

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. They allow the lead agencies discretion in how to address and evaluate significance based on these criteria.

The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year (MT/yr) of carbon dioxide equivalent (CO₂e) for industrial projects where SCAQMD is the lead agency (SCAQMD 2008b). This IS/ND used this threshold to evaluate the proposed Project's GHG emissions under CEQA. Estimated GHG emissions below this threshold would be considered to produce less than significant impacts to GHG levels.

LAHD has determined the SCAQMD-adopted interim industrial threshold of 10,000 MT/yr CO₂e to be suitable for the proposed Project for the following reasons:

- The SCAQMD used Governor Schwarzenegger's June 1, 2005 Executive Order S-3-05 as the basis for its development. EO S-3-05 set targets of reducing GHG emissions to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050 (SCAQMD 2008b). The 2020 target is the core of the California Global Warming Solutions Act of 2006, widely known as Assembly Bill (AB) 32 (SCAQMD 2008b).
- The SCAQMD industrial source threshold is appropriate for projects with mobile emission sources, such as the proposed Project. 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 sources 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 (SCAQMD 2008b).

- 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 CO₂ as the dominant GHG (The Climate Registry, 2019). Furthermore, the conversion of all GHGs to CO₂e ensures that all GHG emissions are weighted accurately.

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

- Generates direct and indirect GHG emissions that exceed 10,000 metric tons per year of CO₂e.

Project GHG Emissions

Table 8 shows the proposed Project's annual GHG emissions. The table shows that total estimated annual GHG emissions would be 2,768 MT/yr CO₂e, which is well below the SCAQMD significance threshold of 10,000 MT/yr CO₂e. Increases in emissions of GHGs associated with the proposed Project would be less than significant and no mitigation is required.

Table 8: Annual GHG Emissions Associated with the Proposed Project

Source	Emission Rate (MT/yr) ^a			
	CO ₂	CH ₄	N ₂ O	CO ₂ e ^e
Project Construction ^b	20	0.004	0	20
Truck Driving Exhaust	1,688	0.02	0.3	1,768
Truck On-Site Idling Exhaust	382	0.007	0.06	399
Yard Equipment ^c	419	0.02	0.01	422
Yard Lighting ^d	159	0.004	0.0008	159
Total Project Emissions	2,668	0.05	0.3	2,768
Significance Threshold	--	--	--	10,000
Significant Impact?	--	--	--	No
Notes: MT/yr = metric tons (1,000 kilograms or 2,205 pounds) per year; CO ₂ = carbon dioxide; CH ₄ = methane; N ₂ O = nitrous oxide; CO ₂ e = carbon dioxide equivalent, which equals (CO ₂ x 1) + (CH ₄ x 25) + (N ₂ O x 298). a. Emission calculations use 2020 emission factors. Operational emissions after 2020 would generally decline due to fleet turnover where older, higher emitting trucks and equipment are retired at the end of their useful lives and replaced with newer, lower emitting trucks and equipment. b. Construction emissions are amortized over 30 years per SCAQMD guidance (SCAQMD, 2008b). c. Yard equipment would consist of 5 propane forklifts, 2 diesel yard tractors with Tier 4 engines, and 1 large diesel forklift with a Tier 4 engine. d. Yard lighting emissions represent electric utility emissions associated with electricity production. Yard lighting is assumed to be LED. e. Global warming potentials of 1 for CO ₂ , 25 for CH ₄ , and 298 for N ₂ O are consistent with the <i>POLA Inventory of Air Emissions for Calendar Year 2017</i> . Source: EPA, <i>Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2015</i> , April 2017.				

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

Less-than-Significant Impact. 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. Cal. Dept. 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 proposed Project. Nevertheless, for the purpose of disclosure, LAHD has considered, for informational purposes only, whether the proposed 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 32
 - 1990 levels by 2020
 - 40 percent below 1990 levels by 2030
- AB 32
 - 80 percent below 1990 levels by 2050
- Port of Los Angeles Clean Air Action Plan
 - 40 percent below 1990 levels by 2030
 - 80 percent below 1990 levels by 2050
- City of Los Angeles Green New Deal (4-Year Update to the Sustainable City Plan)
 - Reduce Port-related GHG emissions by 80 percent by 2050

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 in 2006, reaching a maximum reduction in CO₂e of 15 percent below 1990 levels in 2013 (Figure 5, GHG Emissions 2005-2018). 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. Emissions have dropped slightly since the 2015 peak, despite record-breaking cargo throughput over the last few years. As of 2018, POLA-related GHG emissions are currently 3 percent below 1990 levels. Figure 6, Actual GHG Emissions 2005-2018 & 2018 GHG Compliance Trajectory, is a visual representation of current GHG emissions compared to future compliance with SB 32, AB 32, and the City of Los Angeles Green New Deal.

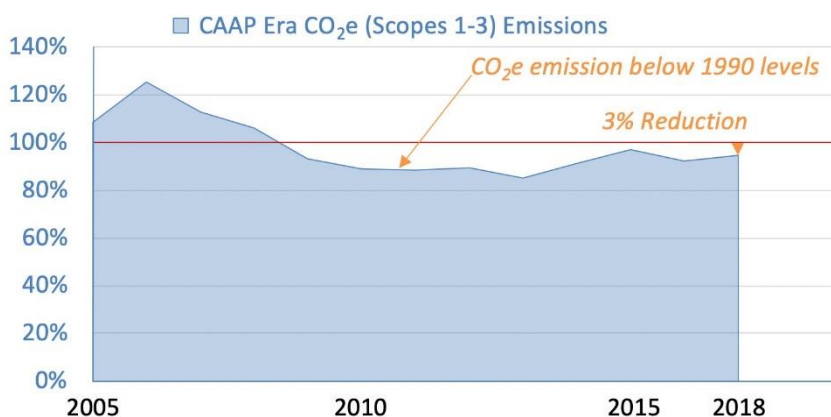
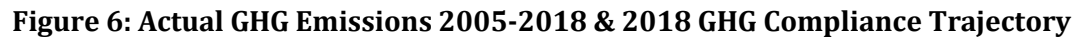


Figure 5: GHG Emissions 2005-2018



Nevertheless, with the very aggressive targets shown in Figure 6 above, and the interconnected nature of GHG emissions, 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.

Although it is unclear if the GHG reduction goals and timeline can be met due to future regulations or requirements that may be adopted, or future technologies that have not been identified or fully developed at this time, the proposed Project is not expected to conflict with any GHG reduction initiative that is developed to help the City and Port meet the above GHG reduction goals. For example, the Clean Air Action Plan establish GHG reduction targets and initiatives to implement an updated Clean Truck Program with prioritization of zero emission trucks. Such an initiative would be implemented Port-wide across both the Ports of Los Angeles and Long Beach. As the program develops, diverted truck trips to the proposed Project would be made from an increasingly cleaner truck mix, with corresponding reductions in GHG emissions, as the truck mix reflects an increasing zero-emission composition. Further, as other GHG reduction initiatives are implemented Port-wide to address the GHG reduction goals in the above plans, they would be implemented at the project level if they affect elements that extend to Project operations. Thus, the proposed Project is not expected to conflict with GHG reduction goals and initiatives that extend from the above plans. The impact would be less than significant and no mitigation is required.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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

Less-than-Significant Impact. It is unlikely that construction activities would involve the use of substantial quantities of hazardous materials and the most likely source of these materials would be from vehicles at the site. There could be small amounts of hazardous materials, including solvents and lubricants used to maintain equipment for grading and canopy construction. Additionally, construction activities would be conducted using BMPs in accordance with City guidelines, as detailed in the LAMC regulations (Chapter 5, Section 57, Division 4 and 5; Chapter 6, Article 4). Federal and state regulations that govern the storage of hazardous materials in containers (i.e., the types of materials and the size of packages containing hazardous materials), secondary confinement requirements, and the separation of containers holding hazardous materials, would limit the potential adverse impacts of contamination to a relatively small area. In compliance with the State General Permit for Storm Water Discharges Associated with Construction Activity and a Project-specific SWPPP, standard BMPs would be used during construction activities to minimize runoff of contaminants and clean-up any spills. Applicable BMPs include but are not limited to: vehicle and equipment fueling and maintenance; material delivery, storage, and use; spill prevention and control; solid and hazardous waste management; and contaminated soil management. Therefore, implementation of construction standards would minimize the potential for an accidental release of petroleum products, hazardous materials, and/or explosion during construction activities at the Project site. Therefore, construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and no mitigation is required.

The proposed Project would enable chassis sorting, storage, and transfer operations on a paved site. Operation of the proposed Project would require compliance with all existing hazardous material and waste laws and regulations, including but not limited to regulations and requirements under LAHD, Los Angeles Fire Department (LAFD), Department of Toxic Substances Control (DTSC), U.S. Department of Transportation, and EPA. The proposed Project would comply with these laws and regulations, which would ensure that potential hazardous materials handling would occur in an acceptable manner. These safety regulations that govern the shipping, transport, storage, and handling of hazardous materials would limit the severity and frequency of potential releases of hazardous materials resulting in increased exposure of people to health hazards.

During operation, activities would continue to use small amounts of hazardous materials such as petroleum products, solvents, paints, and cleaners. However, use and storage of such materials would comply with applicable regulations governing use, storage, transport, and disposal of such materials, which would limit the potential for exposure to health hazards. Quantities of hazardous materials that exceed the thresholds provided in Chapter 6.95 of the California Health and Safety Code would be subject to a Release Response Plan (RRP) and a Hazardous Materials Inventory (HMI). Implementation of increased inventory accountability and spill prevention controls associated with this RRP and HMI would limit both the frequency and severity of potential releases of hazardous materials. Limited quantities of hazardous materials used at the Project site that are below the thresholds of Chapter 6.95 are not expected to result in a substantial spillage into the environment.

With compliance with applicable regulations, construction and operation of the proposed Project would not create a significant hazard to the public or the environment through the routine transport,

use, or disposal of hazardous materials. As such, impacts would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. As discussed under Section IX (a) above, construction and maintenance activities associated with the proposed Project would involve relatively small quantities of hazardous substances associated with the operation of equipment and vehicles. Construction vehicles onsite may require refueling or maintenance that could result in minor releases of oil, diesel fuel, transmission fluid or other materials. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated. Accident prevention and containment would be the responsibility of the construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. Additionally, the limited quantities of hazardous materials that would be associated with construction and maintenance would not represent a significant hazard to the public or environment in the case of an accidental release. Operation of the proposed Project would utilize solvent and paint in minimal amounts as needed for chassis repair and equipment maintenance and repair. All storage, handling, and disposal of these materials are regulated by the DTSC, EPA, Occupational Safety and Health Administration, and the Los Angeles City and County Fire Departments. Mandatory compliance with all federal, state, and local regulations on the transport, use, and disposal of hazardous materials would reduce the likelihood of an accidental release of hazardous materials into the environment. The buildings to be demolished or renovated were constructed in the 1980s. Based on their age, asbestos and lead-based paint should not be present, as regulation of these materials began when the Toxic Substance Control Act was passed in 1976. Appropriate protective and materials management measures would be implemented prior to demolition of any buildings and during abatement of hazardous building materials, where required, in accordance with applicable federal, state, and local health and safety requirements. Specifically, SCAQMD Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of Asbestos Containing Material (ACM). The rule's requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules; ACM handling and clean-up procedures; and storage, disposal, and landfiling requirements for asbestos-containing waste materials. The federal Occupational Safety and Health Act (OSHA) and California Occupational Safety and Health Act (CalOSHA) regulations, specifically 8 CCR §1529 and 8 CCR §1532.1, would also apply to the abatement and disposal of hazardous building materials such as ACM and LCS. Compliance with these existing regulations would limit worker and environmental risks by requiring notification to employees who work in the vicinity of hazardous materials; controlling site access; requiring use of personal protective equipment; specifying demolition/renovation procedures, housekeeping controls, training and, in some cases, air monitoring and medical surveillance to reduce potential exposure; and requiring that materials be disposed of or recycled by licensed abatement contractors.

An environmental assessment was prepared for the northern parcel (CH2MHill 2011), that included review of relevant records, interviews with knowledgeable US Navy personnel, site reconnaissance, and limited soil sampling. The report determined that there is no indication of contamination issues at the northern parcel in regard to an industrial use at this portion of the Project site. This report did identify the presence of a fuel pipeline beneath the northern parcel, and the Navy had reported that no releases have occurred from the pipeline as of 2011. A recent review of the State Water Resources

Control Board's hazardous materials database (SWRCB 2019) did not show any reported contaminant releases or ongoing clean-up activities, and therefore, there is no indication of a release from the fuel pipeline. A Phase I environmental assessment was prepared for the southern parcel in April 2015 (Accord 2015a), which recommended further study (to determine if potential contaminants (including but not limited to hydrocarbons, pesticides, and methane) are present at the southern parcel. A subsequent Phase II environmental assessment was performed in June 2015 (Accord 2015b), and based on soil and soil vapor sampling results, concluded that the contaminants are below the Port of Los Angeles Soil Reuse and Fill Criteria and; therefore, do not appear to pose any exposure risk to future operation. The assessment also found very low concentrations of methane gas in two borings indicating that the Site may be under the influence of natural occurring methane gas, but the levels do not represent an explosion or fire hazard.

Therefore, the proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials. Impacts would be less than significant, and no mitigation is required.

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

No Impact. There are no schools located within 0.25 mile of the proposed Project. The nearest schools are Port of Los Angeles High School (250 West 5th Street), which is approximately 2.0 miles southwest of the Project site; Barton Hill Elementary School (423 North Pacific Avenue), which is approximately 2.2 miles west of the Project site; and Fries Avenue Elementary School (1301 North Fries Avenue), which is approximately 2.5 miles north of the Project site. Therefore, no schools are located close to the Project site, so impact would occur, and no mitigation is required.

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

No Impact. 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 DTSC (CALEPA 2019). There is no impact from the proposed Project related to the disturbance of a Cortese Listed Site and no mitigation is required.

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

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

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

Less-than-Significant Impact. The Project site would be fully located within a previously developed site, not containing any public roadways. However, SR-47, located along the northern boundary of the Project site is listed as a primary disaster route in the Los Angeles County Operational Area Disaster Routes (LADPW 2019). Additionally, Navy Way, along the western boundary of the proposed Project, and SR-47 are utilized in the Los Angeles tsunami evacuation routes (LAPD/LAPP 2019). Paving and pavement repair would occur in both Phase I and Phase II of the proposed construction but would not require the closure of roads and would not restrict access to or around the Project site. The proposed Project would not result in any physical changes to Navy Way or SR-47. Therefore, construction and operation of the proposed Project is not anticipated to interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, and no mitigation is required.

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

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

X. HYDROLOGY AND WATER QUALITY.

Would the project:

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

Less-than-Significant Impact. The Project would not violate any water quality standards or waste discharge requirements. Portions of the Project site are currently paved and disturbed, or otherwise used for miscellaneous storage and port-related activities. Implementation of the proposed Project would include the demolition of two buildings on the northern parcel, removal of debris, grading, paving, and facility operations (repair, storage and transfer of chassis). Implementation of the proposed Project would be conducted in accordance with the Los Angeles County NPDES Permit for the Municipal Separate Storm Sewer System requirements for construction projects, which includes application of certain BMPs. Project construction and operation would also occur respectively under the General Construction Activity Stormwater Permit (2009-0009-DWQ, as amended) and the General Industrial Activity Stormwater Permit (2014-0057-DWQ) issued by the State Water Resources Control Board. These permits require the preparation of and compliance with a Storm Water Pollution Prevention Plan and associated BMPs to prevent pollutants in stormwater discharges from causing or contributing to violations of water quality objectives. The proposed Project would also comply with applicable Low Impact Development (LID) requirements (non-infiltration BMPs) as part of its management of stormwater runoff. Therefore, impacts related to water quality standards and waste discharge requirements would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The proposed 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. Further, the Project site is not used or designated for groundwater recharge. The Project site's northern parcel does not currently allow for infiltration onto the groundwater because it is currently mostly paved or occupied by structures, the majority of which would remain following grading and paving activities. The southern parcel (largely unpaved and used for storage of crushed base material) would be paved and thus infiltration would not occur following paving. However, as noted above, groundwater in the Project area is not suitable for potable uses.

Because the Project site does not support groundwater recharge, implementation of the proposed Project would not affect the location or rate of groundwater recharge. For these reasons, the proposed Project would have a less-than-significant impact with respect to groundwater, and no mitigation is required.

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

i. Result in substantial erosion or siltation on- or off-site?

No Impact. The proposed Project would not substantially alter the existing drainage pattern of the site or area and would not alter the course of a stream or river. There are no streams or rivers located nearby that would be affected by the proposed Project. As discussed in Section X (a), the proposed Project would increase the amount of impervious surfaces primarily due to paving of the southern parcel; however, it would not result in substantial off-site erosion or siltation due to LID compliance. Runoff from the Project site enters the local storm drain system for conveyance and discharge to the nearby Harbor, and there are no downstream rivers that could be adversely affected. The proposed Project would have no impact with respect to drainage patterns or alteration of the course of a stream or river, which would result in erosion or siltation on or off site, and no mitigation is required.

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

Less-than Significant Impact. The proposed 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. As discussed in Section X (c)(i), there are no streams or rivers located nearby that would be affected by the proposed Project. The proposed Project would increase the amount of impervious surfaces; however, the increased runoff would not have a significant impact on the rate or volume of stormwater runoff that could result in on- or off-site flooding due to LID compliance and the close proximity of the discharge points to the Harbor. Furthermore, implementation of the proposed Project would use existing drainage infrastructure. The proposed Project would have a less than significant impact with respect to drainage patterns or alteration of the

course of a stream or river, which would result in flooding on- or off-site, and no mitigation is required.

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

Less-than-Significant Impact. Portions of the Project site are currently paved and used for miscellaneous storage and port-related activities. Implementation of the proposed Project would include the demolition two buildings, grading, installation of new pavement, and the repair, storage and transfer of chassis. The proposed Project would increase the amount of impervious surfaces; however, it would not have a significant impact on the rate or volume of stormwater runoff that could adversely affect the storm flow system, as the Project site is located close to the discharge points. In addition, as discussed above, the proposed Project would comply with the General Construction Permit and the General Industrial Permit issued by the State Water Resources Control Board (SWRCB), as well as comply with LID requirements (non-infiltration BMPs) as part of its management of stormwater runoff. The operation of the proposed Project would generate increased amounts of runoff due to increased impervious area; however, runoff would comply with LID requirements for treatment prior to being directed to existing drainage infrastructure and conveyance to the nearby Harbor. The proposed Project would have a less-than-significant impact with respect to runoff water, and no mitigation is required.

iv. impede or redirect flood flows?

Less-than-Significant Impact. While the northern parcel of the proposed Project site is not located within a Federal Emergency Management Agency 100-year or 500-year flood zone, the southern parcel is located within Zone AE and would present a one percent annual chance of flooding (Zone AE) (FEMA 2008). However, the proposed Project would primarily be used to repair and store chassis, and the construction of the canopy would not constitute a structure that would impede or redirect flood flows. Therefore, there would be a less than significant impact on flood flows and no mitigation is required.

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

Less-than-Significant Impact. Due to the lack of an adjacent lake or other water body, the Project site would not be susceptible to seiche. The lack of nearby topographical features typically associated with mudflow (e.g., hillside, riverbanks) would result in a very low probability for mudflow to affect the Project site. According to the Los Angeles General Plan Safety Element, the Project site is within a potential tsunami impact area (City of Los Angeles 1996). However, the proposed Project would not construct any habitable structures. Further, fuels would not be stored at the Project site. Therefore, there would be a less-than-significant impact associated with inundation by seiche, tsunami, or mudflow, and no mitigation is required.

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

Less-than-Significant Impact. Responsibility for the protection of surface water and groundwater quality in California rests with the SWRCB and nine Regional Water Quality Control Boards (RWQCB).

Region-specific water quality regulations are contained in Water Quality Control Plans (Basin Plans) that recognize regional beneficial uses, water quality characteristics, and water quality problems. The Los Angeles Regional Water Quality Control Board's (LARWQCB) Basin Plan contains the Region's water quality regulations and programs to implement the regulations. The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The Port of Los Angeles, Port of Long Beach, their cities, the EPA, and the LARWQCB have jointly prepared the Water Resources Action Plan (WRAP) which has established two basic goals:

1. To support the attainment of full beneficial uses of harbor waters and sediments by addressing the impacts of past, present, and future port operations, and
2. To prevent port operations from degrading existing water and sediment quality.

The WRAP has two main driving forces: 1) the Ports' need to achieve their broad mission to protect and improve water and sediment quality, and 2) the imminent promulgation of Total Maximum Daily Loads for harbor waters and the associated Clean Water Act required permits. Implementation of the WRAP includes measures to facilitate compliance with the General Construction Activity Stormwater Permit, the General Industrial Activity Storm Water Permit, and municipal permits issued to the ports and their respective cities and tenants through the NPDES program. The WRAP identifies multiple current and potential control measures to improve water and sediment quality, including Land Use Control Measures, On-Water Source Control Measures, Sediment Control Measures, and Watershed Control Measures. Construction of the proposed Project would require coverage under the General Construction Activity Stormwater Permit, the General Industrial Activity Storm Water Permit, and would also comply with LID requirements, all of which would minimize pollutant loading during construction and operations. Implementation of required BMPs would be consistent with WRAP control measures, and therefore, the proposed Project would be consistent with the WRAP and enhancing the water quality in the Harbor. Therefore, the proposed Project would not interfere with any water quality or groundwater management plan.

XI. LAND USE AND PLANNING.

Would the project:

a. Physically divide an established community?

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

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

No Impact. The proposed Project does not conflict with any land use plan, policy, or regulation of an agency with jurisdiction over the proposed Project adopted for the purpose of avoiding or mitigating an environmental impact. The Project site is designated as a Harbor Gateway State Enterprise Zone

(ZI-2130). The Project site is zoned for heavy industrial uses, and the proposed Project would be consistent with that land use designation.

The City General Plan Land Use Element is comprised of the City's 35 community plans. The proposed Project falls under the Port of Los Angeles Community Plan Area, which designates the Project site for General/Bulk Cargo. The Project site is located in Planning Area 3 of the PMP, which designates the site for Maritime Support. Examples of these operations include maintenance, repair, refurbishment, storage, and staging of chassis necessary to support cargo handling and other maritime activities.

Implementation of the proposed Project would include demolition of two buildings, grading, installation of new pavement, and the storage and movement of chassis, which would be consistent with existing uses in Planning Area 3 and with the Maritime Support land use designation. Therefore, the proposed Project would not conflict with an applicable land use plan, policy, or regulation. No impact would occur, and no mitigation is required.

XII. MINERAL RESOURCES.

Would the project:

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

No Impact. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, there are no gas, geothermal, or other known wells located on the Project site. There are several oil and gas production wells north and east of the Project site, although the majority are plugged. The closest well is located approximately 0.2-miles north and is operated by Exxon Mobil Corporation (DOC 2019). The proposed Project would neither result in a land use conflict with the existing oil extraction nor would it preclude future oil extraction on underlying deposits. According to Exhibit A of the City of Los Angeles General Plan Conservation Element, the Project site is not located within a mineral resource zone (City of Los Angeles 2001). Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur, and no mitigation is required.

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

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

XIII. NOISE.

Would the project result in:

- a. **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less than Significant Impact. The City of Los Angeles adopted a Noise Element as part of its General Plan (City of Los Angeles 1998). The following policies are applicable to the proposed Project:

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

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

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

The nearest noise sensitive receptors are the liveaboards located in a marina approximately 3,000 feet to the north of the construction site. In addition, the northern parcel is below the grade of SR-47 and the adjacent Navy Way. Although the nearest receptors are more than 500 feet from the Project site and the site is below grade at the northern boundary (i.e., SR-47), and construction would only occur during the daytime in compliance with LAMC Section 41.40, noise calculations were completed to evaluate if construction activities could increase by 5 dBA or more for the liveaboards. The Port of Los Angeles is zoned as “heavy manufacturing” (City of Los Angeles 2019) and so the presumed ambient noise level as set forth in LAMC Section 111.03 is 65 dBA. As shown in Appendix B, there would be no increase in the existing noise levels at the liveaboards.

Operational impacts could consist of a maximum of 2,400 truck trips per day and approximately 65 employee trips per day. All truck trips are assumed to be vehicle trips already traveling to a Terminal Island container terminal. On-site equipment could consist of five forklifts, two yard tractors, and one heavy lift. Because of the minimal addition of on-site equipment (on par or less than the construction phases) and there would not be an increase in truck trips to the area, an increase in

noise at the nearest sensitive receptors would not occur. Therefore, a substantial temporary or permanent increase in ambient noise levels would not occur and noise impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact. As stated above, construction and operational noise levels would be less than significant. Construction activities could generate vibration from operation of equipment like rollers, jackhammers, and various trucks. The City of Los Angeles does not specify a significance criterion of vibration, but Caltrans developed guidelines for construction activities and estimates that vibration levels exceeding 0.3 inches per second (in/sec) can damage older residential structures and cause annoyance to humans (Caltrans 2013). As shown in Appendix B, vibration levels would be substantially under this threshold at the closest sensitive receptors and impacts would be less than significant and no mitigation is required.

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

No Impact. The proposed Project is not located within an airport land use plan. The nearest public airports are Long Beach Airport (approximately six miles to northeast), Torrance Municipal Airport – Zamperini Field (approximately five miles to northwest), and Compton-Woodley Airport (approximately nine miles to north). Nearby private airstrips or helipads include the Goodyear Blimp Airbase (approximately seven miles to north) and IEX Helicopters (approximately three miles to east). Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels. No impact would occur, and no mitigation is required.

XIV. POPULATION AND HOUSING.

Would the project:

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

No Impact. The proposed Project would include a maritime support facility, which includes maintenance, repair, refurbishment, storage, and staging of chassis on Terminal Island. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the proposed Project. Approximately 65 employees would be required for Project operations but given the proposed Project's location within a well-established urban community with a large population base and an existing housing stock and established infrastructure, it would not induce population growth in the area. The employees associated with the proposed Project would be the workers from the existing relocated Pier 400 location and therefore come from the region and are individuals already working in the Port. As such, it is not anticipated that people would relocate into the area as a result of the proposed Project.

The proposed Project would not construct new or extend utilities, roads, or other infrastructure into areas not currently served by such improvements. Thus, the proposed Project would not indirectly induce population growth. Therefore, no impacts associated with population growth inducement would occur, and no mitigation is required.

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

No Impact. As discussed in Section XIV (a) above, the proposed Project would involve the operation of a maritime support yard within the Port. There is no housing within the Project boundaries that would be displaced as a result of the proposed Project. There is no formal housing within the Port, although there are liveaboard boat residents in some marinas within the Port. The proposed Project would not displace liveaboards located at these marinas. No replacement housing would be needed or required associated with the implementation of the proposed Project. As such, the proposed Project would not displace existing housing and would not necessitate the construction of replacement housing elsewhere. No impact would occur, and no mitigation is required.

XV. PUBLIC SERVICES.

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

a. Fire protection?

Less-than-Significant Impact. The LAFD provides fire protection and emergency medical response services to the Project site. The LAFD operates 114 stations located throughout the City (LAFD 2019). The closest station is Fire Station No. 111 (954 South Seaside Avenue), which is located approximately 1.17 miles southwest of the site.

The Project site is already within the service area of the LAFD. During construction, emergency access to the Project vicinity would be maintained for emergency service vehicles. Following the completion of the Project, there would be no substantial adverse impacts for new or altered fire protection services. Once operational, the proposed Project would continue to be served by the LAFD. Additionally, as previously discussed under Section XIV (a) above, the proposed Project would not directly or indirectly induce population growth in the City. While the proposed Project could potentially result in a slight increase in calls for service to the Project site in comparison to the existing conditions, this increase is expected to be nominal since the proposed use is generally consistent with the historic use of the property (storage). The proposed Project would not increase the demand for fire services and would neither require the expansion of existing facilities nor the construction of new fire facilities. Overall, it is anticipated that the proposed Project would be adequately served by existing LAFD facilities, equipment, and personnel. Therefore, impacts associated with the construction or expansion of LAFD facilities would be less than significant, and no mitigation is required.

b. Police protection?

No Impact. The Los Angeles Port Police (Port Police) is the primary law enforcement agency within the Port. The Port Police are responsible for patrol and surveillance of Port property including 12 square miles of landside property and 43 miles of waterfront. Port Police headquarters are located at 330 S. Centre Street (between 3rd and 5th Streets), which is approximately 2.1 miles west of the Project site. Dive Unit facility boats and offices/lockers are located on 954 South Seaside Avenue, which is approximately 1.6 miles southwest of the Project site on Terminal Island. The Los Angeles Police Department (LAPD) provides police protection to the entire City of Los Angeles, including San

Pedro. The Project site is located within the LAPD Harbor Division Area, which covers 27.5 square miles including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island.

Similar to fire protection services, the Project site is already within the service area of the Port Police and LAPD, and once operational, they would continue to serve the Project site. Additionally, the proposed Project would not directly or indirectly induce population growth in the City. The proposed Project operations and the proposed use is similar with the existing use of the northern parcel (i.e., chassis storage). The proposed Project would not increase the demand for police services and would require neither the expansion of existing facilities nor the construction of new police facilities. Therefore, impacts associated with the construction or expansion of police facilities would be less than significant, and no mitigation is required.

c. Schools?

No Impact. Public kindergarten through high school education in the City is provided by the Los Angeles Unified School District. As previously discussed in Section XIV (a), the proposed Project would not directly or indirectly induce population growth in the City. The employees hired for operation of the proposed Project would come from the region and likely be individuals already working in the Port. It is not anticipated that people would relocate as a result of the proposed Project. As such, an increase in school-age children requiring public education is not expected to occur as a result of the proposed Project. Therefore, no impacts associated with the construction or expansion of Los Angeles Unified School District facilities would occur, and no mitigation is required.

d. Parks?

No Impact. As further discussed in Section XVI (a), no residential uses or other land uses typically associated with directly inducing population growth are included as part of the proposed Project. Therefore, there would be no increase in residential use, and an increase in patronage at park facilities is not expected to result. No impacts associated with the construction or expansion of park facilities would occur and no mitigation is required.

e. Other public facilities?

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

XVI. RECREATION.

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

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

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. As discussed in Section XVI (a), the Project site does not operate as a recreational facility, and the proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts to recreational facilities would result that might have an adverse physical effect on the environment, and no mitigation is required.

XVII. TRANSPORTATION.

Would the project:

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

Less-than-Significant Impact. Based on the 2019 update to the City of Los Angeles Thresholds Guidance Document, the following question contains three sub-questions that dictate final determination. If the answer is no to all of the following questions, a no impact determination can be made (CEQA Transportation Thresholds, 2019).

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

Construction for the proposed project would occur in two phases. Phase I includes the construction of the northern parcel, which would include a peak daily trip of 98 trips during the 4 months of development. Phase II includes construction of the southern parcel, which would include a peak daily trip of 95 trips during the 6 months of development. As the Lead Agency, LAHD has defined operational “trips” to include vehicle traffic entering and exiting the Harbor District. The Harbor District is defined as “[t]he lands and waters, and interests therein, under the possession, management and control of the Board of Harbor Commissioners” (Los Angeles City Charter, Section 651a). Hence, the proposed Project is not anticipated to generate new or additional truck trips under existing or future conditions; rather, the proposed Project merely results in the minor diversion of existing bobtails to the Project site wholly within the Harbor District. Therefore, the project would not generate a net increase of 250 or more daily vehicle trips.

2) Is the project proposing to, or required to make any voluntary or required modifications to the public right-of-way?

The proposed Project does not include any modifications to existing roadways on Terminal Island that support current or future bike lanes or bus stops, and is not required to make any voluntary or required modifications to the public right-of-way. The Los Angeles Mobility Plan 2035, which is the City’s General Plan Transportation Element, includes numerous functional classifications to define standard roadway dimensions. The Project site is bounded by Seaside Freeway (SR-47) to the north, Earle Street to the east, Reeves Avenue to the south, and Navy Way to the west. The Seaside Freeway is designated as Boulevard II. The Boulevard II designation corresponds to 110 feet of right-of-way and 80 feet of roadway width. All other adjacent roadways are designated as Private under the Mobility Plan 2035. The project does not propose to, or is required to, include dedications or physical modifications to the public right-of-way.

3) Is the project on a lot that is $\frac{1}{2}$ acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard 250 feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard?

The Project site is bounded by Seaside Freeway (SR-47) to the north, Earle Street to the east, Reeves Avenue to the south, and Navy Way to the west. The Seaside Freeway is designated as Boulevard II. The Los Angeles Mobility Plan 2035 does not provide classifications for any other streets within the Project vicinity. The Seaside Freeway would be a main route for construction trips. The proposed Project would not require any modifications or closures to the public right-of-way. There would be no in-street construction activities.

The proposed project site is located along a street classified as an Avenue or Boulevard and is located on a lot that is greater than $\frac{1}{2}$ acre in total gross area. However, the proposed project is within an industrialized area and there are no bicycle or pedestrian facilities within Terminal Island. With no bicycle or pedestrian facilities within the area, no effect to such facilities is possible. Additionally, there are no bus stops, transit stations, or transit facilities within a 0.25-mile radius of the Project site. Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

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

No Impact. The CEQA Guidelines, Section 15064.3, subdivision (b), provide criteria for analyzing transportation impacts. The guidelines state that a significant impact may occur if vehicle miles traveled (VMT) exceed an applicable threshold of significance. The analysis below is based on the screening criteria provided by the Los Angeles Department of Transportation (LADOT) in the Transportation Assessment Guidelines (LADOT 2019). The LADOT Transportation Assessment Guidelines state that if a land use project does not generate a net increase totaling 250 or more daily vehicle trips or does not generate a net increase in daily VMT, then no further analysis for that project is required and no impact would occur if the answer is "no" to the following two questions:

Would the Project or Plan located within one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

If the project includes retail uses, does a portion of the project that contains retail uses exceed a net 50,000 square feet?

As discussed above in Section 4.17a), construction of the proposed Project Construction would occur in two phases. Phase I includes the construction of the northern parcel, which would include a peak daily trip of 98 trips during the 4 months of development. Phase II includes construction of the southern parcel, which would include a peak daily trip of 95 trips during the 6 months of development. Therefore, because there would be no overlap in construction phases, the maximum vehicle trips per day from construction of the proposed Project would be 98 trips. Therefore, the proposed Project would not generate a net increase totaling 250 or more daily vehicle trips for construction purposes.

The proposed Project's operation entails the shifting of the storage of chassis currently in the Port of Los Angeles, to the Project site, also within the Port of Los Angeles. Approximately 70 percent of the proposed PCMC operations would service the APM Terminal, with the balance of service emanating

from other Port of LA terminals (a majority assumed to be from Terminal Island). As a result, under the proposed project, existing and future bobtail movements on the adjacent streets of Seaside Avenue and Reeves Avenue would first travel to the project site to retrieve a chassis, and then continue the trip to a container terminal to retrieve a container.

As the Lead Agency, LAHD has defined operational “trips” to include vehicle traffic entering and exiting the Harbor District. The Harbor District is defined as “[t]he lands and waters, and interests therein, under the possession, management and control of the Board of Harbor Commissioners” (Los Angeles City Charter, Section 651a). Hence, the proposed Project is not anticipated to generate new or additional truck trips under existing or future conditions; rather, the proposed Project merely results in the minor diversion of existing bobtails to the Project site wholly within the Harbor District. For example, existing westbound bobtail trips on Seaside Avenue destined to the Fenix Marine Services (FMS) terminal in the Port will make a left turn onto southbound Navy Way (and thence another left onto Reeves Avenue) instead of taking the off-ramp to Terminal Way. Those same bobtail trucks will then retrieve a chassis and proceed to the FMS terminal using Reeves Avenue/Terminal Way.

It should also be noted that the change in chassis storage would be expected to reduce vehicle miles traveled (VMT) within container terminals and emissions (Mongelluzzo 2019) due to the following:

With chassis stored inside container terminals, bobtails are sometimes not able to obtain a chassis in the terminal for various reasons and would need to go to another terminal to retrieve a chassis, and then return back to same terminal to retrieve a container, thus resulting in additional VMT. These inefficient chassis trips would be eliminated.

Bobtails retrieving chassis within the terminal before retrieving a container would be eliminated (APM Terminal) or reduced (other terminals)

Yard tractor movements within the terminal to retrieve chassis for pre-mounting (wheeled containers) would be eliminated or reduced

Top-pick movements trips within the terminal to retrieve stacked chassis would be eliminated or reduced

To be conservative, the above truck-miles traveled reductions have not been quantified and have not been included in the mass emission calculations. However, a decrease in on-terminal VMT and overall efficiency at Port terminals is expected to be generated by dedicating a site to chassis staging and repairs.

It should be noted that the Los Angeles City Council approved the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines for CEQA projects in July 2019 (LADOT 2019). These guidelines state that a VMT analysis is not required if a project generates less than 250 daily trips. While the LADOT threshold is proposed for automobiles (as CEQA does not require VMT analysis of commercial trucks), LAHD has decided to use it for this project when assessing both the trucks and automobiles; however, the Board of Harbor Commissioners has not adopted a formal policy on this subject. The proposed project does not exceed this threshold, as the project only shifts existing (and future) truck trips already occurring within the Harbor District, as opposed to generating new trips. Therefore, Port truck -related operations result in no impact, and no mitigation is required.

Similar to the chassis relocation, the Project site workers would all relocate from their current location at Pier 400. This would not create any new trips, but merely reroute existing trips. Therefore, operational worker generated trips would be less than significant and no mitigation is required.

Additionally, the proposed project is not located within one-half mile of fixed-rail or fixed-guideway transit station, does not replace an existing number of residential units with a smaller number of residential units, and does not include retail uses. Based upon the LADOT Transportation Assessment Guidelines criteria discussed above, no further analysis is required and no impact would occur.

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

No Impact. Based on the 2019 update to the City of Los Angeles Thresholds Guidance Document, if the answer is no to both questions below a no impact determination can be made:

1. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
2. Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way?

The project is only making modifications to the existing driveway on Reeves Avenue, and therefore is not proposing new driveways or introducing new vehicle access to the property from the public right-of-way. Also, as previously discussed, the project is not proposing or required to make any voluntary or required modifications to the public right-of-way. Therefore, there are no impacts and no mitigation is required.

d. Result in inadequate emergency access?

No Impact. The proposed Project would not result in additional new container truck trips to Terminal Island and would not alter the surrounding roadway network. Therefore, the proposed Project will have no impact on emergency access and no mitigation is required.

XVIII. TRIBAL CULTURAL RESOURCES.

Would the project:

This section evaluates impacts related to tribal cultural resources associated with the implementation of the proposed Project. Pursuant to Assembly Bill (AB) 52, a lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area. As part of Native American consultation associated with the proposed Project, the Native American Heritage Commission (NAHC) was contacted and a consultation list received of tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project (see Appendix C). In addition, NAHC conducted a Sacred Lands File check and found that the Project site was negative for Sacred Lands. On May 28, 2019, pursuant to PRC Section 21080.3.1(d) five tribes were sent AB 52 formal notification of the proposed Project (Appendix C). On June 7, 2019, Andrew Salas, the Chairman of the Gabrieleno Band of Mission Indians – Kizh Nation (Tribe), responded to this letter, identifying the Project site as within their Ancestral Tribal Territory, and requested consultation with the LAHD to

discuss the Project and the surrounding location in further detail. On June 11, 2019, the LAHD initiated consultation with the Tribe. After several attempts, the Tribe was nonresponsive to the LAHD's attempts at meeting with the Tribe for consultation. Therefore, on July 25, 2019, the LAHD sent a letter to the Tribe indicating that in light of the foregoing, and in accordance with PRC Section 21080.3.2(b)(2), LAHD, acting in good faith and after reasonable effort, respectively concluded consultation under AB 52 (see Appendix C). If tribal cultural resources are identified during the implementation of the project, standard measures provided in PRC 21084.3 would be considered.

- a. **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:**
 - i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or**

No Impact. As discussed in Section X, Cultural Resources, the potential to discover an unknown tribal cultural resource within the Project site is very low as the site is previously disturbed and underlain by artificial fill. Implementation of the proposed Project would include repairs to existing pavement and installation of new pavement at the Project site. Operation would involve the storage and movement of chassis. The proposed Project would require demolition of the largest building on the northern parcel, adjacent to SR-47, which may necessitate earthwork or excavation that would disturb surface soils or require some subsurface excavation. Additionally, grading of the site will be required. However, given the site is primarily composed of artificial fill, which has completely covered and changed the landform of the former Rattlesnake Island, excavation and grading for the proposed Project is not expected to encounter tribal cultural resources. For these reasons, the proposed Project would have no impact, and no mitigation is required.

- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

No Impact. As discussed in Section XVIII (a), the proposed Project would have very low potential to discover an unknown or buried tribal resource because the Project site is previously disturbed and located on artificial fill. The lead agency has begun the consultation process with the Gabrieleno Band of Mission Indians – Kizh Nation to determine if there are any significant tribal resources on or related to the Project site. However, there are no known tribal resources identified on the site, and no mitigation is required.

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

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

Less-than-Significant Impact. The proposed Project would not require any new or expanded wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. The Project site is located in a developed area that is served by existing utilities. On the northern parcel, two existing buildings would be removed. One existing building would be retained as would the existing utilities that serve the site. While grading would occur, it is not expected to disturb existing utility lines. Site drainage would connect with the existing storm drain system. Operations of the proposed Project would not greatly differ from the existing uses and the existing utilities and utility connections would be adequate to serve the proposed use. The only new structure is a canopy that would not require any new utility connections beyond placement of utility lines onsite. As discussed in Section X (c)(iii), the proposed Project would not substantively increase the rate or volume of stormwater runoff that could adversely affect the storm flow system, as the Project site is located close the discharge points.

Therefore, the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. The impact would be less than significant, and no mitigation is required.

As discussed in Section VI (a), electricity would be used for minor electrical construction equipment and would utilize existing electricity sources. However, substantial electricity use is not expected during construction activities because construction would occur primarily during daylight hours. Energy expenditures during construction would be short in duration, about 4 to 6 months, occurring periodically during each of the proposed Project construction phases. Construction activities would be planned and sequenced to maximize the efficiency of construction, reducing the potential for energy resources to be used inefficiently. Similarly, the proposed Project would not require expanded use of natural gas or telecommunications facilities. For these reasons, there would be no need for any expansion of these uses, and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would have sufficient water supplies for the foreseeable future. Operations of the proposed Project would increase relative to existing levels, but the Project activities (storage and repair of chassis) is not considered a high water-demand activity. There is currently minimal water usage associated with the Project and this would continue to be the case. As discussed in Section XIX (a), the proposed Project, in operation, would not require substantive additional water use than the existing conditions. For these reasons, there would be no need for any expansion of water supplies, and no mitigation is required.

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

Less-than-Significant Impact. The Project site is serviced by the City of Los Angeles Bureau of Sanitation's Terminal Island Water Reclamation Plant (TIWRP). The proposed Project does not involve any industrial process that might require an Industrial Waste Permit from the Bureau of Sanitation. The proposed Project would not alter the current discharge from TIWRP and would not exceed wastewater treatment requirement as wastewater from the Project site would be related to employees, not industrial processes. Therefore, the proposed Project would not exceed or alter wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. There are no wastewater treatment impacts associated with the proposed Project and no mitigation measures are required. The only new structure would be a canopy to shield repair and maintenance activities from the elements, but the structure would not contain processes that would result in the generation of wastewater. The existing building that would remain and be renovated would generate wastewater consistent with commercial uses but would not generate quantities that could exceed TIWRP's capacity. Additionally, as previously discussed in Section XIV (a), the proposed Project would not directly or indirectly induce population growth. Therefore, impacts associated with wastewater treatment capacity would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would not generate solid waste in excess of State or local standards or impair solid waste reduction goals. Under Phase II, the approximately 12-acre southern parcel would be graded and paved. Although it is anticipated that the existing concrete crushing operation and material (i.e., CMB) would be removed prior to improvement of the southern parcel as part of the current operator's closure, the proposed Project assumes that up to 100,000 cubic yards of debris may need to be removed as part of site preparation (as the first task of Phase II construction activities). However, the relocated CMB would be used in other Port-areas construction projects and would not constitute excess solid waste; therefore, no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would be required to conform to the policies and programs of the Solid Waste Integrated Resource Plan. Compliance with the Solid Waste Integrated Resource Plan would ensure sufficient permitted capacity to service proposed Project. As such, the impact would be less than significant. Further, there is minimal solid waste associated with Project-related demolition. Most construction/demolition debris are crushed and/or reused for other construction projects in the Port. No mitigation measures are required. The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. More specifically, the proposed Project would be compliant with all applicable codes pertaining to solid waste disposal. These codes include, Chapter VI Article 6 Garbage, Refuse Collection of the City of Los Angeles Municipal Code, Part 13 Title 42 - Public Health and Welfare of the California Health and Safety Code, and Chapter 39 Solid Waste Disposal - of the United States Code. The proposed Project would also be compliant with AB 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions

to implement mandatory commercial recycling with a statewide 75 percent diversion rate (from landfill disposal) by 2020. Therefore, the proposed Project would implement and be consistent with the procedures and policies detailed in these codes, the City's recycling and solid waste diversion efforts, and related laws pertaining to solid waste disposal. The impact would be less than significant, and no mitigation is required.

XX. WILDFIRE.

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

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

No Impact. PRC Sections 4201-4204 direct the California Department of Forestry and Fire Protection (CAL FIRE) to map fire hazard based on relevant factors such as fuels, terrain, and weather. The proposed Project is neither located within a CAL FIRE State responsibility area nor classified as a Very High Fire Severity Zone (VHFSZ) within its Local Responsibility Area. The nearest boundary of a VHFSZ is in the City of Rancho Palos Verdes, over three miles west of the Project site. Therefore, the Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones, and therefore, there is no wildfire impact, and no mitigation is required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.

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

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

would not impact marine species. Overall, the proposed Project would not significantly impact protected biological species and resources.

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

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

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

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

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

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.

5.0 Preparers and Contributors

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6.0 Acronyms and Abbreviations

µg/m ³	micrograms per cubic meter
AB	Assembly Bill
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMPs	best management practices
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CAAQS	California ambient air quality standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHE	cargo handling equipment
City	City of Los Angeles
CMB	crushed miscellaneous base
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂ E	carbon dioxide equivalent
County	County of Los Angeles
dB	decibel
dBA	A-weighted sound level
DPM	diesel particulate matter
DTSC	Department of Toxic Substance Control
EIR	environmental impact report
EIS	environmental impact statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FMS	Fenix Marine Services
GHG	greenhouse gas
HMI	hazardous material inventory
I-	Interstate
IS	Initial Study
IS/ND	Initial Study/Negative Declaration
kW	kilowatts
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department

LAHD	Los Angeles Harbor Department
LAMC	Los Angeles Municipal Code
lb	pound
LED	Light-Emitting Diode
Leq	equivalent sound level
LOS	level of service
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MT/yr	metric tons per year
NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
PCMC	Pacific Crane Maintenance Company
PMP	Port Master Plan
PM ₁₀	directly emitted diesel-emitted particulate matter less than 10 microns
PM _{2.5}	directly emitted particulate matter less than 2.5 microns
Port	Port of Los Angeles
POLA	Port of Los Angeles
Port Police	Los Angeles Port Police
ppm	parts per million
PRC	Public Resources Code
RRP	release response plan
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Area
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SR-	State Route
SWPPP	Stormwater Pollution Prevention Plan
TACs	toxic air contaminants
TIWRP	Terminal Island Water Reclamation Plant
USFWS	U.S. Fish and Wildlife Service
V/C	volume to capacity
VHFSZ	Very High Fire Severity Zone
VMT	vehicle miles travelled
VOC	volatile organic compound
WRAP	Water Resources Action Plan

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

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CalEEMod Output File for Proposed Project Construction

Northern Parcel

Maximum Daily Emissions, Winter Season

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

Port of LA PCMC - North Parcel
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	19.00	Acre	19.00	827,640.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - Grading and paving done on approximately 19 acres.

Construction Phase - Per applicant, demo/grading/base = 2 months; utilities/paving/stripping/fencing/lighting = 2 months.

Off-road Equipment - Equipment count provided by applicant.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Parking lot striper.

Off-road Equipment - Zero out unused equipment.

Trips and VMT - 25 employees x 2 = 50 worker trips per day plus one trip per onsite pickup truck. Assume 10 vendor trips per day for util & fencing. Assume 20 cy per truck.

Demolition - 61,000 sf bldg + 8,982 sf bldg.

Grading - Grading will remove 6 in over 19 ac = 15,327 cubic yards. CalEEMOD User Guide has 0.5 acres graded/day per equipment. Therefore, 52 days x 4 equipment x 0.5 acres/day = 104 acres graded (multiple passes).

Architectural Coating - Assume CalEEMod default of 6 percent of paved area is painted.

Construction Off-road Equipment Mitigation -

Operational Off-Road Equipment -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	49658	26136
tblConstructionPhase	NumDays	20.00	52.00
tblConstructionPhase	NumDays	30.00	52.00
tblConstructionPhase	NumDays	300.00	12.00
tblConstructionPhase	NumDays	20.00	12.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiGrading	AcresOfGrading	0.00	104.00
tbiGrading	MaterialExported	0.00	15,327.00
tbiOffRoadEquipment	HorsePower	172.00	263.00
tbiOffRoadEquipment	LoadFactor	0.42	0.30
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	UsageHours	7.00	8.00
tbiTripsAndVMT	HaulingTripNumber	318.00	648.00
tbiTripsAndVMT	HaulingTripNumber	1,916.00	1,533.00

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	136.00	10.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	56.00
tblTripsAndVMT	WorkerTripNumber	8.00	52.00
tblTripsAndVMT	WorkerTripNumber	10.00	53.00
tblTripsAndVMT	WorkerTripNumber	348.00	55.00
tblTripsAndVMT	WorkerTripNumber	70.00	0.00

2.0 Emissions Summary

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	20.3908	48.1806	33.9810	0.1023	4.8384	1.7995	6.6378	0.8017	1.6570	2.4586	0.0000	10,296.5079	10,296.5079	2.2613	0.0000	10,353.0415
Maximum	20.3908	48.1806	33.9810	0.1023	4.8384	1.7995	6.6378	0.8017	1.6570	2.4586	0.0000	10,296.5079	10,296.5079	2.2613	0.0000	10,353.0415

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	20.3908	48.1806	33.9810	0.1023	2.9249	1.7995	4.7244	0.5626	1.6570	2.2196	0.0000	10,296.5079	10,296.5079	2.2613	0.0000	10,353.0415
Maximum	20.3908	48.1806	33.9810	0.1023	2.9249	1.7995	4.7244	0.5626	1.6570	2.2196	0.0000	10,296.5079	10,296.5079	2.2613	0.0000	10,353.0415

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	39.55	0.00	28.83	29.82	0.00	9.72	0.00	0.00	0.00	0.00	0.00	0.00

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

2.2 Overall Operational¹Unmitigated Operational

overall

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.3265	2.0000e-005	1.9500e-003	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005	0.0000	4.4400e-003

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.3265	2.0000e-005	1.9500e-003	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005	0.0000	4.4400e-003

¹ The CalEEMod operational emission calculations were not used in the CEQA document and therefore should be disregarded.

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

3.0 Construction Detail

Construction Phase ¹

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/3/2020	4/2/2020	6	52	
2	Grading/Base	Grading	2/3/2020	4/2/2020	6	52	
3	Utilities	Trenching	4/3/2020	4/25/2020	6	20	
4	Paving	Paving	4/26/2020	5/19/2020	6	20	
5	Fencing/Lighting	Building Construction	5/20/2020	6/2/2020	6	12	
6	Striping	Architectural Coating	5/20/2020	6/2/2020	6	12	

Acres of Grading (Site Preparation Phase): 0
¹ Demolition and Grading/Base would overlap.

Fencing/Lighting and Striping would overlap.

Acres of Grading (Grading Phase): 0

Acres of Paving: 19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 49,658
 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Off-Highway Trucks	1	8.00	402	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/Base	Excavators	0	8.00	158	0.38
Grading/Base	Graders	0	8.00	187	0.41
Grading/Base	Off-Highway Trucks	2	8.00	402	0.38
Grading/Base	Rollers	2	8.00	80	0.38
Grading/Base	Rubber Tired Dozers	0	8.00	247	0.40
Grading/Base	Scrapers	0	8.00	367	0.48
Grading/Base	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Utilities	Cranes	1	8.00	231	0.29
Utilities	Pavers	0	8.00	130	0.42
Utilities	Paving Equipment	0	8.00	132	0.36
Utilities	Rollers	1	8.00	80	0.38
Utilities	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Air Compressors	0	6.00	78	0.48
Paving	Off-Highway Trucks	2	8.00	402	0.38
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Fencing/Lighting	Cement and Mortar Mixers	1	8.00	9	0.56
Fencing/Lighting	Cranes	0	7.00	231	0.29
Fencing/Lighting	Forklifts	0	8.00	89	0.20
Fencing/Lighting	Generator Sets	0	8.00	84	0.74
Fencing/Lighting	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Fencing/Lighting	Welders	0	8.00	46	0.45
Striping	Air Compressors	0	6.00	78	0.48
Striping	Other Construction Equipment	2	8.00	263	0.30

Note: In accordance with CalEEMod User Tips (2/20/2018), unused default equipment was set to quantity zero rather than deleted.

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Trips and VMT¹

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	0.00	0.00	648.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading/Base	8	56.00	0.00	1,533.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	3	52.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	53.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fencing/Lighting	2	55.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Striping	2	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

¹ Worker and vendor trips are daily one-way trips.

Hauling trips are total one-way trips.

3.1 Mitigation Measures ConstructionWater Exposed Area ²**3.2 Demolition - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.3248	0.0000	1.3248	0.2006	0.0000	0.2006			0.0000			0.0000
Off-Road	1.0821	10.5330	8.3695	0.0194		0.4966	0.4966		0.4569	0.4569		1,880.159 0	1,880.159 0	0.6081		1,895.361 1
Total	1.0821	10.5330	8.3695	0.0194	1.3248	0.4966	1.8214	0.2006	0.4569	0.6575		1,880.159 0	1,880.159 0	0.6081		1,895.361 1

² The CalEEMod mitigation measure is twice-daily watering for fugitive dust control per SCAQMD Rule 403. It is considered a Project element in the CEQA document.

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3.2 Demolition - 2020Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1115	3.6296	0.8438	9.6700e-003	0.2179	0.0116	0.2295	0.0597	0.0111	0.0708		1,048.132 6	1,048.132 6	0.0752		1,050.013 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.1115	3.6296	0.8438	9.6700e-003	0.2179	0.0116	0.2295	0.0597	0.0111	0.0708		1,048.132 6	1,048.132 6	0.0752		1,050.013 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5961	0.0000	0.5961	0.0903	0.0000	0.0903			0.0000			0.0000
Off-Road	1.0821	10.5330	8.3695	0.0194		0.4966	0.4966	0.4569	0.4569	0.4569	0.0000	1,880.159 0	1,880.159 0	0.6081		1,895.3611
Total	1.0821	10.5330	8.3695	0.0194	0.5961	0.4966	1.0927	0.0903	0.4569	0.5471	0.0000	1,880.159 0	1,880.159 0	0.6081		1,895.361 1

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1115	3.6296	0.8438	9.6700e-003	0.2179	0.0116	0.2295	0.0597	0.0111	0.0708		1,048.132 6	1,048.132 6	0.0752		1,050.013 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.1115	3.6296	0.8438	9.6700e-003	0.2179	0.0116	0.2295	0.0597	0.0111	0.0708		1,048.132 6	1,048.132 6	0.0752		1,050.013 4

3.3 Grading/Base - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1543	0.0000	2.1543	0.2341	0.0000	0.2341			0.0000			0.0000
Off-Road	2.5805	25.2283	20.5258	0.0441		1.2586	1.2586	1.1579	1.1579	1.1579		4,268.450 9	4,268.450 9	1.3805		4,302.963 5
Total	2.5805	25.2283	20.5258	0.0441	2.1543	1.2586	3.4129	0.2341	1.1579	1.3919		4,268.450 9	4,268.450 9	1.3805		4,302.963 5

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.3 Grading/Base - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2638	8.5866	1.9963	0.0229	0.5155	0.0275	0.5429	0.1413	0.0263	0.1676		2,479.610 0	2,479.610 0	0.1780		2,484.059 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2862	0.2030	2.2457	6.2300e- 003	0.6260	5.2300e- 003	0.6312	0.1660	4.8200e- 003	0.1708		620.1554	620.1554	0.0196		620.6441
Total	0.5499	8.7896	4.2420	0.0291	1.1414	0.0327	1.1741	0.3073	0.0311	0.3384		3,099.765 4	3,099.765 4	0.1975		3,104.703 6

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9695	0.0000	0.9695	0.1053	0.0000	0.1053			0.0000			0.0000
Off-Road	2.5805	25.2283	20.5258	0.0441		1.2586	1.2586	1.1579	1.1579	1.1579	0.0000	4,268.450 9	4,268.450 9	1.3805		4,302.963 5
Total	2.5805	25.2283	20.5258	0.0441	0.9695	1.2586	2.2280	0.1053	1.1579	1.2632	0.0000	4,268.450 9	4,268.450 9	1.3805		4,302.963 5

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.3 Grading/Base - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day										lb/day						
Hauling	0.2638	8.5866	1.9963	0.0229	0.5155	0.0275	0.5429	0.1413	0.0263	0.1676		2,479.610 0	2,479.610 0	0.1780		2,484.059 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2862	0.2030	2.2457	6.2300e- 003	0.6260	5.2300e- 003	0.6312	0.1660	4.8200e- 003	0.1708		620.1554	620.1554	0.0196		620.6441
Total	0.5499	8.7896	4.2420	0.0291	1.1414	0.0327	1.1741	0.3073	0.0311	0.3384		3,099.765 4	3,099.765 4	0.1975		3,104.703 6

3.4 Utilities - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day										lb/day						
Off-Road	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490		1,113.6246	1,113.6246	0.3602		1,122.628 8
Total	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490		1,113.624 6	1,113.624 6	0.3602		1,122.628 8

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.4 Utilities - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	0.2657	0.1885	2.0853	5.7800e-003	0.5812	4.8600e-003	0.5861	0.1542	4.4800e-003	0.1586		575.8586	575.8586	0.0182		576.3124
Total	0.3029	1.2520	2.3926	8.3000e-003	0.6453	9.9500e-003	0.6552	0.1726	9.3500e-003	0.1819		845.3077	845.3077	0.0362		846.2119

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490	0.0000	1,113.6246	1,113.6246	0.3602		1,122.6288
Total	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490	0.0000	1,113.6246	1,113.6246	0.3602		1,122.6288

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.4 Utilities - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	0.2657	0.1885	2.0853	5.7800e-003	0.5812	4.8600e-003	0.5861	0.1542	4.4800e-003	0.1586		575.8586	575.8586	0.0182		576.3124
Total	0.3029	1.2520	2.3926	8.3000e-003	0.6453	9.9500e-003	0.6552	0.1726	9.3500e-003	0.1819		845.3077	845.3077	0.0362		846.2119

3.5 Paving - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.8516	18.2661	13.4168	0.0358		0.7340	0.7340	0.6752	0.6752	0.6752		3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀
Paving	2.4890					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	4.3406	18.2661	13.4168	0.0358		0.7340	0.7340	0.6752	0.6752	0.6752		3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.5 Paving - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2708	0.1921	2.1254	5.8900e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		586.9328	586.9328	0.0185		587.3953
Total	0.2708	0.1921	2.1254	5.8900e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		586.9328	586.9328	0.0185		587.3953

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.8516	18.2661	13.4168	0.0358		0.7340	0.7340	0.6752	0.6752	0.6752	0.0000	3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀
Paving	2.4890					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	4.3406	18.2661	13.4168	0.0358		0.7340	0.7340	0.6752	0.6752	0.6752	0.0000	3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.5 Paving - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2708	0.1921	2.1254	5.8900e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		586.9328	586.9328	0.0185		587.3953
Total	0.2708	0.1921	2.1254	5.8900e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		586.9328	586.9328	0.0185		587.3953

3.6 Fencing/Lighting - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368		351.2848	351.2848	0.1025		353.8478
Total	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368		351.2848	351.2848	0.1025		353.8478

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.6 Fencing/Lighting - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	0.2811	0.1994	2.2056	6.1200e-003	0.6148	5.1400e-003	0.6199	0.1630	4.7300e-003	0.1678		609.0812	609.0812	0.0192		609.5612
Total	0.3182	1.2629	2.5129	8.6400e-003	0.6788	0.0102	0.6890	0.1815	9.6000e-003	0.1911		878.5303	878.5303	0.0372		879.4607

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368	0.0000	351.2848	351.2848	0.1025		353.8478
Total	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368	0.0000	351.2848	351.2848	0.1025		353.8478

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.6 Fencing/Lighting - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	0.2811	0.1994	2.2056	6.1200e-003	0.6148	5.1400e-003	0.6199	0.1630	4.7300e-003	0.1678		609.0812	609.0812	0.0192		609.5612
Total	0.3182	1.2629	2.5129	8.6400e-003	0.6788	0.0102	0.6890	0.1815	9.6000e-003	0.1911		878.5303	878.5303	0.0372		879.4607

3.7 Striping - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.1804					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6239	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457		1,322.627 3	1,322.627 3	0.4278		1,333.321 4
Total	19.8043	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457		1,322.627 3	1,322.627 3	0.4278		1,333.321 4

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.7 Striping - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Archit. Coating	19.1804					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6239	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457	0.0000	1,322.627 ₃	1,322.627 ₃	0.4278		1,333.321 ₄
Total	19.8043	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457	0.0000	1,322.627 ₃	1,322.627 ₃	0.4278		1,333.321 ₄

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

3.7 Striping - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBtu/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003
Unmitigated	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0332					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003
Total	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0332					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003
Total	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Output File for Proposed Project Construction

Northern Parcel

Maximum Daily Emissions, Summer Season

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

Port of LA PCMC - North Parcel
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	19.00	Acre	19.00	827,640.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - Grading and paving done on approximately 19 acres.

Construction Phase - Per applicant, demo/grading/base = 2 months; utilities/paving/stripping/fencing/lighting = 2 months.

Off-road Equipment - Equipment count provided by applicant.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Parking lot striper.

Off-road Equipment - Zero out unused equipment.

Trips and VMT - 25 employees x 2 = 50 worker trips per day plus one trip per onsite pickup truck. Assume 10 vendor trips per day for util & fencing. Assume 20 cy per truck.

Demolition - 61,000 sf bldg + 8,982 sf bldg.

Grading - Grading will remove 6 in over 19 ac = 15,327 cubic yards. CalEEMOD User Guide has 0.5 acres graded/day per equipment. Therefore, 52 days x 4 equipment x 0.5 acres/day = 104 acres graded (multiple passes).

Architectural Coating - Assume CalEEMod default of 6 percent of paved area is painted.

Construction Off-road Equipment Mitigation -

Operational Off-Road Equipment -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	49658	26136
tblConstructionPhase	NumDays	20.00	52.00
tblConstructionPhase	NumDays	30.00	52.00
tblConstructionPhase	NumDays	300.00	12.00
tblConstructionPhase	NumDays	20.00	12.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiGrading	AcresOfGrading	0.00	104.00
tbiGrading	MaterialExported	0.00	15,327.00
tbiOffRoadEquipment	HorsePower	172.00	263.00
tbiOffRoadEquipment	LoadFactor	0.42	0.30
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	UsageHours	7.00	8.00
tbiTripsAndVMT	HaulingTripNumber	318.00	648.00
tbiTripsAndVMT	HaulingTripNumber	1,916.00	1,533.00

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tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	136.00	10.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	56.00
tblTripsAndVMT	WorkerTripNumber	8.00	52.00
tblTripsAndVMT	WorkerTripNumber	10.00	53.00
tblTripsAndVMT	WorkerTripNumber	348.00	55.00
tblTripsAndVMT	WorkerTripNumber	70.00	0.00

2.0 Emissions Summary

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	20.3613	48.0048	34.0196	0.1032	4.8384	1.7989	6.6372	0.8017	1.6564	2.4581	0.0000	10,396.78 93	10,396.78 93	2.2537	0.0000	10,453.13 12
Maximum	20.3613	48.0048	34.0196	0.1032	4.8384	1.7989	6.6372	0.8017	1.6564	2.4581	0.0000	10,396.78 93	10,396.78 93	2.2537	0.0000	10,453.13 12

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	20.3613	48.0048	34.0196	0.1032	2.9249	1.7989	4.7238	0.5626	1.6564	2.2190	0.0000	10,396.78 93	10,396.78 93	2.2537	0.0000	10,453.13 12
Maximum	20.3613	48.0048	34.0196	0.1032	2.9249	1.7989	4.7238	0.5626	1.6564	2.2190	0.0000	10,396.78 93	10,396.78 93	2.2537	0.0000	10,453.13 12

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	39.55	0.00	28.83	29.82	0.00	9.73	0.00	0.00	0.00	0.00	0.00	0.00

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2.2 Overall Operational¹**Unmitigated Operational**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Area	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.3265	2.0000e-005	1.9500e-003	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005	0.0000	4.4400e-003

Mitigated Operational

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Area	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.3265	2.0000e-005	1.9500e-003	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005	0.0000	4.4400e-003

¹The CalEEMod operational emission calculations were not used in the CEQA document and therefore should be disregarded.

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

3.0 Construction Detail**Construction Phase¹**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/3/2020	4/2/2020	6	52	
2	Grading/Base	Grading	2/3/2020	4/2/2020	6	52	
3	Utilities	Trenching	4/3/2020	4/25/2020	6	20	
4	Paving	Paving	4/26/2020	5/19/2020	6	20	
5	Fencing/Lighting	Building Construction	5/20/2020	6/2/2020	6	12	
6	Striping	Architectural Coating	5/20/2020	6/2/2020	6	12	

Acres of Grading (Site Preparation Phase): 0

¹Demolition and Grading/Base would overlap.

Fencing/Lighting and Striping would overlap.

Acres of Grading (Grading Phase): 0

Acres of Paving: 19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 49,658 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Off-Highway Trucks	1	8.00	402	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/Base	Excavators	0	8.00	158	0.38
Grading/Base	Graders	0	8.00	187	0.41
Grading/Base	Off-Highway Trucks	2	8.00	402	0.38
Grading/Base	Rollers	2	8.00	80	0.38
Grading/Base	Rubber Tired Dozers	0	8.00	247	0.40
Grading/Base	Scrapers	0	8.00	367	0.48
Grading/Base	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Utilities	Cranes	1	8.00	231	0.29
Utilities	Pavers	0	8.00	130	0.42
Utilities	Paving Equipment	0	8.00	132	0.36
Utilities	Rollers	1	8.00	80	0.38
Utilities	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Air Compressors	0	6.00	78	0.48
Paving	Off-Highway Trucks	2	8.00	402	0.38
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Fencing/Lighting	Cement and Mortar Mixers	1	8.00	9	0.56
Fencing/Lighting	Cranes	0	7.00	231	0.29
Fencing/Lighting	Forklifts	0	8.00	89	0.20
Fencing/Lighting	Generator Sets	0	8.00	84	0.74
Fencing/Lighting	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Fencing/Lighting	Welders	0	8.00	46	0.45
Striping	Air Compressors	0	6.00	78	0.48
Striping	Other Construction Equipment	2	8.00	263	0.30

Note: In accordance with CalEEMod User Tips (2/20/2018), unused default equipment was set to quantity zero rather than deleted.

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Trips and VMT¹

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	0.00	0.00	648.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading/Base	8	56.00	0.00	1,533.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	3	52.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	53.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fencing/Lighting	2	55.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Striping	2	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

¹ Worker and vendor trips are daily one-way trips.

Hauling trips are total one-way trips.

3.1 Mitigation Measures ConstructionWater Exposed Area²**3.2 Demolition - 2020**Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.3248	0.0000	1.3248	0.2006	0.0000	0.2006			0.0000			0.0000
Off-Road	1.0821	10.5330	8.3695	0.0194		0.4966	0.4966	0.4569	0.4569	0.4569		1,880.159 0	1,880.159 0	0.6081		1,895.3611
Total	1.0821	10.5330	8.3695	0.0194	1.3248	0.4966	1.8214	0.2006	0.4569	0.6575		1,880.159 0	1,880.159 0	0.6081		1,895.361 1

² The CalEEMod mitigation measure is twice-daily watering for fugitive dust control per SCAQMD Rule 403. It is considered a Project element in the CEQA document.

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.2 Demolition - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.1089	3.5832	0.7940	9.8400e-003	0.2179	0.0114	0.2293	0.0597	0.0109	0.0707		1,066.498 ₁	1,066.498 ₁	0.0726		1,068.312 ₉
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.1089	3.5832	0.7940	9.8400e-003	0.2179	0.0114	0.2293	0.0597	0.0109	0.0707		1,066.498 ₁	1,066.498 ₁	0.0726		1,068.312 ₉

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Fugitive Dust					0.5961	0.0000	0.5961	0.0903	0.0000	0.0903			0.0000			0.0000
Off-Road	1.0821	10.5330	8.3695	0.0194		0.4966	0.4966	0.4569	0.4569	0.4569	0.0000	1,880.159 ₀	1,880.159 ₀	0.6081		1,895.361 ₁
Total	1.0821	10.5330	8.3695	0.0194	0.5961	0.4966	1.0927	0.0903	0.4569	0.5471	0.0000	1,880.159 ₀	1,880.159 ₀	0.6081		1,895.361 ₁

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.2 Demolition - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day											lb/day					
Hauling	0.1089	3.5832	0.7940	9.8400e-003	0.2179	0.0114	0.2293	0.0597	0.0109	0.0707		1,066.498 ₁	1,066.498 ₁	0.0726		1,068.312 ₉
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.1089	3.5832	0.7940	9.8400e-003	0.2179	0.0114	0.2293	0.0597	0.0109	0.0707		1,066.498 ₁	1,066.498 ₁	0.0726		1,068.312 ₉

3.3 Grading/Base - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day											lb/day					
Fugitive Dust					2.1543	0.0000	2.1543	0.2341	0.0000	0.2341			0.0000			0.0000
Off-Road	2.5805	25.2283	20.5258	0.0441		1.2586	1.2586	1.1579	1.1579	1.1579		4,268.450 ₉	4,268.450 ₉	1.3805		4,302.963 ₅
Total	2.5805	25.2283	20.5258	0.0441	2.1543	1.2586	3.4129	0.2341	1.1579	1.3919		4,268.450 ₉	4,268.450 ₉	1.3805		4,302.963 ₅

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.3 Grading/Base - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2575	8.4769	1.8784	0.0233	0.5155	0.0271	0.5425	0.1413	0.0259	0.1672		2,523.058 0	2,523.058 0	0.1717		2,527.351 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2577	0.1833	2.4519	6.6100e- 003	0.6260	5.2300e- 003	0.6312	0.1660	4.8200e- 003	0.1708		658.6232	658.6232	0.0208		659.1423
Total	0.5152	8.6603	4.3303	0.0299	1.1414	0.0323	1.1737	0.3073	0.0307	0.3380		3,181.681 2	3,181.681 2	0.1925		3,186.493 7

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9695	0.0000	0.9695	0.1053	0.0000	0.1053			0.0000			0.0000
Off-Road	2.5805	25.2283	20.5258	0.0441		1.2586	1.2586	1.1579	1.1579	1.1579	0.0000	4,268.450 9	4,268.450 9	1.3805		4,302.963 5
Total	2.5805	25.2283	20.5258	0.0441	0.9695	1.2586	2.2280	0.1053	1.1579	1.2632	0.0000	4,268.450 9	4,268.450 9	1.3805		4,302.963 5

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.3 Grading/Base - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2575	8.4769	1.8784	0.0233	0.5155	0.0271	0.5425	0.1413	0.0259	0.1672		2,523.058 0	2,523.058 0	0.1717		2,527.351 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2577	0.1833	2.4519	6.6100e- 003	0.6260	5.2300e- 003	0.6312	0.1660	4.8200e- 003	0.1708		658.6232	658.6232	0.0208		659.1423
Total	0.5152	8.6603	4.3303	0.0299	1.1414	0.0323	1.1737	0.3073	0.0307	0.3380		3,181.681 2	3,181.681 2	0.1925		3,186.493 7

3.4 Utilities - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490		1,113.624 6	1,113.6246	0.3602		1,122.628 8
Total	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490		1,113.624 6	1,113.624 6	0.3602		1,122.628 8

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.4 Utilities - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	0.2393	0.1702	2.2768	6.1400e-003	0.5812	4.8600e-003	0.5861	0.1542	4.4800e-003	0.1586		611.5787	611.5787	0.0193		612.0607
Total	0.2749	1.2340	2.5555	8.7300e-003	0.6453	9.8700e-003	0.6551	0.1726	9.2700e-003	0.1818		888.6034	888.6034	0.0362		889.5081

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490	0.0000	1,113.6246	1,113.6246	0.3602		1,122.6288
Total	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490	0.0000	1,113.6246	1,113.6246	0.3602		1,122.6288

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.4 Utilities - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	0.2393	0.1702	2.2768	6.1400e-003	0.5812	4.8600e-003	0.5861	0.1542	4.4800e-003	0.1586		611.5787	611.5787	0.0193		612.0607
Total	0.2749	1.2340	2.5555	8.7300e-003	0.6453	9.8700e-003	0.6551	0.1726	9.2700e-003	0.1818		888.6034	888.6034	0.0362		889.5081

3.5 Paving - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.8516	18.2661	13.4168	0.0358		0.7340	0.7340		0.6752	0.6752		3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀
Paving	2.4890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	4.3406	18.2661	13.4168	0.0358		0.7340	0.7340		0.6752	0.6752		3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.5 Paving - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2439	0.1735	2.3206	6.2600e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		623.3398	623.3398	0.0197		623.8311
Total	0.2439	0.1735	2.3206	6.2600e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		623.3398	623.3398	0.0197		623.8311

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.8516	18.2661	13.4168	0.0358		0.7340	0.7340		0.6752	0.6752	0.0000	3,467,788 ₂	3,467,788 ₂	1.1216		3,495,827 ₀
Paving	2.4890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	4.3406	18.2661	13.4168	0.0358		0.7340	0.7340		0.6752	0.6752	0.0000	3,467,788 ₂	3,467,788 ₂	1.1216		3,495,827 ₀

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.5 Paving - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2439	0.1735	2.3206	6.2600e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		623.3398	623.3398	0.0197		623.8311
Total	0.2439	0.1735	2.3206	6.2600e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		623.3398	623.3398	0.0197		623.8311

3.6 Fencing/Lighting - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368		351.2848	351.2848	0.1025		353.8478
Total	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368		351.2848	351.2848	0.1025		353.8478

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.6 Fencing/Lighting - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	0.2531	0.1801	2.4081	6.5000e-003	0.6148	5.1400e-003	0.6199	0.1630	4.7300e-003	0.1678		646.8621	646.8621	0.0204		647.3719
Total	0.2887	1.2438	2.6869	9.0900e-003	0.6788	0.0102	0.6889	0.1815	9.5200e-003	0.1910		923.8868	923.8868	0.0373		924.8193

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368	0.0000	351.2848	351.2848	0.1025		353.8478
Total	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368	0.0000	351.2848	351.2848	0.1025		353.8478

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.6 Fencing/Lighting - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	0.2531	0.1801	2.4081	6.5000e-003	0.6148	5.1400e-003	0.6199	0.1630	4.7300e-003	0.1678		646.8621	646.8621	0.0204		647.3719
Total	0.2887	1.2438	2.6869	9.0900e-003	0.6788	0.0102	0.6889	0.1815	9.5200e-003	0.1910		923.8868	923.8868	0.0373		924.8193

3.7 Striping - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.1804					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6239	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457		1,322.6273	1,322.6273	0.4278		1,333.3214
Total	19.8043	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457		1,322.6273	1,322.6273	0.4278		1,333.3214

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3.7 Striping - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.1804					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6239	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457	0.0000	1,322.627 ₃	1,322.627 ₃	0.4278		1,333.321 ₄
Total	19.8043	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457	0.0000	1,322.627 ₃	1,322.627 ₃	0.4278		1,333.321 ₄

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

3.7 Striping - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Summer

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

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5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBtu/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
	lb/day															
Mitigated	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003
Unmitigated	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003

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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0332					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003
Total	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0332					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003
Total	0.3265	2.0000e-005	1.9500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.1600e-003	4.1600e-003	1.0000e-005		4.4400e-003

7.0 Water Detail

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7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Output File for Proposed Project Construction

Northern Parcel

Annual Emissions

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Annual

Port of LA PCMC - North Parcel
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	19.00	Acre	19.00	827,640.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - Grading and paving done on approximately 19 acres.

Construction Phase - Per applicant, demo/grading/base = 2 months; utilities/paving/stripping/fencing/lighting = 2 months.

Off-road Equipment - Equipment count provided by applicant.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Parking lot striping.

Off-road Equipment - Zero out unused equipment.

Trips and VMT - 25 employees x 2 = 50 worker trips per day plus one trip per onsite pickup truck. Assume 10 vendor trips per day for util & fencing. Assume 20 cy per truck.

Demolition - 61,000 sf bldg + 8,982 sf bldg.

Grading - Grading will remove 6 in over 19 ac = 15,327 cubic yards. CalEEMOD User Guide has 0.5 acres graded/day per equipment. Therefore, 52 days x 4 equipment x 0.5 acres/day = 104 acres graded (multiple passes).

Architectural Coating - Assume CalEEMod default of 6 percent of paved area is painted.

Construction Off-road Equipment Mitigation -

Operational Off-Road Equipment -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	49658	26136
tblConstructionPhase	NumDays	20.00	52.00
tblConstructionPhase	NumDays	30.00	52.00
tblConstructionPhase	NumDays	300.00	12.00
tblConstructionPhase	NumDays	20.00	12.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiConstructionPhase	NumDaysWeek	5.00	6.00
tbiGrading	AcresOfGrading	0.00	104.00
tbiGrading	MaterialExported	0.00	15,327.00
tbiOffRoadEquipment	HorsePower	172.00	263.00
tbiOffRoadEquipment	LoadFactor	0.42	0.30
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tbiOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbiOffRoadEquipment	UsageHours	7.00	8.00
tbiTripsAndVMT	HaulingTripNumber	318.00	648.00
tbiTripsAndVMT	HaulingTripNumber	1,916.00	1,533.00

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tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	136.00	10.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	56.00
tblTripsAndVMT	WorkerTripNumber	8.00	52.00
tblTripsAndVMT	WorkerTripNumber	10.00	53.00
tblTripsAndVMT	WorkerTripNumber	348.00	55.00
tblTripsAndVMT	WorkerTripNumber	70.00	0.00

2.0 Emissions Summary

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Annual

2.1 Overall Construction**Unmitigated Construction**

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
2020	0.2911	1.6188	1.1840	3.4500e-003	0.1413	0.0617	0.2030	0.0250	0.0568	0.0818	0.0000	312.6933	312.6933	0.0703	0.0000	314.4497
Maximum	0.2911	1.6188	1.1840	3.4500e-003	0.1413	0.0617	0.2030	0.0250	0.0568	0.0818	0.0000	312.6933	312.6933	0.0703	0.0000	314.4497

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr										MT/yr						
2020	0.2911	1.6188	1.1840	3.4500e-003	0.0915	0.0617	0.1532	0.0188	0.0568	0.0756	0.0000	312.6931	312.6931	0.0703	0.0000	314.4494
Maximum	0.2911	1.6188	1.1840	3.4500e-003	0.0915	0.0617	0.1532	0.0188	0.0568	0.0756	0.0000	312.6931	312.6931	0.0703	0.0000	314.4494

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	0.00	0.00	0.00	0.00	35.21	0.00	24.51	24.85	0.00	7.60	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-3-2020	5-2-2020	1.5369	1.5369
2	5-3-2020	8-2-2020	0.3562	0.3562
		Highest	1.5369	1.5369

2.2 Overall Operational¹**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0596	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	161.3373	161.3373	3.8100e-003	7.9000e-004	161.6675
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0596	0.0000	2.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	161.3378	161.3378	3.8100e-003	7.9000e-004	161.6680

¹The CalEEMod operational emission calculations were not used in the CEQA document and therefore should be disregarded.

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2.2 Overall Operational**Mitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	0.0596	0.0000	2.4000e-004	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	161.3373	161.3373	3.8100e-003	7.9000e-004	161.6675
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0596	0.0000	2.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	161.3378	161.3378	3.8100e-003	7.9000e-004	161.6680

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

3.0 Construction Detail**Construction Phase**¹

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/3/2020	4/2/2020	6	52	
2	Grading/Base	Grading	2/3/2020	4/2/2020	6	52	
3	Utilities	Trenching	4/3/2020	4/25/2020	6	20	
4	Paving	Paving	4/26/2020	5/19/2020	6	20	
5	Fencing/Lighting	Building Construction	5/20/2020	6/2/2020	6	12	
6	Striping	Architectural Coating	5/20/2020	6/2/2020	6	12	

Acres of Grading (Site Preparation Phase): 0

¹ Demolition and Grading/Base would overlap.
Fencing/Lighting and Striping would overlap.

Acres of Grading (Grading Phase): 0

Acres of Paving: 19

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 49,658
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Off-Highway Trucks	1	8.00	402	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/Base	Excavators	0	8.00	158	0.38
Grading/Base	Graders	0	8.00	187	0.41
Grading/Base	Off-Highway Trucks	2	8.00	402	0.38
Grading/Base	Rollers	2	8.00	80	0.38
Grading/Base	Rubber Tired Dozers	0	8.00	247	0.40

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Grading/Base	Scrapers	0	8.00	367	0.48
Grading/Base	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Utilities	Cranes	1	8.00	231	0.29
Utilities	Pavers	0	8.00	130	0.42
Utilities	Paving Equipment	0	8.00	132	0.36
Utilities	Rollers	1	8.00	80	0.38
Utilities	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Air Compressors	0	6.00	78	0.48
Paving	Off-Highway Trucks	2	8.00	402	0.38
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Fencing/Lighting	Cement and Mortar Mixers	1	8.00	9	0.56
Fencing/Lighting	Cranes	0	7.00	231	0.29
Fencing/Lighting	Forklifts	0	8.00	89	0.20
Fencing/Lighting	Generator Sets	0	8.00	84	0.74
Fencing/Lighting	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Fencing/Lighting	Welders	0	8.00	46	0.45
Striping	Air Compressors	0	6.00	78	0.48
Striping	Other Construction Equipment	2	8.00	263	0.30

Note: In accordance with CalEEMod User Tips (2/20/2018), unused default equipment was set to quantity zero rather than deleted.

Trips and VMT¹

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	3	0.00	0.00	648.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading/Base	8	56.00	0.00	1,533.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	3	52.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	53.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fencing/Lighting	2	55.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Striping	2	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

¹ Worker and vendor trips are daily one-way trips.
Hauling trips are total one-way trips.

3.1 Mitigation Measures Construction

Water Exposed Area ²

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Fugitive Dust					0.0344	0.0000	0.0344	5.2200e-003	0.0000	5.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0281	0.2739	0.2176	5.0000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	44.3469	44.3469	0.0143	0.0000	44.7055
Total	0.0281	0.2739	0.2176	5.0000e-004	0.0344	0.0129	0.0474	5.2200e-003	0.0119	0.0171	0.0000	44.3469	44.3469	0.0143	0.0000	44.7055

² The CalEEMod mitigation measure is twice-daily watering for fugitive dust control per SCAQMD Rule 403. It is considered a Project element in the CEQA document.

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3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8600e-003	0.0962	0.0212	2.5000e-004	5.5700e-003	3.0000e-004	5.8700e-003	1.5300e-003	2.9000e-004	1.8200e-003	0.0000	24.9733	24.9733	1.7400e-003	0.0000	25.0168
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.8600e-003	0.0962	0.0212	2.5000e-004	5.5700e-003	3.0000e-004	5.8700e-003	1.5300e-003	2.9000e-004	1.8200e-003	0.0000	24.9733	24.9733	1.7400e-003	0.0000	25.0168

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0281	0.2739	0.2176	5.0000e-004	0.0155	0.0000	0.0155	2.3500e-003	0.0000	2.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0281	0.2739	0.2176	5.0000e-004	0.0155	0.0000	0.0155	2.3500e-003	0.0000	2.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0281	0.2739	0.2176	5.0000e-004	0.0155	0.0000	0.0155	2.3500e-003	0.0000	2.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8600e-003	0.0962	0.0212	2.5000e-004	5.5700e-003	3.0000e-004	5.8700e-003	1.5300e-003	2.9000e-004	1.8200e-003	0.0000	24.9733	24.9733	1.7400e-003	0.0000	25.0168
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.8600e-003	0.0962	0.0212	2.5000e-004	5.5700e-003	3.0000e-004	5.8700e-003	1.5300e-003	2.9000e-004	1.8200e-003	0.0000	24.9733	24.9733	1.7400e-003	0.0000	25.0168

3.3 Grading/Base - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0560	0.0000	0.0560	6.0900e-003	0.0000	6.0900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0671	0.6559	0.5337	1.1500e-003		0.0327	0.0327		0.0301	0.0301	0.0000	100.6791	100.6791	0.0326	0.0000	101.4932
Total	0.0671	0.6559	0.5337	1.1500e-003	0.0560	0.0327	0.0887	6.0900e-003	0.0301	0.0362	0.0000	100.6791	100.6791	0.0326	0.0000	101.4932

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3.3 Grading/Base - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.7600e-003	0.2276	0.0502	6.0000e-004	0.0132	7.1000e-004	0.0139	3.6200e-003	6.8000e-004	4.2900e-003	0.0000	59.0805	59.0805	4.1200e-003	0.0000	59.1833
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7200e-003	5.4200e-003	0.0599	1.6000e-004	0.0160	1.4000e-004	0.0161	4.2400e-003	1.3000e-004	4.3600e-003	0.0000	14.8709	14.8709	4.7000e-004	0.0000	14.8826
Total	0.0135	0.2331	0.1101	7.6000e-004	0.0291	8.5000e-004	0.0300	7.8600e-003	8.1000e-004	8.6500e-003	0.0000	73.9513	73.9513	4.5900e-003	0.0000	74.0659

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0252	0.0000	0.0252	2.7400e-003	0.0000	2.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0671	0.6559	0.5337	1.1500e-003		0.0327	0.0327	0.0301	0.0301	0.0301	0.0000	100.6790	100.6790	0.0326	0.0000	101.4930
Total	0.0671	0.6559	0.5337	1.1500e-003	0.0252	0.0327	0.0579	2.7400e-003	0.0301	0.0328	0.0000	100.6790	100.6790	0.0326	0.0000	101.4930

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3.3 Grading/Base - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.7600e-003	0.2276	0.0502	6.0000e-004	0.0132	7.1000e-004	0.0139	3.6200e-003	6.8000e-004	4.2900e-003	0.0000	59.0805	59.0805	4.1200e-003	0.0000	59.1833
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7200e-003	5.4200e-003	0.0599	1.6000e-004	0.0160	1.4000e-004	0.0161	4.2400e-003	1.3000e-004	4.3600e-003	0.0000	14.8709	14.8709	4.7000e-004	0.0000	14.8826
Total	0.0135	0.2331	0.1101	7.6000e-004	0.0291	8.5000e-004	0.0300	7.8600e-003	8.1000e-004	8.6500e-003	0.0000	73.9513	73.9513	4.5900e-003	0.0000	74.0659

3.4 Utilities - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.7100e-003	0.0958	0.0629	1.1000e-004		4.8800e-003	4.8800e-003	4.4900e-003	4.4900e-003	4.4900e-003	0.0000	10.1026	10.1026	3.2700e-003	0.0000	10.1843
Total	8.7100e-003	0.0958	0.0629	1.1000e-004		4.8800e-003	4.8800e-003	4.4900e-003	4.4900e-003	4.4900e-003	0.0000	10.1026	10.1026	3.2700e-003	0.0000	10.1843

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3.4 Utilities - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	0.0108	2.9300e-003	3.0000e-005	6.3000e-004	5.0000e-005	6.8000e-004	1.8000e-004	5.0000e-005	2.3000e-004	0.0000	2.4843	2.4843	1.6000e-004	0.0000	2.4882
Worker	2.4000e-003	1.9400e-003	0.0214	6.0000e-005	5.7000e-003	5.0000e-005	5.7500e-003	1.5100e-003	4.0000e-005	1.5600e-003	0.0000	5.3110	5.3110	1.7000e-004	0.0000	5.3152
Total	2.7600e-003	0.0128	0.0243	9.0000e-005	6.3300e-003	1.0000e-004	6.4300e-003	1.6900e-003	9.0000e-005	1.7900e-003	0.0000	7.7953	7.7953	3.3000e-004	0.0000	7.8034

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.7100e-003	0.0958	0.0629	1.1000e-004		4.8800e-003	4.8800e-003	4.4900e-003	4.4900e-003	4.4900e-003	0.0000	10.1026	10.1026	3.2700e-003	0.0000	10.1843
Total	8.7100e-003	0.0958	0.0629	1.1000e-004		4.8800e-003	4.8800e-003	4.4900e-003	4.4900e-003	4.4900e-003	0.0000	10.1026	10.1026	3.2700e-003	0.0000	10.1843

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3.4 Utilities - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	0.0108	2.9300e-003	3.0000e-005	6.3000e-004	5.0000e-005	6.8000e-004	1.8000e-004	5.0000e-005	2.3000e-004	0.0000	2.4843	2.4843	1.6000e-004	0.0000	2.4882
Worker	2.4000e-003	1.9400e-003	0.0214	6.0000e-005	5.7000e-003	5.0000e-005	5.7500e-003	1.5100e-003	4.0000e-005	1.5600e-003	0.0000	5.3110	5.3110	1.7000e-004	0.0000	5.3152
Total	2.7600e-003	0.0128	0.0243	9.0000e-005	6.3300e-003	1.0000e-004	6.4300e-003	1.6900e-003	9.0000e-005	1.7900e-003	0.0000	7.7953	7.7953	3.3000e-004	0.0000	7.8034

3.5 Paving - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.0185	0.1827	0.1342	3.6000e-004		7.3400e-003	7.3400e-003	6.7500e-003	6.7500e-003	6.7500e-003	0.0000	31.4593	31.4593	0.0102	0.0000	31.7136
Paving	0.0249					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0434	0.1827	0.1342	3.6000e-004		7.3400e-003	7.3400e-003	6.7500e-003	6.7500e-003	6.7500e-003	0.0000	31.4593	31.4593	0.0102	0.0000	31.7136

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3.5 Paving - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4500e-003	1.9700e-003	0.0218	6.0000e-005	5.8100e-003	5.0000e-005	5.8600e-003	1.5400e-003	5.0000e-005	1.5900e-003	0.0000	5.4132	5.4132	1.7000e-004	0.0000	5.4174
Total	2.4500e-003	1.9700e-003	0.0218	6.0000e-005	5.8100e-003	5.0000e-005	5.8600e-003	1.5400e-003	5.0000e-005	1.5900e-003	0.0000	5.4132	5.4132	1.7000e-004	0.0000	5.4174

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.0185	0.1827	0.1342	3.6000e-004		7.3400e-003	7.3400e-003		6.7500e-003	6.7500e-003	0.0000	31.4592	31.4592	0.0102	0.0000	31.7136
Paving	0.0249					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0434	0.1827	0.1342	3.6000e-004		7.3400e-003	7.3400e-003		6.7500e-003	6.7500e-003	0.0000	31.4592	31.4592	0.0102	0.0000	31.7136

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3.5 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4500e-003	1.9700e-003	0.0218	6.0000e-005	5.8100e-003	5.0000e-005	5.8600e-003	1.5400e-003	5.0000e-005	1.5900e-003	0.0000	5.4132	5.4132	1.7000e-004	0.0000	5.4174
Total	2.4500e-003	1.9700e-003	0.0218	6.0000e-005	5.8100e-003	5.0000e-005	5.8600e-003	1.5400e-003	5.0000e-005	1.5900e-003	0.0000	5.4132	5.4132	1.7000e-004	0.0000	5.4174

3.6 Fencing/Lighting - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.6100e-003	0.0148	0.0155	2.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	1.9121	1.9121	5.6000e-004	0.0000	1.9260
Total	1.6100e-003	0.0148	0.0155	2.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	1.9121	1.9121	5.6000e-004	0.0000	1.9260

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3.6 Fencing/Lighting - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2000e-004	6.5000e-003	1.7600e-003	2.0000e-005	3.8000e-004	3.0000e-005	4.1000e-004	1.1000e-004	3.0000e-005	1.4000e-004	0.0000	1.4906	1.4906	9.0000e-005	0.0000	1.4929
Worker	1.5200e-003	1.2300e-003	0.0136	4.0000e-005	3.6200e-003	3.0000e-005	3.6500e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.3705	3.3705	1.1000e-004	0.0000	3.3731
Total	1.7400e-003	7.7300e-003	0.0153	6.0000e-005	4.0000e-003	6.0000e-005	4.0600e-003	1.0700e-003	6.0000e-005	1.1300e-003	0.0000	4.8610	4.8610	2.0000e-004	0.0000	4.8660

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.6100e-003	0.0148	0.0155	2.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	1.9121	1.9121	5.6000e-004	0.0000	1.9260
Total	1.6100e-003	0.0148	0.0155	2.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	1.9121	1.9121	5.6000e-004	0.0000	1.9260

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3.6 Fencing/Lighting - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2000e-004	6.5000e-003	1.7600e-003	2.0000e-005	3.8000e-004	3.0000e-005	4.1000e-004	1.1000e-004	3.0000e-005	1.4000e-004	0.0000	1.4906	1.4906	9.0000e-005	0.0000	1.4929
Worker	1.5200e-003	1.2300e-003	0.0136	4.0000e-005	3.6200e-003	3.0000e-005	3.6500e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.3705	3.3705	1.1000e-004	0.0000	3.3731
Total	1.7400e-003	7.7300e-003	0.0153	6.0000e-005	4.0000e-003	6.0000e-005	4.0600e-003	1.0700e-003	6.0000e-005	1.1300e-003	0.0000	4.8610	4.8610	2.0000e-004	0.0000	4.8660

3.7 Striping - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1151					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7400e-003	0.0440	0.0273	8.0000e-005		1.6000e-003	1.6000e-003	1.4700e-003	1.4700e-003	1.4700e-003	0.0000	7.1992	7.1992	2.3300e-003	0.0000	7.2574
Total	0.1188	0.0440	0.0273	8.0000e-005		1.6000e-003	1.6000e-003	1.4700e-003	1.4700e-003	1.4700e-003	0.0000	7.1992	7.1992	2.3300e-003	0.0000	7.2574

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3.7 Striping - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1151					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7400e-003	0.0440	0.0273	8.0000e-005		1.6000e-003	1.6000e-003		1.4700e-003	1.4700e-003	0.0000	7.1992	7.1992	2.3300e-003	0.0000	7.2574
Total	0.1188	0.0440	0.0273	8.0000e-005		1.6000e-003	1.6000e-003		1.4700e-003	1.4700e-003	0.0000	7.1992	7.1992	2.3300e-003	0.0000	7.2574

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3.7 Striping - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

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5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBtu/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr												MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
MT/yr					
Parking Lot	289674	161.3373	3.8100e-003	7.9000e-004	161.6675
Total		161.3373	3.8100e-003	7.9000e-004	161.6675

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	289674	161.3373	3.8100e-003	7.9000e-004	161.6675
Total		161.3373	3.8100e-003	7.9000e-004	161.6675

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0596	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004
Unmitigated	0.0596	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004

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6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	6.0600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004
Total	0.0596	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	6.0600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004
Total	0.0596	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004

7.0 Water Detail

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Annual

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

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

Port of LA PCMC - North Parcel - Los Angeles-South Coast County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Output File for Proposed Project Construction

Southern Parcel

Maximum Daily Emissions, Winter Season

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

Port of LA PCMC - South Parcel and CMB Removal
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.00	Acre	12.00	522,720.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - Grading and paving done on 12 acres.

Construction Phase - CMB removal = 4 months; grading/base = 1 month; utilities/paving/stripping/fencing/lighting = 1 month.

Off-road Equipment - Equipment count provided by applicant.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Parking lot striper.

Off-road Equipment - Zero out unused equipment.

Trips and VMT - 25 employees x 2 = 50 worker trips per day plus one trip per onsite pickup truck. Assume 10 vendor trips per day for util & fencing. Hauling assumes 20 cy/truck. CMB goes 4.7 mi to 2200 E PCH.

Demolition -

Grading - Grading will remove 6 in over 12 ac = 9,680 cubic yards. CalEEMOD User Guide has 0.5 acres graded/day per equipment. Therefore, 26 days x 4 equipment x 0.5 acres/day = 52 acres graded (multiple passes).

Architectural Coating - Assume 6 percent of asphalt surface is painted per CalEEMod default.

Construction Off-road Equipment Mitigation -

Operational Off-Road Equipment -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	31363	26136
tblConstructionPhase	NumDays	10.00	105.00
tblConstructionPhase	NumDays	30.00	26.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	300.00	6.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblGrading	AcresOfGrading	0.00	52.00
tblGrading	MaterialExported	0.00	9,680.00
tblGrading	MaterialExported	0.00	100,000.00
tblOffRoadEquipment	HorsePower	172.00	263.00
tblOffRoadEquipment	LoadFactor	0.42	0.30
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	4.70

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

tblTripsAndVMT	HaulingTripNumber	12,500.00	10,000.00
tblTripsAndVMT	HaulingTripNumber	1,210.00	968.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	86.00	10.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	56.00
tblTripsAndVMT	WorkerTripNumber	8.00	52.00
tblTripsAndVMT	WorkerTripNumber	10.00	53.00
tblTripsAndVMT	WorkerTripNumber	220.00	55.00
tblTripsAndVMT	WorkerTripNumber	44.00	0.00

2.0 Emissions Summary

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	25.4383	36.2752	25.2925	0.0792	3.4400	1.2985	4.7385	0.5798	1.1959	1.7757	0.0000	8,020.064 ₂	8,020.064 ₂	1.6248	0.0000	8,060.684 ₇
Maximum	25.4383	36.2752	25.2925	0.0792	3.4400	1.2985	4.7385	0.5798	1.1959	1.7757	0.0000	8,020.064 ₂	8,020.064 ₂	1.6248	0.0000	8,060.684 ₇

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	25.4383	36.2752	25.2925	0.0792	2.2503	1.2985	3.5488	0.4504	1.1959	1.6463	0.0000	8,020.064 ₂	8,020.064 ₂	1.6248	0.0000	8,060.684 ₇
Maximum	25.4383	36.2752	25.2925	0.0792	2.2503	1.2985	3.5488	0.4504	1.1959	1.6463	0.0000	8,020.064 ₂	8,020.064 ₂	1.6248	0.0000	8,060.684 ₇

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	34.58	0.00	25.11	22.33	0.00	7.29	0.00	0.00	0.00	0.00	0.00	0.00

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

2.2 Overall Operational¹Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.2185	1.0000e-005	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005	0.0000	2.8000e-003

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.2185	1.0000e-005	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005	0.0000	2.8000e-003

¹ The CalEEMod operational emission calculations were not used in the CEQA document and therefore should be disregarded.

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

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

3.0 Construction Detail

Construction Phase¹

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	CMB Removal	Site Preparation	6/3/2020	10/2/2020	6	105	
2	Grading/Base	Grading	10/3/2020	11/2/2020	6	26	
3	Utilities	Trenching	11/3/2020	11/13/2020	6	10	
4	Paving	Paving	11/14/2020	11/25/2020	6	10	
5	Fencing/Lighting	Building Construction	11/26/2020	12/2/2020	6	6	
6	Striping	Architectural Coating	11/26/2020	12/2/2020	6	6	

Acres of Grading (Site Preparation Phase): 0¹ Fencing/Lighting and Striping would overlap.

Acres of Grading (Grading Phase): 0

Acres of Paving: 12

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 31,363 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
CMB Removal	Graders	0	8.00	187	0.41
CMB Removal	Rubber Tired Dozers	0	8.00	247	0.40
CMB Removal	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/Base	Excavators	0	8.00	158	0.38

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

Grading/Base	Graders		0	8.00	187	0.41
Grading/Base	Off-Highway Trucks		2	8.00	402	0.38
Grading/Base	Rollers		2	8.00	80	0.38
Grading/Base	Rubber Tired Dozers		0	8.00	247	0.40
Grading/Base	Scrapers		0	8.00	367	0.48
Grading/Base	Tractors/Loaders/Backhoes		4	8.00	97	0.37
Utilities	Cranes		1	8.00	231	0.29
Utilities	Pavers		0	8.00	130	0.42
Utilities	Paving Equipment		0	8.00	132	0.36
Utilities	Rollers		1	8.00	80	0.38
Utilities	Tractors/Loaders/Backhoes		1	8.00	97	0.37
Paving	Air Compressors		0	6.00	78	0.48
Paving	Off-Highway Trucks		2	8.00	402	0.38
Paving	Pavers		2	8.00	130	0.42
Paving	Paving Equipment		0	8.00	132	0.36
Paving	Rollers		0	8.00	80	0.38
Fencing/Lighting	Cement and Mortar Mixers		1	8.00	9	0.56
Fencing/Lighting	Cranes		0	7.00	231	0.29
Fencing/Lighting	Forklifts		0	8.00	89	0.20
Fencing/Lighting	Generator Sets		0	8.00	84	0.74
Fencing/Lighting	Tractors/Loaders/Backhoes		1	8.00	97	0.37
Fencing/Lighting	Welders		0	8.00	46	0.45
Striping	Air Compressors		0	6.00	78	0.48
Striping	Other Construction Equipment		2	8.00	263	0.30

Note: In accordance with CalEEMod User Tips (2/20/2018), unused default equipment was set to quantity zero rather than deleted.

Trips and VMT¹

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
CMB Removal	2	0.00	0.00	10,000.00	14.70	6.90	4.70	LD_Mix	HDT_Mix	HHDT
Grading/Base	8	56.00	0.00	968.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	3	52.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	53.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fencing/Lighting	2	55.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Striping	2	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

¹ Worker and vendor trips are daily one-way trips.
Hauling trips are total one-way trips.

3.1 Mitigation Measures Construction

Water Exposed Area ²

3.2 CMB Removal - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					0.1077	0.0000	0.1077	0.0163	0.0000	0.0163			0.0000			0.0000
Off-Road	0.4190	4.2103	4.5594	6.2100e-003		0.2662	0.2662		0.2449	0.2449		601.5370	601.5370	0.1946		606.4008
Total	0.4190	4.2103	4.5594	6.2100e-003	0.1077	0.2662	0.3739	0.0163	0.2449	0.2613		601.5370	601.5370	0.1946		606.4008

² The CalEEMod mitigation measure is twice-daily watering for fugitive dust control per SCAQMD Rule 403. It is considered a Project element in the CEQA document.

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

3.2 CMB Removal - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3390	13.2531	2.7083	0.0242	0.3929	0.0250	0.4178	0.1078	0.0239	0.1317		2.615.1161	2.615.1161	0.2705		2.621.8775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.3390	13.2531	2.7083	0.0242	0.3929	0.0250	0.4178	0.1078	0.0239	0.1317		2.615.1161	2.615.1161	0.2705		2.621.8775

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0485	0.0000	0.0485	7.3400e-003	0.0000	7.3400e-003			0.0000			0.0000
Off-Road	0.4190	4.2103	4.5594	6.2100e-003		0.2662	0.2662	0.2449	0.2449	0.2449	0.0000	601.5370	601.5370	0.1946		606.4008
Total	0.4190	4.2103	4.5594	6.2100e-003	0.0485	0.2662	0.3147	7.3400e-003	0.2449	0.2523	0.0000	601.5370	601.5370	0.1946		606.4008

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

3.2 CMB Removal - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3390	13.2531	2.7083	0.0242	0.3929	0.0250	0.4178	0.1078	0.0239	0.1317		2,615.1161	2,615.1161	0.2705		2,621.8775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.3390	13.2531	2.7083	0.0242	0.3929	0.0250	0.4178	0.1078	0.0239	0.1317		2,615.1161	2,615.1161	0.2705		2,621.8775

3.3 Grading/Base - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1631	0.0000	2.1631	0.2354	0.0000	0.2354			0.0000			0.0000
Off-Road	2.5805	25.2283	20.5258	0.0441		1.2586	1.2586	1.1579	1.1579	1.1579		4,268.4509	4,268.4509	1.3805		4,302.9635
Total	2.5805	25.2283	20.5258	0.0441	2.1631	1.2586	3.4217	0.2354	1.1579	1.3933		4,268.4509	4,268.4509	1.3805		4,302.9635

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3.3 Grading/Base - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3331	10.8439	2.5211	0.0289	0.6510	0.0347	0.6857	0.1784	0.0332	0.2116		3,131.457 ₉	3,131.457 ₉	0.2248		3,137.077 ₁
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2862	0.2030	2.2457	6.2300e-003	0.6260	5.2300e-003	0.6312	0.1660	4.8200e-003	0.1708		620.1554	620.1554	0.0196		620.6441
Total	0.6193	11.0469	4.7668	0.0351	1.2769	0.0399	1.3168	0.3444	0.0380	0.3825		3,751.613 ₃	3,751.613 ₃	0.2443		3,757.721 ₂

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9734	0.0000	0.9734	0.1059	0.0000	0.1059			0.0000			0.0000
Off-Road	2.5805	25.2283	20.5258	0.0441		1.2586	1.2586	1.1579	1.1579	1.1579	0.0000	4,268.450 ₉	4,268.450 ₉	1.3805		4,302.963 ₅
Total	2.5805	25.2283	20.5258	0.0441	0.9734	1.2586	2.2320	0.1059	1.1579	1.2638	0.0000	4,268.450 ₉	4,268.450 ₉	1.3805		4,302.963 ₅

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

3.3 Grading/Base - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3331	10.8439	2.5211	0.0289	0.6510	0.0347	0.6857	0.1784	0.0332	0.2116		3,131.457 ₉	3,131.457 ₉	0.2248		3,137.077 ₁
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2862	0.2030	2.2457	6.2300e-003	0.6260	5.2300e-003	0.6312	0.1660	4.8200e-003	0.1708		620.1554	620.1554	0.0196		620.6441
Total	0.6193	11.0469	4.7668	0.0351	1.2769	0.0399	1.3168	0.3444	0.0380	0.3825		3,751.613 ₃	3,751.613 ₃	0.2443		3,757.721 ₂

3.4 Utilities - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490		1,113.6246 ₆	1,113.6246 ₆	0.3602		1,122.628 ₈
Total	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490		1,113.624 ₆	1,113.624 ₆	0.3602		1,122.628 ₈

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3.4 Utilities - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	0.2657	0.1885	2.0853	5.7800e-003	0.5812	4.8600e-003	0.5861	0.1542	4.4800e-003	0.1586		575.8586	575.8586	0.0182		576.3124
Total	0.3029	1.2520	2.3926	8.3000e-003	0.6453	9.9500e-003	0.6552	0.1726	9.3500e-003	0.1819		845.3077	845.3077	0.0362		846.2119

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490	0.0000	1,113.6246	1,113.6246	0.3602		1,122.6288
Total	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490	0.0000	1,113.6246	1,113.6246	0.3602		1,122.6288

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3.4 Utilities - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	0.2657	0.1885	2.0853	5.7800e-003	0.5812	4.8600e-003	0.5861	0.1542	4.4800e-003	0.1586		575.8586	575.8586	0.0182		576.3124
Total	0.3029	1.2520	2.3926	8.3000e-003	0.6453	9.9500e-003	0.6552	0.1726	9.3500e-003	0.1819		845.3077	845.3077	0.0362		846.2119

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8516	18.2661	13.4168	0.0358		0.7340	0.7340	0.6752	0.6752	0.6752		3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀
Paving	3.1440					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	4.9956	18.2661	13.4168	0.0358		0.7340	0.7340	0.6752	0.6752	0.6752		3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

3.5 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2708	0.1921	2.1254	5.8900e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		586.9328	586.9328	0.0185		587.3953
Total	0.2708	0.1921	2.1254	5.8900e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		586.9328	586.9328	0.0185		587.3953

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8516	18.2661	13.4168	0.0358		0.7340	0.7340	0.6752	0.6752	0.6752	0.0000	3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀
Paving	3.1440					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	4.9956	18.2661	13.4168	0.0358		0.7340	0.7340	0.6752	0.6752	0.6752	0.0000	3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

3.5 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2708	0.1921	2.1254	5.8900e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		586.9328	586.9328	0.0185		587.3953
Total	0.2708	0.1921	2.1254	5.8900e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		586.9328	586.9328	0.0185		587.3953

3.6 Fencing/Lighting - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368		351.2848	351.2848	0.1025		353.8478
Total	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368		351.2848	351.2848	0.1025		353.8478

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

3.6 Fencing/Lighting - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	0.2811	0.1994	2.2056	6.1200e-003	0.6148	5.1400e-003	0.6199	0.1630	4.7300e-003	0.1678		609.0812	609.0812	0.0192		609.5612
Total	0.3182	1.2629	2.5129	8.6400e-003	0.6788	0.0102	0.6890	0.1815	9.6000e-003	0.1911		878.5303	878.5303	0.0372		879.4607

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368	0.0000	351.2848	351.2848	0.1025		353.8478
Total	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368	0.0000	351.2848	351.2848	0.1025		353.8478

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

3.6 Fencing/Lighting - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	0.2811	0.1994	2.2056	6.1200e-003	0.6148	5.1400e-003	0.6199	0.1630	4.7300e-003	0.1678		609.0812	609.0812	0.0192		609.5612
Total	0.3182	1.2629	2.5129	8.6400e-003	0.6788	0.0102	0.6890	0.1815	9.6000e-003	0.1911		878.5303	878.5303	0.0372		879.4607

3.7 Striping - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	24.2279					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6239	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457		1,322.6273	1,322.6273	0.4278		1,333.3214
Total	24.8518	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457		1,322.6273	1,322.6273	0.4278		1,333.3214

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

3.7 Striping - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	24.2279					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.6239	7.3383	4.5471	0.0137		0.2671	0.2671		0.2457	0.2457	0.0000	1,322.627 ₃	1,322.627 ₃	0.4278		1,333.321 ₄
Total	24.8518	7.3383	4.5471	0.0137		0.2671	0.2671		0.2457	0.2457	0.0000	1,322.627 ₃	1,322.627 ₃	0.4278		1,333.321 ₄

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

3.7 Striping - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr																
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category																
Mitigated	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003
Unmitigated	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0332					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1852					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003
Total	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0332					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1852					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003
Total	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003

7.0 Water Detail

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Winter

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Output File for Proposed Project Construction

Southern Parcel

Maximum Daily Emissions, Summer Season

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

Port of LA PCMC - South Parcel and CMB Removal
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.00	Acre	12.00	522,720.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - Grading and paving done on 12 acres.

Construction Phase - CMB removal = 4 months; grading/base = 1 month; utilities/paving/stripping/fencing/lighting = 1 month.

Off-road Equipment - Equipment count provided by applicant.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Parking lot striper.

Off-road Equipment - Zero out unused equipment.

Trips and VMT - 25 employees x 2 = 50 worker trips per day plus one trip per onsite pickup truck. Assume 10 vendor trips per day for util & fencing. Hauling assumes 20 cy/truck. CMB goes 4.7 mi to 2200 E PCH.

Demolition -

Grading - Grading will remove 6 in over 12 ac = 9,680 cubic yards. CalEEMOD User Guide has 0.5 acres graded/day per equipment. Therefore, 26 days x 4 equipment x 0.5 acres/day = 52 acres graded (multiple passes).

Architectural Coating - Assume 6 percent of asphalt surface is painted per CalEEMod default.

Construction Off-road Equipment Mitigation -

Operational Off-Road Equipment -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	31363	26136
tblConstructionPhase	NumDays	10.00	105.00
tblConstructionPhase	NumDays	30.00	26.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	300.00	6.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblGrading	AcresOfGrading	0.00	52.00
tblGrading	MaterialExported	0.00	9,680.00
tblGrading	MaterialExported	0.00	100,000.00
tblOffRoadEquipment	HorsePower	172.00	263.00
tblOffRoadEquipment	LoadFactor	0.42	0.30
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	4.70

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

tblTripsAndVMT	HaulingTripNumber	12,500.00	10,000.00
tblTripsAndVMT	HaulingTripNumber	1,210.00	968.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	86.00	10.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	56.00
tblTripsAndVMT	WorkerTripNumber	8.00	52.00
tblTripsAndVMT	WorkerTripNumber	10.00	53.00
tblTripsAndVMT	WorkerTripNumber	220.00	55.00
tblTripsAndVMT	WorkerTripNumber	44.00	0.00

2.0 Emissions Summary

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	25.4088	36.1170	25.3499	0.0801	3.4400	1.2980	4.7380	0.5798	1.1954	1.7752	0.0000	8,113.4018	8,113.4018	1.6181	0.0000	8,153.8555
Maximum	25.4088	36.1170	25.3499	0.0801	3.4400	1.2980	4.7380	0.5798	1.1954	1.7752	0.0000	8,113.4018	8,113.4018	1.6181	0.0000	8,153.8555

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	25.4088	36.1170	25.3499	0.0801	2.2503	1.2980	3.5483	0.4504	1.1954	1.6458	0.0000	8,113.4018	8,113.4018	1.6181	0.0000	8,153.8555
Maximum	25.4088	36.1170	25.3499	0.0801	2.2503	1.2980	3.5483	0.4504	1.1954	1.6458	0.0000	8,113.4018	8,113.4018	1.6181	0.0000	8,153.8555

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	34.58	0.00	25.11	22.33	0.00	7.29	0.00	0.00	0.00	0.00	0.00	0.00

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

2.2 Overall Operational¹Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.2185	1.0000e-005	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005	0.0000	2.8000e-003

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.2185	1.0000e-005	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005	0.0000	2.8000e-003

¹The CalEEMod operational emission calculations were not used in the CEQA document and therefore should be disregarded.

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

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

3.0 Construction Detail

Construction Phase¹

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	CMB Removal	Site Preparation	6/3/2020	10/2/2020	6	105	
2	Grading/Base	Grading	10/3/2020	11/2/2020	6	26	
3	Utilities	Trenching	11/3/2020	11/13/2020	6	10	
4	Paving	Paving	11/14/2020	11/25/2020	6	10	
5	Fencing/Lighting	Building Construction	11/26/2020	12/2/2020	6	6	
6	Striping	Architectural Coating	11/26/2020	12/2/2020	6	6	

Acres of Grading (Site Preparation Phase): 0¹ Fencing/Lighting and Striping would overlap.

Acres of Grading (Grading Phase): 0

Acres of Paving: 12

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 31,363 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
CMB Removal	Graders	0	8.00	187	0.41
CMB Removal	Rubber Tired Dozers	0	8.00	247	0.40
CMB Removal	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/Base	Excavators	0	8.00	158	0.38

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

Grading/Base	Graders	0	8.00	187	0.41
Grading/Base	Off-Highway Trucks	2	8.00	402	0.38
Grading/Base	Rollers	2	8.00	80	0.38
Grading/Base	Rubber Tired Dozers	0	8.00	247	0.40
Grading/Base	Scrapers	0	8.00	367	0.48
Grading/Base	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Utilities	Cranes	1	8.00	231	0.29
Utilities	Pavers	0	8.00	130	0.42
Utilities	Paving Equipment	0	8.00	132	0.36
Utilities	Rollers	1	8.00	80	0.38
Utilities	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Air Compressors	0	6.00	78	0.48
Paving	Off-Highway Trucks	2	8.00	402	0.38
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Fencing/Lighting	Cement and Mortar Mixers	1	8.00	9	0.56
Fencing/Lighting	Cranes	0	7.00	231	0.29
Fencing/Lighting	Forklifts	0	8.00	89	0.20
Fencing/Lighting	Generator Sets	0	8.00	84	0.74
Fencing/Lighting	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Fencing/Lighting	Welders	0	8.00	46	0.45
Striping	Air Compressors	0	6.00	78	0.48
Striping	Other Construction Equipment	2	8.00	263	0.30

Note: In accordance with CalEEMod User Tips (2/20/2018), unused default equipment was set to quantity zero rather than deleted.

Trips and VMT¹

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
CMB Removal	2	0.00	0.00	10,000.00	14.70	6.90	4.70	LD_Mix	HDT_Mix	HHDT
Grading/Base	8	56.00	0.00	968.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	3	52.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	53.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fencing/Lighting	2	55.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Striping	2	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

¹ Worker and vendor trips are daily one-way trips.
Hauling trips are total one-way trips.

Water Exposed Area ²

3.2 CMB Removal - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					0.1077	0.0000	0.1077	0.0163	0.0000	0.0163			0.0000			0.0000
Off-Road	0.4190	4.2103	4.5594	6.2100e-003		0.2662	0.2662		0.2449	0.2449		601.5370	601.5370	0.1946		606.4008
Total	0.4190	4.2103	4.5594	6.2100e-003	0.1077	0.2662	0.3739	0.0163	0.2449	0.2613		601.5370	601.5370	0.1946		606.4008

² The CalEEMod mitigation measure is twice-daily watering for fugitive dust control per SCAQMD Rule 403. It is considered a Project element in the CEQA document.

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

3.2 CMB Removal - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3185	13.4434	2.3006	0.0255	0.3929	0.0236	0.4165	0.1078	0.0226	0.1304		2,755.475 6	2,755.475 6	0.2501		2,761.728 6
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.3185	13.4434	2.3006	0.0255	0.3929	0.0236	0.4165	0.1078	0.0226	0.1304		2,755.475 6	2,755.475 6	0.2501		2,761.728 6

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0485	0.0000	0.0485	7.3400e-003	0.0000	7.3400e-003			0.0000			0.0000
Off-Road	0.4190	4.2103	4.5594	6.2100e-003		0.2662	0.2662		0.2449	0.2449	0.0000	601.5370	601.5370	0.1946		606.4008
Total	0.4190	4.2103	4.5594	6.2100e-003	0.0485	0.2662	0.3147	7.3400e-003	0.2449	0.2523	0.0000	601.5370	601.5370	0.1946		606.4008

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

3.2 CMB Removal - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3185	13.4434	2.3006	0.0255	0.3929	0.0236	0.4165	0.1078	0.0226	0.1304		2,755.475 ₆	2,755.475 ₆	0.2501		2,761.728 ₆
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.3185	13.4434	2.3006	0.0255	0.3929	0.0236	0.4165	0.1078	0.0226	0.1304		2,755.475 ₆	2,755.475 ₆	0.2501		2,761.728 ₆

3.3 Grading/Base - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1631	0.0000	2.1631	0.2354	0.0000	0.2354			0.0000			0.0000
Off-Road	2.5805	25.2283	20.5258	0.0441		1.2586	1.2586	1.1579	1.1579	1.1579		4,268.450 ₉	4,268.450 ₉	1.3805		4,302.963 ₅
Total	2.5805	25.2283	20.5258	0.0441	2.1631	1.2586	3.4217	0.2354	1.1579	1.3933		4,268.450 ₉	4,268.450 ₉	1.3805		4,302.963 ₅

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

3.3 Grading/Base - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3252	10.7054	2.3722	0.0294	0.6510	0.0342	0.6851	0.1784	0.0327	0.2111		3,186.327 ₇	3,186.327 ₇	0.2169		3,191.749 ₇
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2577	0.1833	2.4519	6.6100e-003	0.6260	5.2300e-003	0.6312	0.1660	4.8200e-003	0.1708		658.6232	658.6232	0.0208		659.1423
Total	0.5829	10.8887	4.8241	0.0360	1.2769	0.0394	1.3163	0.3444	0.0375	0.3820		3,844.950 ₉	3,844.950 ₉	0.2376		3,850.892 ₁

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9734	0.0000	0.9734	0.1059	0.0000	0.1059			0.0000			0.0000
Off-Road	2.5805	25.2283	20.5258	0.0441		1.2586	1.2586	1.1579	1.1579	1.1579	0.0000	4,268.450 ₉	4,268.450 ₉	1.3805		4,302.963 ₅
Total	2.5805	25.2283	20.5258	0.0441	0.9734	1.2586	2.2320	0.1059	1.1579	1.2638	0.0000	4,268.450 ₉	4,268.450 ₉	1.3805		4,302.963 ₅

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

3.3 Grading/Base - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3252	10.7054	2.3722	0.0294	0.6510	0.0342	0.6851	0.1784	0.0327	0.2111		3,186.327 ₇	3,186.327 ₇	0.2169		3,191.749 ₇
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2577	0.1833	2.4519	6.6100e-003	0.6260	5.2300e-003	0.6312	0.1660	4.8200e-003	0.1708		658.6232	658.6232	0.0208		659.1423
Total	0.5829	10.8887	4.8241	0.0360	1.2769	0.0394	1.3163	0.3444	0.0375	0.3820		3,844.950 ₉	3,844.950 ₉	0.2376		3,850.892 ₁

3.4 Utilities - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490		1,113.6246 ₆	1,113.6246 ₆	0.3602		1,122.628 ₈
Total	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490		1,113.624 ₆	1,113.624 ₆	0.3602		1,122.628 ₈

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

3.4 Utilities - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	0.2393	0.1702	2.2768	6.1400e-003	0.5812	4.8600e-003	0.5861	0.1542	4.4800e-003	0.1586		611.5787	611.5787	0.0193		612.0607
Total	0.2749	1.2340	2.5555	8.7300e-003	0.6453	9.8700e-003	0.6551	0.1726	9.2700e-003	0.1818		888.6034	888.6034	0.0362		889.5081

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490	0.0000	1,113.6246	1,113.6246	0.3602		1,122.6288
Total	0.8710	9.5778	6.2884	0.0115		0.4881	0.4881		0.4490	0.4490	0.0000	1,113.6246	1,113.6246	0.3602		1,122.6288

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

3.4 Utilities - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	0.2393	0.1702	2.2768	6.1400e-003	0.5812	4.8600e-003	0.5861	0.1542	4.4800e-003	0.1586		611.5787	611.5787	0.0193		612.0607
Total	0.2749	1.2340	2.5555	8.7300e-003	0.6453	9.8700e-003	0.6551	0.1726	9.2700e-003	0.1818		888.6034	888.6034	0.0362		889.5081

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8516	18.2661	13.4168	0.0358		0.7340	0.7340		0.6752	0.6752		3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	4.9956	18.2661	13.4168	0.0358		0.7340	0.7340		0.6752	0.6752		3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

3.5 Paving - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2439	0.1735	2.3206	6.2600e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		623.3398	623.3398	0.0197		623.8311
Total	0.2439	0.1735	2.3206	6.2600e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		623.3398	623.3398	0.0197		623.8311

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.8516	18.2661	13.4168	0.0358		0.7340	0.7340	0.6752	0.6752	0.6752	0.0000	3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀
Paving	3.1440					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	4.9956	18.2661	13.4168	0.0358		0.7340	0.7340	0.6752	0.6752	0.6752	0.0000	3,467.788 ₂	3,467.788 ₂	1.1216		3,495.827 ₀

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3.5 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2439	0.1735	2.3206	6.2600e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		623.3398	623.3398	0.0197		623.8311
Total	0.2439	0.1735	2.3206	6.2600e-003	0.5924	4.9500e-003	0.5974	0.1571	4.5600e-003	0.1617		623.3398	623.3398	0.0197		623.8311

3.6 Fencing/Lighting - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368		351.2848	351.2848	0.1025		353.8478
Total	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368		351.2848	351.2848	0.1025		353.8478

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3.6 Fencing/Lighting - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	0.2531	0.1801	2.4081	6.5000e-003	0.6148	5.1400e-003	0.6199	0.1630	4.7300e-003	0.1678		646.8621	646.8621	0.0204		647.3719
Total	0.2887	1.2438	2.6869	9.0900e-003	0.6788	0.0102	0.6889	0.1815	9.5200e-003	0.1910		923.8868	923.8868	0.0373		924.8193

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368	0.0000	351.2848	351.2848	0.1025		353.8478
Total	0.2683	2.4733	2.5882	3.8200e-003		0.1474	0.1474		0.1368	0.1368	0.0000	351.2848	351.2848	0.1025		353.8478

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

3.6 Fencing/Lighting - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	0.2531	0.1801	2.4081	6.5000e-003	0.6148	5.1400e-003	0.6199	0.1630	4.7300e-003	0.1678		646.8621	646.8621	0.0204		647.3719
Total	0.2887	1.2438	2.6869	9.0900e-003	0.6788	0.0102	0.6889	0.1815	9.5200e-003	0.1910		923.8868	923.8868	0.0373		924.8193

3.7 Striping - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	24.2279					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6239	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457		1,322.6273	1,322.6273	0.4278		1,333.3214
Total	24.8518	7.3383	4.5471	0.0137		0.2671	0.2671	0.2457	0.2457	0.2457		1,322.6273	1,322.6273	0.4278		1,333.3214

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3.7 Striping - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	24.2279					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.6239	7.3383	4.5471	0.0137		0.2671	0.2671		0.2457	0.2457	0.0000	1,322.627 ₃	1,322.627 ₃	0.4278		1,333.321 ₄
Total	24.8518	7.3383	4.5471	0.0137		0.2671	0.2671		0.2457	0.2457	0.0000	1,322.627 ₃	1,322.627 ₃	0.4278		1,333.321 ₄

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

3.7 Striping - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr																
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category																
Mitigated	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003
Unmitigated	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003

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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0332					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1852					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003
Total	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0332					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1852					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	1.2000e-004	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003
Total	0.2185	1.0000e-005	1.2300e-003	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		2.6300e-003	2.6300e-003	1.0000e-005		2.8000e-003

7.0 Water Detail

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Summer

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Output File for Proposed Project Construction

Southern Parcel

Annual Emissions

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Annual

Port of LA PCMC - South Parcel and CMB Removal
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.00	Acre	12.00	522,720.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - Grading and paving done on 12 acres.

Construction Phase - CMB removal = 4 months; grading/base = 1 month; utilities/paving/stripping/fencing/lighting = 1 month.

Off-road Equipment - Equipment count provided by applicant.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Zero out unused equipment.

Off-road Equipment - Parking lot striper.

Off-road Equipment - Zero out unused equipment.

Trips and VMT - 25 employees x 2 = 50 worker trips per day plus one trip per onsite pickup truck. Assume 10 vendor trips per day for util & fencing. Hauling assumes 20 cy/truck. CMB goes 4.7 mi to 2200 E PCH.

Demolition -

Grading - Grading will remove 6 in over 12 ac = 9,680 cubic yards. CalEEMOD User Guide has 0.5 acres graded/day per equipment. Therefore, 26 days x 4 equipment x 0.5 acres/day = 52 acres graded (multiple passes).

Architectural Coating - Assume 6 percent of asphalt surface is painted per CalEEMod default.

Construction Off-road Equipment Mitigation -

Operational Off-Road Equipment -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	31363	26136
tblConstructionPhase	NumDays	10.00	105.00
tblConstructionPhase	NumDays	30.00	26.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	300.00	6.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

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tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblGrading	AcresOfGrading	0.00	52.00
tblGrading	MaterialExported	0.00	9,680.00
tblGrading	MaterialExported	0.00	100,000.00
tblOffRoadEquipment	HorsePower	172.00	263.00
tblOffRoadEquipment	LoadFactor	0.42	0.30
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	4.70

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tblTripsAndVMT	HaulingTripNumber	12,500.00	10,000.00
tblTripsAndVMT	HaulingTripNumber	1,210.00	968.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	86.00	10.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	56.00
tblTripsAndVMT	WorkerTripNumber	8.00	52.00
tblTripsAndVMT	WorkerTripNumber	10.00	53.00
tblTripsAndVMT	WorkerTripNumber	220.00	55.00
tblTripsAndVMT	WorkerTripNumber	44.00	0.00

2.0 Emissions Summary

Port of LA PCMC - South Parcel and CMB Removal - Los Angeles-South Coast County, Annual

2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1885	1.5864	0.8491	3.0600e-003	0.0784	0.0396	0.1180	0.0161	0.0365	0.0525	0.0000	286.5296	286.5296	0.0492	0.0000	287.7604
Maximum	0.1885	1.5864	0.8491	3.0600e-003	0.0784	0.0396	0.1180	0.0161	0.0365	0.0525	0.0000	286.5296	286.5296	0.0492	0.0000	287.7604

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1885	1.5864	0.8491	3.0600e-003	0.0598	0.0396	0.0994	0.0139	0.0365	0.0504	0.0000	286.5295	286.5295	0.0492	0.0000	287.7602
Maximum	0.1885	1.5864	0.8491	3.0600e-003	0.0598	0.0396	0.0994	0.0139	0.0365	0.0504	0.0000	286.5295	286.5295	0.0492	0.0000	287.7602

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	23.70	0.00	15.75	13.46	0.00	4.09	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-3-2020	9-2-2020	0.7251	0.7251
2	9-3-2020	9-30-2020	0.2207	0.2207
		Highest	0.7251	0.7251

2.2 Overall Operational¹Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0399	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	101.8972	101.8972	2.4100e-003	5.0000e-004	102.1058
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0399	0.0000	1.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	101.8975	101.8975	2.4100e-003	5.0000e-004	102.1061

¹The CalEEMod operational emission calculations were not used in the CEQA document and therefore should be disregarded.

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2.2 Overall Operational

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	0.0399	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	101.8972	101.8972	2.4100e-003	5.0000e-004	102.1058
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0399	0.0000	1.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	101.8975	101.8975	2.4100e-003	5.0000e-004	102.1061

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

3.0 Construction Detail

Construction Phase¹

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	CMB Removal	Site Preparation	6/3/2020	10/2/2020	6	105	
2	Grading/Base	Grading	10/3/2020	11/2/2020	6	26	
3	Utilities	Trenching	11/3/2020	11/13/2020	6	10	
4	Paving	Paving	11/14/2020	11/25/2020	6	10	
5	Fencing/Lighting	Building Construction	11/26/2020	12/2/2020	6	6	
6	Striping	Architectural Coating	11/26/2020	12/2/2020	6	6	

Acres of Grading (Site Preparation Phase): 0 ¹ Fencing/Lighting and Striping would overlap.

Acres of Grading (Grading Phase): 0

Acres of Paving: 12

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 31,363 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
CMB Removal	Graders	0	8.00	187	0.41
CMB Removal	Rubber Tired Dozers	0	8.00	247	0.40
CMB Removal	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/Base	Excavators	0	8.00	158	0.38
Grading/Base	Graders	0	8.00	187	0.41
Grading/Base	Off-Highway Trucks	2	8.00	402	0.38
Grading/Base	Rollers	2	8.00	80	0.38
Grading/Base	Rubber Tired Dozers	0	8.00	247	0.40
Grading/Base	Scrapers	0	8.00	367	0.48
Grading/Base	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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Utilities	Cranes	1	8.00	231	0.29
Utilities	Pavers	0	8.00	130	0.42
Utilities	Paving Equipment	0	8.00	132	0.36
Utilities	Rollers	1	8.00	80	0.38
Utilities	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Air Compressors	0	6.00	78	0.48
Paving	Off-Highway Trucks	2	8.00	402	0.38
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Fencing/Lighting	Cement and Mortar Mixers	1	8.00	9	0.56
Fencing/Lighting	Cranes	0	7.00	231	0.29
Fencing/Lighting	Forklifts	0	8.00	89	0.20
Fencing/Lighting	Generator Sets	0	8.00	84	0.74
Fencing/Lighting	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Fencing/Lighting	Welders	0	8.00	46	0.45
Striping	Air Compressors	0	6.00	78	0.48
Striping	Other Construction Equipment	2	8.00	263	0.30

Note: In accordance with CalEEMod User Tips (2/20/2018), unused default equipment was set to quantity zero rather than deleted.

Trips and VMT¹

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
CMB Removal	2	0.00	0.00	10,000.00	14.70	6.90	4.70	LD_Mix	HDT_Mix	HHDT
Grading/Base	8	56.00	0.00	968.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	3	52.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	53.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fencing/Lighting	2	55.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Striping	2	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

¹ Worker and vendor trips are daily one-way trips.
Hauling trips are total one-way trips.

3.1 Mitigation Measures Construction

Water Exposed Area ²

3.2 CMB Removal - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.6500e-003	0.0000	5.6500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0220	0.2210	0.2394	3.3000e-004		0.0140	0.0140		0.0129	0.0129	0.0000	28.6495	28.6495	9.2700e-003	0.0000	28.8812
Total	0.0220	0.2210	0.2394	3.3000e-004	5.6500e-003	0.0140	0.0196	8.6000e-004	0.0129	0.0137	0.0000	28.6495	28.6495	9.2700e-003	0.0000	28.8812

² The CalEEMod mitigation measure is twice-daily watering for fugitive dust control per SCAQMD Rule 403. It is considered a Project element in the CEQA document.

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3.2 CMB Removal - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0172	0.7110	0.1306	1.3100e-003	0.0203	1.2700e-003	0.0215	5.5700e-003	1.2100e-003	6.7900e-003	0.0000	128.4279	128.4279	0.0123	0.0000	128.7364
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0172	0.7110	0.1306	1.3100e-003	0.0203	1.2700e-003	0.0215	5.5700e-003	1.2100e-003	6.7900e-003	0.0000	128.4279	128.4279	0.0123	0.0000	128.7364

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.5400e-003	0.0000	2.5400e-003	3.9000e-004	0.0000	3.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0220	0.2210	0.2394	3.3000e-004		0.0140	0.0140		0.0129	0.0129	0.0000	28.6495	28.6495	9.2700e-003	0.0000	28.8811
Total	0.0220	0.2210	0.2394	3.3000e-004	2.5400e-003	0.0140	0.0165	3.9000e-004	0.0129	0.0133	0.0000	28.6495	28.6495	9.2700e-003	0.0000	28.8811

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3.2 CMB Removal - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0172	0.7110	0.1306	1.3100e-003	0.0203	1.2700e-003	0.0215	5.5700e-003	1.2100e-003	6.7900e-003	0.0000	128.4279	128.4279	0.0123	0.0000	128.7364
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0172	0.7110	0.1306	1.3100e-003	0.0203	1.2700e-003	0.0215	5.5700e-003	1.2100e-003	6.7900e-003	0.0000	128.4279	128.4279	0.0123	0.0000	128.7364

3.3 Grading/Base - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0281	0.0000	0.0281	3.0600e-003	0.0000	3.0600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0336	0.3280	0.2668	5.7000e-004		0.0164	0.0164		0.0151	0.0151	0.0000	50.3396	50.3396	0.0163	0.0000	50.7466
Total	0.0336	0.3280	0.2668	5.7000e-004	0.0281	0.0164	0.0445	3.0600e-003	0.0151	0.0181	0.0000	50.3396	50.3396	0.0163	0.0000	50.7466

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3.3 Grading/Base - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.2700e-003	0.1437	0.0317	3.8000e-004	8.3200e-003	4.5000e-004	8.7600e-003	2.2800e-003	4.3000e-004	2.7100e-003	0.0000	37.3059	37.3059	2.6000e-003	0.0000	37.3708
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3600e-003	2.7100e-003	0.0300	8.0000e-005	7.9800e-003	7.0000e-005	8.0500e-003	2.1200e-003	6.0000e-005	2.1800e-003	0.0000	7.4354	7.4354	2.3000e-004	0.0000	7.4413
Total	7.6300e-003	0.1464	0.0617	4.6000e-004	0.0163	5.2000e-004	0.0168	4.4000e-003	4.9000e-004	4.8900e-003	0.0000	44.7413	44.7413	2.8300e-003	0.0000	44.8121

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0127	0.0000	0.0127	1.3800e-003	0.0000	1.3800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0336	0.3280	0.2668	5.7000e-004		0.0164	0.0164	0.0151	0.0151	0.0151	0.0000	50.3395	50.3395	0.0163	0.0000	50.7465
Total	0.0336	0.3280	0.2668	5.7000e-004	0.0127	0.0164	0.0290	1.3800e-003	0.0151	0.0164	0.0000	50.3395	50.3395	0.0163	0.0000	50.7465

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3.3 Grading/Base - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.2700e-003	0.1437	0.0317	3.8000e-004	8.3200e-003	4.5000e-004	8.7600e-003	2.2800e-003	4.3000e-004	2.7100e-003	0.0000	37.3059	37.3059	2.6000e-003	0.0000	37.3708
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3600e-003	2.7100e-003	0.0300	8.0000e-005	7.9800e-003	7.0000e-005	8.0500e-003	2.1200e-003	6.0000e-005	2.1800e-003	0.0000	7.4354	7.4354	2.3000e-004	0.0000	7.4413
Total	7.6300e-003	0.1464	0.0617	4.6000e-004	0.0163	5.2000e-004	0.0168	4.4000e-003	4.9000e-004	4.8900e-003	0.0000	44.7413	44.7413	2.8300e-003	0.0000	44.8121

3.4 Utilities - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.3600e-003	0.0479	0.0314	6.0000e-005		2.4400e-003	2.4400e-003		2.2500e-003	2.2500e-003	0.0000	5.0513	5.0513	1.6300e-003	0.0000	5.0922
Total	4.3600e-003	0.0479	0.0314	6.0000e-005		2.4400e-003	2.4400e-003		2.2500e-003	2.2500e-003	0.0000	5.0513	5.0513	1.6300e-003	0.0000	5.0922

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3.4 Utilities - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8000e-004	5.4200e-003	1.4700e-003	1.0000e-005	3.1000e-004	3.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.2000e-004	0.0000	1.2421	1.2421	8.0000e-005	0.0000	1.2441
Worker	1.2000e-003	9.7000e-004	0.0107	3.0000e-005	2.8500e-003	2.0000e-005	2.8700e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.6555	2.6555	8.0000e-005	0.0000	2.6576
Total	1.3800e-003	6.3900e-003	0.0122	4.0000e-005	3.1600e-003	5.0000e-005	3.2100e-003	8.5000e-004	4.0000e-005	9.0000e-004	0.0000	3.8976	3.8976	1.6000e-004	0.0000	3.9017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.3600e-003	0.0479	0.0314	6.0000e-005		2.4400e-003	2.4400e-003		2.2500e-003	2.2500e-003	0.0000	5.0513	5.0513	1.6300e-003	0.0000	5.0922
Total	4.3600e-003	0.0479	0.0314	6.0000e-005		2.4400e-003	2.4400e-003		2.2500e-003	2.2500e-003	0.0000	5.0513	5.0513	1.6300e-003	0.0000	5.0922

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3.4 Utilities - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8000e-004	5.4200e-003	1.4700e-003	1.0000e-005	3.1000e-004	3.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.2000e-004	0.0000	1.2421	1.2421	8.0000e-005	0.0000	1.2441
Worker	1.2000e-003	9.7000e-004	0.0107	3.0000e-005	2.8500e-003	2.0000e-005	2.8700e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.6555	2.6555	8.0000e-005	0.0000	2.6576
Total	1.3800e-003	6.3900e-003	0.0122	4.0000e-005	3.1600e-003	5.0000e-005	3.2100e-003	8.5000e-004	4.0000e-005	9.0000e-004	0.0000	3.8976	3.8976	1.6000e-004	0.0000	3.9017

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.2600e-003	0.0913	0.0671	1.8000e-004		3.6700e-003	3.6700e-003		3.3800e-003	3.3800e-003	0.0000	15.7296	15.7296	5.0900e-003	0.0000	15.8568
Paving	0.0157					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0250	0.0913	0.0671	1.8000e-004		3.6700e-003	3.6700e-003		3.3800e-003	3.3800e-003	0.0000	15.7296	15.7296	5.0900e-003	0.0000	15.8568

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3.5 Paving - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.9000e-004	0.0109	3.0000e-005	2.9000e-003	2.0000e-005	2.9300e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.7066	2.7066	9.0000e-005	0.0000	2.7087
Total	1.2200e-003	9.9000e-004	0.0109	3.0000e-005	2.9000e-003	2.0000e-005	2.9300e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.7066	2.7066	9.0000e-005	0.0000	2.7087

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	9.2600e-003	0.0913	0.0671	1.8000e-004		3.6700e-003	3.6700e-003		3.3800e-003	3.3800e-003	0.0000	15.7296	15.7296	5.0900e-003	0.0000	15.8568
Paving	0.0157					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0250	0.0913	0.0671	1.8000e-004		3.6700e-003	3.6700e-003		3.3800e-003	3.3800e-003	0.0000	15.7296	15.7296	5.0900e-003	0.0000	15.8568

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3.5 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.9000e-004	0.0109	3.0000e-005	2.9000e-003	2.0000e-005	2.9300e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.7066	2.7066	9.0000e-005	0.0000	2.7087
Total	1.2200e-003	9.9000e-004	0.0109	3.0000e-005	2.9000e-003	2.0000e-005	2.9300e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.7066	2.7066	9.0000e-005	0.0000	2.7087

3.6 Fencing/Lighting - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.0000e-004	7.4200e-003	7.7600e-003	1.0000e-005		4.4000e-004	4.4000e-004		4.1000e-004	4.1000e-004	0.0000	0.9560	0.9560	2.8000e-004	0.0000	0.9630
Total	8.0000e-004	7.4200e-003	7.7600e-003	1.0000e-005		4.4000e-004	4.4000e-004		4.1000e-004	4.1000e-004	0.0000	0.9560	0.9560	2.8000e-004	0.0000	0.9630

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3.6 Fencing/Lighting - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	3.2500e-003	8.8000e-004	1.0000e-005	1.9000e-004	2.0000e-005	2.0000e-004	5.0000e-005	1.0000e-005	7.0000e-005	0.0000	0.7453	0.7453	5.0000e-005	0.0000	0.7465
Worker	7.6000e-004	6.1000e-004	6.7900e-003	2.0000e-005	1.8100e-003	2.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.6852	1.6852	5.0000e-005	0.0000	1.6866
Total	8.7000e-004	3.8600e-003	7.6700e-003	3.0000e-005	2.0000e-003	4.0000e-005	2.0200e-003	5.3000e-004	2.0000e-005	5.6000e-004	0.0000	2.4305	2.4305	1.0000e-004	0.0000	2.4330

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.0000e-004	7.4200e-003	7.7600e-003	1.0000e-005		4.4000e-004	4.4000e-004	4.1000e-004	4.1000e-004	4.1000e-004	0.0000	0.9560	0.9560	2.8000e-004	0.0000	0.9630
Total	8.0000e-004	7.4200e-003	7.7600e-003	1.0000e-005		4.4000e-004	4.4000e-004	4.1000e-004	4.1000e-004	4.1000e-004	0.0000	0.9560	0.9560	2.8000e-004	0.0000	0.9630

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3.6 Fencing/Lighting - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	3.2500e-003	8.8000e-004	1.0000e-005	1.9000e-004	2.0000e-005	2.0000e-004	5.0000e-005	1.0000e-005	7.0000e-005	0.0000	0.7453	0.7453	5.0000e-005	0.0000	0.7465
Worker	7.6000e-004	6.1000e-004	6.7900e-003	2.0000e-005	1.8100e-003	2.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.6852	1.6852	5.0000e-005	0.0000	1.6866
Total	8.7000e-004	3.8600e-003	7.6700e-003	3.0000e-005	2.0000e-003	4.0000e-005	2.0200e-003	5.3000e-004	2.0000e-005	5.6000e-004	0.0000	2.4305	2.4305	1.0000e-004	0.0000	2.4330

3.7 Striping - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0727					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8700e-003	0.0220	0.0136	4.0000e-005		8.0000e-004	8.0000e-004		7.4000e-004	7.4000e-004	0.0000	3.5996	3.5996	1.1600e-003	0.0000	3.6287
Total	0.0746	0.0220	0.0136	4.0000e-005		8.0000e-004	8.0000e-004		7.4000e-004	7.4000e-004	0.0000	3.5996	3.5996	1.1600e-003	0.0000	3.6287

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3.7 Striping - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0727					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8700e-003	0.0220	0.0136	4.0000e-005		8.0000e-004	8.0000e-004		7.4000e-004	7.4000e-004	0.0000	3.5996	3.5996	1.1600e-003	0.0000	3.6287
Total	0.0746	0.0220	0.0136	4.0000e-005		8.0000e-004	8.0000e-004		7.4000e-004	7.4000e-004	0.0000	3.5996	3.5996	1.1600e-003	0.0000	3.6287

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3.7 Striping - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Land Use					
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Land Use									
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

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5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	182952	101.8972	2.4100e-003	5.0000e-004	102.1058
Total		101.8972	2.4100e-003	5.0000e-004	102.1058

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	182952	101.8972	2.4100e-003	5.0000e-004	102.1058
Total		101.8972	2.4100e-003	5.0000e-004	102.1058

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0399	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Unmitigated	0.0399	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004

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6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Architectural Coating	6.0600e-003					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0338					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Total	0.0399	0.0000	1.5000e-004	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Architectural Coating	6.0600e-003					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0338					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Total	0.0399	0.0000	1.5000e-004	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

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

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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Summary of CalEEMod Emissions for Proposed Project Construction

Table A-1. Peak Daily Construction Emissions, Northern Parcel, Winter

Activity	Category	Location	Emission Rate (lb/day) ^{a,b}									
			ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Demolition	Fugitive Dust	On-Site	0	0	0	0	0.5961	0	0.5961	0.0903	0	0.0903
	Off-Road		1.0821	10.533	8.3695	0.0194	0	0.4966	0.4966	0	0.4569	
	Hauling	Off-Site	0.1115	3.6296	0.8438	0.00967	0.2179	0.0116	0.2295	0.0597	0.0111	
	Vendor		0	0	0	0	0	0	0	0	0	
	Worker		0	0	0	0	0	0	0	0	0	
Grading/Base	Fugitive Dust	On-Site	0	0	0	0	0.9695	0	0.9695	0.1053	0	0.1053
	Off-Road		2.5805	25.2283	20.5258	0.0441	0	1.2586	1.2586	0	1.1579	
	Hauling	Off-Site	0.2638	8.5866	1.9963	0.0229	0.5155	0.0275	0.5429	0.1413	0.0263	
	Vendor		0	0	0	0	0	0	0	0	0	
	Worker		0.2862	0.203	2.2457	0.00623	0.626	0.00523	0.6312	0.166	0.00482	
Utilities	Off-Road	On-Site	0.871	9.5778	6.2884	0.0115	0	0.4881	0.4881	0	0.449	
	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	
	Vendor		0.0372	1.0635	0.3074	0.00252	0.064	0.00509	0.0691	0.0184	0.00487	
	Worker		0.2657	0.1885	2.0853	0.00578	0.5812	0.00486	0.5861	0.1542	0.00448	
	Off-Road	On-Site	1.8516	18.2661	13.4168	0.0358	0	0.734	0.734	0	0.6752	
Paving	Paving		2.489	0	0	0	0	0	0	0	0	
	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	
	Vendor		0	0	0	0	0	0	0	0	0	
	Worker		0.2708	0.1921	2.1254	0.00589	0.5924	0.00495	0.5974	0.1571	0.00456	
	Off-Road	On-Site	0.2683	2.4733	2.5882	0.00382	0	0.1474	0.1474	0	0.1368	
Fencing/Lighting	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	
	Vendor		0.0372	1.0635	0.3074	0.00252	0.064	0.00509	0.0691	0.0184	0.00487	
	Worker		0.2811	0.1994	2.2056	0.00612	0.6148	0.00514	0.6199	0.163	0.00473	
	Architectural Coating	On-Site	19.1804	0	0	0	0	0	0	0	0	
	Off-Road	Off-Site	0.6239	7.3383	4.5471	0.0137	0	0.2671	0.2671	0	0.2457	
Striping	Hauling		0	0	0	0	0	0	0	0	0	
	Vendor		0	0	0	0	0	0	0	0	0	
	Worker		0	0	0	0	0	0	0	0	0	
	On-Site Only		20.07	35.76	28.90	0.06	1.57	1.76	3.32	0.20	1.61	
	Maximum - Northern Parcel ^c		20.39	48.18	33.98	0.10	2.93	1.80	4.72	0.56	1.66	

Notes:

a. Source: CalEEMod v. 2016.3.2. Emission calculations use 2020 emission factors.

b. The PM emissions assume twice-daily watering for fugitive dust control per SCAQMD Rule 403.

c. The North Parcel construction sequence is assumed to be (1) Demolition and Grading/Base (overlapping), (2) Utilities, (3) Paving, and (4) Fencing/Lighting and Striping (overlapping).

Table A-2. Peak Daily Construction Emissions, Southern Parcel, Winter

Activity	Category	Location	Emission Rate (lb/day) ^{a,b}									
			ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
CMB Removal	Fugitive Dust	On-Site	0	0	0	0	0.0485	0	0.0485	0.00734	0	0.00734
	Off-Road		0.419	4.2103	4.5594	0.00621	0	0.2662	0.2662	0	0.2449	0.2449
	Hauling	Off-Site	0.339	13.2531	2.7083	0.0242	0.3929	0.025	0.4178	0.1078	0.0239	0.1317
	Vendor		0	0	0	0	0	0	0	0	0	0
	Worker		0	0	0	0	0	0	0	0	0	0
Grading/Base	Fugitive Dust	On-Site	0	0	0	0	0.9734	0	0.9734	0.1059	0	0.1059
	Off-Road		2.5805	25.2283	20.5258	0.0441	0	1.2586	1.2586	0	1.1579	1.1579
	Hauling	Off-Site	0.3331	10.8439	2.5211	0.0289	0.651	0.0347	0.6857	0.1784	0.0332	0.2116
	Vendor		0	0	0	0	0	0	0	0	0	0
	Worker		0.2862	0.203	2.2457	0.00623	0.626	0.00523	0.6312	0.166	0.00482	0.1708
Utilities	Off-Road	On-Site	0.871	9.5778	6.2884	0.0115	0	0.4881	0.4881	0	0.449	0.449
	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	0
	Vendor		0.0372	1.0635	0.3074	0.00252	0.064	0.00509	0.0691	0.0184	0.00487	0.0233
	Worker		0.2657	0.1885	2.0853	0.00578	0.5812	0.00486	0.5861	0.1542	0.00448	0.1586
	Off-Road	On-Site	1.8516	18.2661	13.4168	0.0358	0	0.734	0.734	0	0.6752	0.6752
Paving	Paving		3.144	0	0	0	0	0	0	0	0	0
	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	0
	Vendor		0	0	0	0	0	0	0	0	0	0
	Worker		0.2708	0.1921	2.1254	0.00589	0.5924	0.00495	0.5974	0.1571	0.00456	0.1617
	Off-Road	On-Site	0.2683	2.4733	2.5882	0.00382	0	0.1474	0.1474	0	0.1368	0.1368
Fencing/Lighting	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	0
	Vendor		0.0372	1.0635	0.3074	0.00252	0.064	0.00509	0.0691	0.0184	0.00487	0.0233
	Worker		0.2811	0.1994	2.2056	0.00612	0.6148	0.00514	0.6199	0.163	0.00473	0.1678
	Architectural Coating	On-Site	24.2279	0	0	0	0	0	0	0	0	0
	Off-Road	Off-Site	0.6239	7.3383	4.5471	0.0137	0	0.2671	0.2671	0	0.2457	0.2457
Striping	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	0
	Vendor		0	0	0	0	0	0	0	0	0	0
	Worker		0	0	0	0	0	0	0	0	0	0
	Off-Road	On-Site Only	25.12	25.23	20.53	0.04	0.97	1.26	2.23	0.11	1.16	1.26
	Off-Road	All Sources	25.44	36.28	25.29	0.08	2.25	1.30	3.55	0.45	1.20	1.65

Notes:

- Source: CalEEMod v. 2016.3.2. Emission calculations use 2020 emission factors.
- The PM emissions assume twice-daily watering for fugitive dust control per SCAQMD Rule 403.
- The South Parcel construction sequence is assumed to be (1) CMB Removal, (2) Grading/Base, (3) Utilities, (4) Paving, and (5) Fencing/Lighting and Striping (overlapping).

Table A-3. Peak Daily Construction Emissions, Northern Parcel, Summer

Activity	Category	Location	Emission Rate (lb/day) ^{a,b}									
			ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Demolition	Fugitive Dust	On-Site	0	0	0	0	0.5961	0	0.5961	0.0903	0	0.0903
	Off-Road		1.0821	10.533	8.3695	0.0194	0	0.4966	0.4966	0	0.4569	
	Hauling	Off-Site	0.1089	3.5832	0.794	0.00984	0.2179	0.0114	0.2293	0.0597	0.0707	
	Vendor		0	0	0	0	0	0	0	0	0	
	Worker		0	0	0	0	0	0	0	0	0	
Grading/Base	Fugitive Dust	On-Site	0	0	0	0	0.9695	0	0.9695	0.1053	0	0.1053
	Off-Road		2.5805	25.2283	20.5258	0.0441	0	1.2586	1.2586	0	1.1579	
	Hauling	Off-Site	0.2575	8.4769	1.8784	0.0233	0.5155	0.0271	0.5425	0.1413	0.0259	
	Vendor		0	0	0	0	0	0	0	0	0	
	Worker		0.2577	0.1833	2.4519	0.00661	0.626	0.00523	0.6312	0.166	0.00482	
Utilities	Off-Road	On-Site	0.871	9.5778	6.2884	0.0115	0	0.4881	0.4881	0	0.449	
	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	
	Vendor		0.0356	1.0637	0.2787	0.00259	0.064	0.00501	0.069	0.0184	0.00479	
	Worker		0.2393	0.1702	2.2768	0.00614	0.5812	0.00486	0.5861	0.1542	0.00448	
	Off-Road	On-Site	1.8516	18.2661	13.4168	0.0358	0	0.734	0.734	0	0.6752	
Paving	Paving		2.489	0	0	0	0	0	0	0	0	
	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	
	Vendor		0	0	0	0	0	0	0	0	0	
	Worker		0.2439	0.1735	2.3206	0.00626	0.5924	0.00495	0.5974	0.1571	0.00456	
	Off-Road	On-Site	0.2683	2.4733	2.5882	0.00382	0	0.1474	0.1474	0	0.1368	
Fencing/Lighting	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	
	Vendor		0.0356	1.0637	0.2787	0.00259	0.064	0.00501	0.069	0.0184	0.00479	
	Worker		0.2531	0.1801	2.4081	0.0065	0.6148	0.00514	0.6199	0.163	0.00473	
	Architectural Coating	On-Site	19.1804	0	0	0	0	0	0	0	0	
	Off-Road		0.6239	7.3383	4.5471	0.0137	0	0.2671	0.2671	0	0.2457	
Striping	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	
	Vendor		0	0	0	0	0	0	0	0	0	
	Worker		0	0	0	0	0	0	0	0	0	
	On-Site Only		20.07	35.76	28.90	0.06	1.57	1.76	3.32	0.20	1.61	
	All Sources		20.36	48.00	34.02	0.10	2.93	1.80	4.72	0.56	1.66	
Maximum - Northern Parcel ^c												

Notes:

a. Source: CalEEMod v. 2016.3.2. Emission calculations use 2020 emission factors.

b. The PM emissions assume twice-daily watering for fugitive dust control per SCAQMD Rule 403.

c. The North Parcel construction sequence is assumed to be (1) Demolition and Grading/Base (overlapping), (2) Utilities, (3) Paving, and (4) Fencing/Lighting and Striping (overlapping).

Table A-4. Peak Daily Construction Emissions, Southern Parcel, Summer

Activity	Category	Location	Emission Rate (lb/day) ^{a,b}									
			ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
CMB Removal	Fugitive Dust	On-Site	0	0	0	0	0	0.0485	0	0.0485	0	0.00734
	Off-Road		0.419	4.2103	4.5594	0.00621	0	0.2662	0.2662	0	0.2449	0.2449
	Hauling	Off-Site	0.3185	13.4434	2.3006	0.0255	0.3929	0.0236	0.4165	0.1078	0.0226	0.1304
	Vendor		0	0	0	0	0	0	0	0	0	0
	Worker		0	0	0	0	0	0	0	0	0	0
Grading/Base	Fugitive Dust	On-Site	0	0	0	0	0.9734	0	0.9734	0.1059	0	0.1059
	Off-Road		2.5805	25.2283	20.5258	0.0441	0	1.2586	1.2586	0	1.1579	1.1579
	Hauling	Off-Site	0.3252	10.7054	2.3722	0.0294	0.651	0.0342	0.6851	0.1784	0.0327	0.2111
	Vendor		0	0	0	0	0	0	0	0	0	0
	Worker		0.2577	0.1833	2.4519	0.00661	0.626	0.00523	0.6312	0.166	0.00482	0.1708
Utilities	Off-Road	On-Site	0.871	9.5778	6.2884	0.0115	0	0.4881	0.4881	0	0.449	0.449
	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	0
	Vendor		0.0356	1.0637	0.2787	0.00259	0.064	0.00501	0.069	0.0184	0.00479	0.0232
	Worker		0.2393	0.1702	2.2768	0.00614	0.5812	0.00486	0.5861	0.1542	0.00448	0.1586
	Off-Road	On-Site	1.8516	18.2661	13.4168	0.0358	0	0.734	0.734	0	0.6752	0.6752
Paving	Paving		3.144	0	0	0	0	0	0	0	0	0
	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	0
	Vendor		0	0	0	0	0	0	0	0	0	0
	Worker		0.2439	0.1735	2.3206	0.00626	0.5924	0.00495	0.5974	0.1571	0.00456	0.1617
	Off-Road	On-Site	0.2683	2.4733	2.5882	0.00382	0	0.1474	0.1474	0	0.1368	0.1368
Fencing/Lighting	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	0
	Vendor		0.0356	1.0637	0.2787	0.00259	0.064	0.00501	0.069	0.0184	0.00479	0.0232
	Worker		0.2531	0.1801	2.4081	0.0065	0.6148	0.00514	0.6199	0.163	0.00473	0.1678
	Architectural Coating	On-Site	24.2279	0	0	0	0	0	0	0	0	0
	Off-Road	On-Site	0.6239	7.3383	4.5471	0.0137	0	0.2671	0.2671	0	0.2457	0.2457
Striping	Hauling	Off-Site	0	0	0	0	0	0	0	0	0	0
	Vendor		0	0	0	0	0	0	0	0	0	0
	Worker		0	0	0	0	0	0	0	0	0	0
	Off-Road	On-Site Only	25.12	25.23	20.53	0.04	0.97	1.26	2.23	0.11	1.16	1.26
	Off-Road	All Sources	25.41	36.12	25.35	0.08	2.25	1.30	3.55	0.45	1.20	1.65

Notes:

- a. Source: CalEEMod v. 2016.3.2. Emission calculations use 2020 emission factors.
- b. The PM emissions assume twice-daily watering for fugitive dust control per SCAQMD Rule 403.
- c. The South Parcel construction sequence is assumed to be (1) CMB Removal, (2) Grading/Base, (3) Utilities, (4) Paving, and (5) Fencing/Lighting and Striping (overlapping).

Table A-5. Annual Construction Emissions, Northern Parcel

Activity	Category	Emission Rate (MT/yr) ^a					
		Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Demolition	Fugitive Dust	0	0	0	0	0	0
	Off-Road	0	44.3469	44.3469	0.0143	0	44.7055
	Hauling	0	24.9733	24.9733	0.00174	0	25.0168
	Vendor	0	0	0	0	0	0
	Worker	0	0	0	0	0	0
Grading/Base	Fugitive Dust	0	0	0	0	0	0
	Off-Road	0	100.679	100.679	0.0326	0	101.493
	Hauling	0	59.0805	59.0805	0.00412	0	59.1833
	Vendor	0	0	0	0	0	0
	Worker	0	14.8709	14.8709	0.00047	0	14.8826
Utilities	Off-Road	0	10.1026	10.1026	0.00327	0	10.1843
	Hauling	0	0	0	0	0	0
	Vendor	0	2.4843	2.4843	0.00016	0	2.4882
	Worker	0	5.311	5.311	0.00017	0	5.3152
	Off-Road	0	31.4592	31.4592	0.0102	0	31.7136
Paving	Paving	0	0	0	0	0	0
	Hauling	0	0	0	0	0	0
	Vendor	0	0	0	0	0	0
	Worker	0	5.4132	5.4132	0.00017	0	5.4174
	Off-Road	0	1.9121	1.9121	0.00056	0	1.926
Fencing/Lighting	Hauling	0	0	0	0	0	0
	Vendor	0	1.4906	1.4906	0.00009	0	1.4929
	Worker	0	3.3705	3.3705	0.00011	0	3.3731
	Architectural Coating	0	0	0	0	0	0
	Off-Road	0	7.1992	7.1992	0.00233	0	7.2574
Striping	Hauling	0	0	0	0	0	0
	Vendor	0	0	0	0	0	0
	Worker	0	0	0	0	0	0
	Total - Northern Parcel	0	312.7	312.7	0.070	0	314.4

Notes:

a. Source: CalEEMod v. 2016.3.2. Emission calculations use 2020 emission factors.

Table A-6. Annual Construction Emissions, Southern Parcel

Activity	Category	Emission Rate (MT/yr) ^a					
		Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
CMB Removal	Fugitive Dust	0	0	0	0	0	0
	Off-Road	0	28.6495	28.6495	0.00927	0	28.8811
	Hauling	0	128.4279	128.4279	0.0123	0	128.7364
	Vendor	0	0	0	0	0	0
	Worker	0	0	0	0	0	0
Grading/Base	Fugitive Dust	0	0	0	0	0	0
	Off-Road	0	50.3395	50.3395	0.0163	0	50.7465
	Hauling	0	37.3059	37.3059	0.0026	0	37.3708
	Vendor	0	0	0	0	0	0
	Worker	0	7.4354	7.4354	0.00023	0	7.4413
Utilities	Off-Road	0	5.0513	5.0513	0.00163	0	5.0922
	Hauling	0	0	0	0	0	0
	Vendor	0	1.2421	1.2421	0.00008	0	1.2441
	Worker	0	2.6555	2.6555	0.00008	0	2.6576
	Off-Road	0	15.7296	15.7296	0.00509	0	15.8568
Paving	Paving	0	0	0	0	0	0
	Hauling	0	0	0	0	0	0
	Vendor	0	0	0	0	0	0
	Worker	0	2.7066	2.7066	0.00009	0	2.7087
	Off-Road	0	0.956	0.956	0.00028	0	0.963
Fencing/Lighting	Hauling	0	0	0	0	0	0
	Vendor	0	0.7453	0.7453	0.00005	0	0.7465
	Worker	0	1.6852	1.6852	0.00005	0	1.6866
	Architectural Coating	0	0	0	0	0	0
	Off-Road	0	3.5996	3.5996	0.00116	0	3.6287
Striping	Hauling	0	0	0	0	0	0
	Vendor	0	0	0	0	0	0
	Worker	0	0	0	0	0	0
	Total - Southern Parcel	0	286.5	286.5	0.049	0	287.8

Notes:

a. Source: CalEEMod v. 2016.3.2. Emission calculations use 2020 emission factors.

Emission Calculations for Proposed Project Operation

Table A-7. Off-Site Diverted Truck Trip Characteristics

No. of diverted truck trips:	2,400 trips/day
No. of diverted truck miles:	1,300 miles/day
Average length of diverted trip:	0.54 miles/trip

Table A-8. Derivation of Average Off-Site Speed of Diverted Truck Trips

Roadway ^a	Length (miles)	Average Speed (mph) ^b
Reeves Ave	0.12	20
Navy or Terminal Way	0.42	35
Entire Diverted Trip	0.54	30

Notes:

- a. Most of the diverted travel would be on Reeves Ave (0.12 miles per trip, averaged between the entrance and exit driveways) and Navy/Terminal Way. Some diverted travel would occur on SR-47; however, to be conservative, SR-47 was not used in the estimate of average speed since higher speeds on SR-47 would generally produce lower emissions.
- b. Assume the average driving speed on Navy or Terminal Way is the posted speed (35 mph). Assume the average speed on Reeves Ave is 5 mph under the posted speed (25 mph posted, 20 mph average speed) due to the short segment length.

Table A-9. Peak Daily Truck Driving Exhaust Emissions, Year 2020

Location	No. of Trips (trips/day)	Avg. Trip Length (miles/trip)	Avg. Speed (mph)	Emission Rate (lb/day) ^{c,d}				
				VOC	NO _x	CO	SO _x	PM _{2.5}
Off-Site ^a	2,400	0.54	30	0.7	16.9	2.3	0.05	0.1
On-Site ^b	2,400	0.34	12	1.5	20.8	4.9	0.05	0.09
Total				2.2	37.8	7.2	0.1	0.2

Notes:

- a. For off-site trucks, average trip length was provided by the traffic study and average speed was estimated based on the diverted trip routes.
- b. For on-site trucks, average trip length and average speed were estimated from a typical on-site route on the site plan. The average trip length is one-half the total on-site driving distance per truck visit since each truck visit represents two one-way trips.
- c. Emission factors were generated by EMFAC2017 and provided by Starcrest (personal communication with Archana Agrawal, July 16, 2019). The 2020 emission factors are based on 2017 CAAP Age Distribution for Drayage Trucks, and reflect the 2017 CAAP requirement that all new registered trucks have to be model year 2014 starting in October 2018.
- d. Emission factors are conservative because they assume a port fleet-average mix of loaded, empty, and bobtail trucks. There would be no loaded trucks calling at the project site.

Table A-10. Peak Daily On-Site Truck Idling Emissions, Year 2020

Location	No. of Truck Visits (trucks/day)	Avg. Idling Time (hr/truck) ^a	Emission Rate (lb/day) ^b			
			VOC	NO _x	CO	PM _{2.5}
On-Site	1,200	0.15	0.6	10.2	10.5	0.002
					0.02	0.001

Notes:

- a. Idling time of 0.15 hours (9 minutes) was obtained from the POLA Inventory of Air Emissions for Calendar Year 2017 (July 18), Table 7.2 (Non-Container Facilities).
- b. Emission factors were generated by EMFAC2017 and provided by Starcrest (personal communication with Archana Agrawal, July 16, 2019). The 2020 emission factors are based on 2017 CAAP Age Distribution for Drayage Trucks, and reflect the 2017 CAAP requirement that all new registered trucks have to be model year 2014 starting in October 2018.

Table A-11. Annual Truck Driving Exhaust GHG Emissions, Year 2020

Location	No. of Trips (trips/yr)	Avg. Trip Length (miles/trip)	Avg. Speed (mph)	Emission Rate (MT/yr) ^{d,e}		
				CO ₂	CH ₄	N ₂ O
Off-Site ^a	876,000	0.54	30	830	0.005	0.1
On-Site ^b	876,000	0.34	12	859	0.01	0.1
Total				1,688	0.02	0.3
						1,768

Notes:

- a. For off-site trucks, average trip length was provided by the traffic study and average speed was estimated based on the diverted trip routes.
- b. For on-site trucks, average trip length and average speed were determined from the site plan. The average trip length is one-half the total on-site driving distance per truck visit since each truck visit represents two one-way trips.
- c. Global warming potentials of 1 for CO₂, 25 for CH₄, and 298 for N₂O are consistent with the POLA Inventory of Air Emissions for Calendar Year 2017. Source: EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2015*, April 2017.
- d. Emission factors were generated by EMFAC2017 and provided by Starcrest (personal communication with Archana Agrawal, July 16, 2019). The 2020 emission factors are based on 2017 CAAP Age Distribution for Drayage Trucks, and reflect the 2017 CAAP requirement that all new registered trucks have to be model year 2014 starting in October 2018.
- e. Emission factors are conservative because they assume a port fleet-average mix of loaded, empty, and bobtail trucks. There would be no loaded trucks calling at the project site.

Table A-12. Annual On-Site Truck Idling GHG Emissions, Year 2020

Location	No. of Truck Visits (trucks/yr)	Avg. Idling Time (hr/truck) ^a	Emission Rate (MT/yr) ^c		
			CO ₂	CH ₄	N ₂ O
On-Site	438,000	0.15	382	0.007	0.06
					399

Notes:

- a. Idling time of 0.15 hours (9 minutes) was obtained from the POLA Inventory of Air Emissions for Calendar Year 2017 (July 18), Table 7.2 (Non-Container Facilities).
- b. Global warming potentials of 1 for CO₂, 25 for CH₄, and 298 for N₂O are consistent with the POLA Inventory of Air Emissions for Calendar Year 2017. Source: EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2015*, April 2017.
- c. Emission factors were generated by EMFAC2017 and provided by Starcrest (personal communication with Archana Agrawal, July 16, 2019). The 2020 emission factors are based on 2017 CAAP Age Distribution for Drayage Trucks, and reflect the 2017 CAAP requirement that all new registered trucks have to be model year 2014 starting in October 2018.

Table A-13. Peak Daily Yard Equipment Emissions, Year 2020

Equipment	Engine Type	Equipment Quantity	Rated Horsepower (hp)	Load Factor ^d	Peak Day Usage per Equipment (hr/day)	Emission Rate (lb/day) ^f					
						VOC ^e	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Forklift ^a	Propane	5	70	0.30	5.5	0.9	1.8	20.6	0	0.08	0.08
Yard Tractor ^b	Diesel Tier 4	2	225	0.39	14.0	0.7	1.6	6.3	0.04	0.06	0.06
Large Forklift ^c	Diesel Tier 4	1	164	0.30	11.0	0.09	0.3	1.2	0.008	0.01	0.01
Total						1.7	3.7	28.1	0.04	0.2	0.1

Notes:

- Five 5,000-pound 70-hp propane fork lifts. Engine tier was not specified, so the POLA fleet average emission factors for propane forklifts were used. Maximum usage is 2,000 hr/yr (5.5 hr/day) per equipment.
- Two yard tractors with Tier 4 diesel engines. Maximum usage is 5,100 hr/yr (14.0 hr/day) per equipment. POLA fleet-average of 225 hp was used (Starcrest, personal communication with Archana Agrawal, July 16, 2019).
- One 30,000-pound heavy lift/forklift with a Tier 4 diesel engine. Maximum usage is 4,000 hr/yr (11.0 hr/day). Typical equipment size is assumed to be 164 hp.
- Load factors are consistent with the POLA Inventory of Air Emissions for Calendar Year 2017, which is constant with the POLA Inventory of Air Emissions for Calendar Year 2013 (July 2014).
- Hydrocarbon emissions were converted to VOC by applying a factor of 1.053. Source: EPA, 2005. Conversion Factors for Hydrocarbon Emission Components. Office of Transportation and Air Quality. EPA420-R-05-015. NR-002c. December.
- Year 2020 emission factors were provided by Starcrest (personal communication with Archana Agrawal, July 16, 2019) and are based on the 2017 CAAP cargo handling equipment forecast. The NO_x emission factor for propane forklifts was revised to 1.9 g/kWh in accordance with the CARB Large Spark-Ignition (LSI) Engine Fleet Requirements Regulation (<https://www3.arb.ca.gov/msprog/offroad/orspark/orspark.htm>. June 20, 2017).

Table A-14. Annual Yard Equipment GHG Emissions, Year 2020

Equipment	Engine Type	Equipment Quantity	Rated Horsepower (hp)	Load Factor ^d	Annual Usage per Equipment (hr/yr)	Emission Rate (MT/yr) ^e			
						CO ₂	CH ₄	N ₂ O	CO ₂ e ^f
Forklift ^a	Propane	5	70	0.30	1,200	85	0	0	85
Yard Tractor ^b	Diesel Tier 4	2	225	0.39	2,500	250	0.01	0.007	252
Large Forklift ^c	Diesel Tier 4	1	164	0.30	3,000	84	0.004	0.002	85
Total						419	0.02	0.01	422

Notes:

- Five 5,000-pound 70-hp propane fork lifts. Engine tier was not specified, so the POLA fleet average emission factors for propane forklifts were used. Average annual usage is 1,200 hr/yr per equipment.
- Two yard tractors with Tier 4 diesel engines. Average annual usage is 2,500 hr/yr per equipment. POLA fleet-average of 225 hp was used (Starcrest, personal communication with Archana Agrawal, July 16, 2019).
- One 30,000-pound heavy lift/forklift with a Tier 4 diesel engine. Average annual usage is 3,000 hr/yr. Typical equipment size is assumed to be 164 hp.
- Load factors are consistent with the POLA Inventory of Air Emissions for Calendar Year 2017, which is constant with the POLA Inventory of Air Emissions for Calendar Year 2013 (July 2014).
- Year 2020 emission factors were provided by Starcrest (personal communication with Archana Agrawal, July 16, 2019) and are based on the 2017 CAAP cargo handling equipment forecast.
- Global warming potentials of 1 for CO₂, 25 for CH₄, and 298 for N₂O are consistent with the POLA Inventory of Air Emissions for Calendar Year 2017. Source: EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2015*, April 2017.

Table A-15. Annual Yard Lighting GHG Emissions, Year 2020

Parcel	Parcel Size (acres)	Electricity Usage Rate (kW/acre) ^a	Average Lighting Usage (hr/day)	Annual Electricity Usage (kWh/yr)	Emission Factor (lb/MWhr) ^b			Emission Rate (MT/yr) ^c			
					CO ₂	CH ₄	N ₂ O	CO ₂	CH ₄	N ₂ O	CO ₂ e ^f
Northern	19	2.1	12	174,762	1227.89	0.029	0.006	97.3	0.002	0.0005	97.5
Southern	12	2.1	12	110,376	1227.89	0.029	0.006	61.5	0.001	0.0003	61.6
Total								158.8	0.004	0.0008	159.1

Notes:

a. Electricity usage rate for LED lighting was derived from data provided by POLA (email from Vahik Haddadian, April 2, 2015) for the Berths 226 to 236 [Everport]

Container Terminal Improvements Project FEIS/EIR (September 2017). Usage rate = 80 poles/229 acres x 12 fixtures/pole x 0.499 kW/fixture = 2.1 kW/acre.

b. Source: CalEEMod v. 2016.3.2, Los Angeles Department of Water & Power emission factors, Year 2020.

c. Global warming potentials of 1 for CO₂, 25 for CH₄, and 298 for N₂O are consistent with the POLA Inventory of Air Emissions for Calendar Year 2017. Source: EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2015*, April 2017.

Table A-16. Paved Road Dust Emission Factor Derivation

CARB Roadway Category	(sL) Silt Loading (g/m ²) ^a	PM10 Particle Size Multiplier (g/mi)	PM2.5 Particle Size Multiplier (g/mi)	Average Vehicle Weight (tons) ^c	Uncontrolled	
					PM10 Emission Factor (g/mi) ^b	PM2.5 Emission Factor (g/mi) ^b
On-Site Trucks ^d	0.135	1.00	0.15	10.7	1.814	0.272
Local	0.135	1.00	0.15	2.4	0.395	0.059
Collector	0.013	1.00	0.15	2.4	0.047	0.007
Major	0.013	1.00	0.15	2.4	0.047	0.007
Freeway	0.015	1.00	0.15	2.4	0.053	0.008

Notes:

a. Source: CARB Emission Inventory Chapter 7.9: Miscellaneous Process Methodology. Entrained Road Travel, Paved Road Dust.
https://www.arb.ca.gov/ei/areasrc/fullpdf/full7-9_2018.pdf. March 2018.

b. The equation is: Emission Factor = (Particle Size Multiplier) x (sL)^{0.91} x (Vehicle Weight)^{1.02}

c. Average vehicle weight refers to the average weight of all vehicles traveling the road. Source for off-site average vehicle weight of 2.4 tons: SCAQMD, *CalEEMod User's Guide* (February 2011). Appendix D, Table 4.1. Los Angeles County (South Coast). See note (d) for on-site trucks.

d. Assume on-site trucks drive on truck-only routes; therefore, an average truck weight of 10.7 tons was used for on-site trucks. A typical bobtail weighs 9 tons (TruckScience, <https://truckscience.com/calculate-axle-weights-semi-trailer/>) and a typical chassis weighs 3.3 tons (Chassis King, <http://www.chassisking.com/products/40-foot-container-chassis/40-foot-straight-frame-container-chassis/>). Websites accessed August 27, 2019. Assume 50 percent of truck trips are bobtail only and 50 percent are bobtail plus chassis.

Table A-17. Peak Daily Truck Tire Wear, Brake Wear, and Road Dust Emissions, Year 2020

Location	Source	No. of Trips (trips/day)	Avg. Trip Length (miles/trip) ^a	Emission Factor (g/mi) ^b		Emission Rate (lb/day)	
				PM10	PM2.5	PM10	PM2.5
Off-Site	Tire Wear	2,400	0.54	0.036	0.009	0.1	0.03
	Brake Wear	2,400	0.54	0.062	0.026	0.2	0.08
	Road Dust ^c	2,400	0.54	0.124	0.019	0.4	0.05
On-Site	Tire Wear	2,400	0.34	0.036	0.009	0.06	0.02
	Brake Wear	2,400	0.34	0.062	0.026	0.1	0.05
	Road Dust	2,400	0.34	1.814	0.272	3.3	0.5
Total						4.1	0.7

Notes:

a. For off-site trucks, average trip length was provided by the traffic study. For on-site trucks, average trip length was measured from the site plan.

b. Emission factors for tire and brake wear are from EMFAC2017 for "T7 POLA" diesel trucks in the South Coast Air Basin. Emission factors for paved road dust were developed using CARB methodology in Emission Inventory Chapter 7.9: Miscellaneous Process Methodology. Entrained Road Travel, Paved Road Dust.
https://www.arb.ca.gov/ei/areasrc/fullpdf/full7-9_2018.pdf. March 2018.

c. The off-site road dust emission factors assume the average diverted trip consists of 0.12 miles on a Local Road (Reeves Ave) and 0.42 miles on Collector/Major roads (Navy or Terminal Way).

Table A-18. Port of Los Angeles Composite Drayage Truck Emission Rates in gm/mi

Based on 2017 CAAP Age Distribution for Drayage Truck, reflects 2017 CAAP requirement - all new registered trucks have to be MY 2014 starting in oct 2018
Used EMFAC2017 Emission Rates

16-Jul-19
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POLA 2020 Composite HDV Running Exhaust and Idle EFs (96% Diesel and 4% LNG trips)

Speed	ROG	TOG	CO	NOx	SOx	CO2	CH4	PM10	PM2_5	DPM	N2O	Units
0	1.52	1.73	26.39	25.61	0.0534	5,810	0.101	0.0039	0.0037	0.0037	0.8851	g/hr
5	1.22	1.39	4.27	15.67	0.03	3,665	0.06	0.0599	0.0573	0.0575	0.5761	g/mi
10	0.95	1.08	3.15	12.81	0.03	3,123	0.04	0.0542	0.0518	0.0520	0.4909	g/mi
15	0.63	0.72	2.04	9.77	0.02	2,532	0.03	0.0464	0.0444	0.0445	0.3980	g/mi
20	0.44	0.50	1.43	8.03	0.02	2,189	0.02	0.0412	0.0395	0.0396	0.3440	g/mi
25	0.33	0.37	1.07	6.84	0.02	1,943	0.02	0.0380	0.0364	0.0365	0.3054	g/mi
30	0.24	0.28	0.81	5.90	0.02	1,749	0.01	0.0364	0.0348	0.0349	0.2750	g/mi
35	0.19	0.21	0.61	5.17	0.02	1,600	0.01	0.0361	0.0345	0.0347	0.2514	g/mi
40	0.14	0.16	0.47	4.62	0.01	1,490	0.01	0.0370	0.0354	0.0355	0.2342	g/mi
45	0.11	0.12	0.36	4.26	0.01	1,418	0.01	0.0391	0.0375	0.0375	0.2228	g/mi
50	0.09	0.10	0.29	4.06	0.01	1,381	0.00	0.0424	0.0406	0.0407	0.2171	g/mi
55	0.07	0.08	0.24	4.04	0.01	1,380	0.00	0.0468	0.0448	0.0449	0.2168	g/mi
60	0.07	0.08	0.24	4.22	0.01	1,421	0.00	0.0520	0.0497	0.0499	0.2234	g/mi
65	0.07	0.08	0.26	4.61	0.01	1,504	0.00	0.0576	0.0551	0.0553	0.2364	g/mi
70	0.08	0.09	0.27	4.63	0.01	1,504	0.00	0.0576	0.0551	0.0553	0.2364	g/mi

SOx, CH4 and N2O idle EFs taken from 2017 POLA report

Source: Starcrest, personal communication with Archana Agrawal, July 16, 2019.

Table A-19. Port of Los Angeles Composite Cargo Handling Equipment Emission Rates

Based on 2017 CAAP CHE Forecast
16-Jul-19
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2020 Composite Emission Factors in g/kW-hr

CHE Type	Fuel	Tier	CY	MY Average	kW Average	PM g/kw-hr	PM _{2.5} g/kw-hr	DPM g/kw-hr	NOx g/kw-hr	SOx g/kw-hr	CO g/kw-hr	HC g/kw-hr	CO ₂ g/kw-hr	N ₂ O g/kw-hr	CH ₄ g/kw-hr
Yard Tractor	Diesel	Tier 4 Final	2020	2016	168	0.0159	0.0143	0.0159	0.3908	0.0088	1.5722	0.1669	762.00	0.0228	0.0382
Large Forklift	Diesel	Tier 4 Final	2020	2017	182	0.0131	0.0118	0.0131	0.3612	0.0085	1.3568	0.0932	762	0.0216	0.0369
Forklift	Propane	2020 Average	2020	2005	52	0.08	0.08	0	1.9	0	21.7598	0.9123	905		

Source: Starcrest, personal communication with Archana Agrawal, July 16, 2019.

Notes: Composite EFs, Average MY and kW are weighted by activity (not straight average)

The NOx emission factor for propane forklifts was adjusted to 1.9 g/kWh in accordance with the CARB Large Spark-Ignition (LSI) Engine Fleet Requirements Regulation for mid-size forklift fleet of 4-25 units. <https://ww3.arb.ca.gov/msprog/offroad/orspark/orspark.htm>. June 20, 2017.

Cancer Risk Scaling Analysis

Table A-20. Scaling Analysis of Maximum Individual Cancer Risk

Source	Results from Reference Project: Everport EIS/EIR ^a		Scaled Results for the Proposed Project	
	Individual Cancer Risk per Million ^{b,c}	Peak Daily DPM Emission Rate (lb/day) ^{d,e}	Peak Daily DPM Emission Rate (lb/day) ^f	Approximate Individual Cancer Risk per Million ^g
Construction	2.6	21	1.8	0.2
Trucks	3.3	11.7	0.2	0.1
Yard Equipment	16.6	4	0.2	0.6
Total	22.4	37	2.1	0.9

Notes:

- Source: LAHD. *Berths 226-236 [Everport] Container Terminal Improvements Project Draft EIS/EIR*. SCH #2014101050. April 2017.
- The unmitigated absolute risk associated with the Everport project (prior to subtracting baseline) is reported. The maximum individual cancer risk for Everport is at a residential receptor about 800 meters from the Everport terminal. This is closer than the 980-meter distance from the proposed Project site to the nearest residential receptor. Therefore, the scaled cancer risk result for the proposed Project is conservative (i.e., overestimated).
- The Everport cancer risks by source were obtained by multiplying the total absolute risk of 59.2 in one million from Table B3-6 by the source contributions in Table B3-7 (tables are in Everport Appendix B3). The source contribution for Everport construction was multiplied by (0.5/2) to scale the 2-year Everport construction period down to a 6-month construction period to match the proposed Project.
- The calculation of individual cancer risk at a residential receptor is based on total TAC emissions over a 30-year exposure period. Peak daily DPM emissions were used as a reasonable surrogate for the relative emissions between Everport and the proposed Project.
- Peak daily DPM emissions for the Everport sources were obtained from Everport Table 3.2-10 for construction (first year of construction), Table 113 of Appendix B1 for trucks, and Table 3.2-20 for yard equipment.
- Fugitive dust, tire wear, brake wear, and road dust are excluded. All vehicle PM10 exhaust is assumed to be DPM.
- Individual cancer risk for the proposed Project = Everport cancer risk x proposed Project DPM emission rate / Everport DPM emission rate.

Energy Calculations

Energy Calculations

Port of LA PCMC - South Parcel and CMB Removal

Construction Emissions (based on CalEEMod 2.16.3.2 model outputs for project assumptions)

Nbio-CO2 286.5 metric tonnes per year (proposed project construction duration would be less than one year and occur in 2020)
CO2 emissions associated with construction are associated with diesel fuel burn except for worker vehicle trips, which would generate CO2 from gasoline fuel burn

Worker Assumptions

Phase	Duration (days)	Average Daily Trips	CalEEMod LD_Mix CO2 Emission Factors & Fleet Mix (cy 2020 -Los Angeles (SC))			
CMB Removal	105	-	LDA	LDT2	LDT2	
Grading/Base	26	56	285.629	351.4252	395.42	grams per mile
Utilities	10	52	55%	5%	20%	fleet mix
Paving	10	53				
Fencing/Lighting	6	55	Worker Trip Length			
Striping	6	-	14.7	miles		

Total Project Worker Trips		Total Project Worker Vehicle Miles Traveled	Total Project Worker Vehicle CO2 Emissions
2,836	trips	41,689	10.5
	-- >	miles	metric tons

Port of LA PCMC - South Parcel and CMB Removal Construction CO2 to Energy Calculations			
Fuel Type	CO2 (Mt)	CO2 Coef ^[1] (kg CO2 per gal)	Fuel Consumption (gal)
Diesel	276.0	10.16	27,166
Gasoline	10.5	8.89	1,183
Propane	0	5.76	0

[1] https://www.eia.gov/environment/emissions/co2_vol_mass.php

Port of LA PCMC - North Parcel

Construction Emissions (based on CalEEMod 2.16.3.2 model outputs for project assumptions)

Nbio-CO2 312.7 metric tonnes per year (proposed project construction duration would be less than one year and occur in 2020)
CO2 emissions associated with construction are associated with diesel fuel burn except for worker vehicle trips, which would generate CO2 from gasoline fuel burn

Worker Assumptions

Phase	Duration (days)	Average Daily Trips	CalEEMod LD_Mix CO2 Emission Factors & Fleet Mix (cy 2020 -Los Angeles (SC))			
Demolition	52	-	LDA	LDT2	LDT2	
Grading/Base	52	56	285.629	351.4252	395.42	grams per mile
Utilities	20	52	55%	5%	20%	fleet mix
Paving	20	53				
Fencing/Lighting	12	55	Worker Trip Length			
Striping	12	-	14.7	miles		

Total Project Worker Trips		Total Project Worker Vehicle Miles Traveled	Total Project Worker Vehicle CO2 Emissions
5,672	trips	83,378	21.0
	-- >	miles	metric tons

Port of LA PCMC - North Parcel Construction CO2 to Energy Calculations			
Fuel Type	CO2 (Mt)	CO2 Coef ^[1] (kg CO2 per gal)	Fuel Consumption (gal)
Diesel	291.7	10.16	28,706
Gasoline	21.0	8.89	2,367
Propane	0	5.76	0

[1] https://www.eia.gov/environment/emissions/co2_vol_mass.php

Energy Calculations

Port of LA PCMC - Operations

Operational Worker Vehicle Trips

No new operational worker trips would be created, nor would worker trip distances be substantively altered or increased, as a result of the project. There would be no changes to energy consumption in the form of fuel usage for operational worker trips.

Trucks Serviced at the Project Site

Vehicle diversion to the project site to be serviced would result in increased transportation-related fuel usage as a result of the project. Energy consumption in the form of diesel fuel usage would increase for trucks serviced at the project site.

Port of LA PCMC - Energy Consumption Associated with Operational Truck Trips				
Fuel Type	CO2 (Mt)	CO2 Coef ^[1]	(kg CO2 per gal)	Fuel Consumption (gal)
Diesel (Trips)	1,688	10.16	-- >	166,142
Diesel (Idling)	382	10.16	-- >	37,598

[1] https://www.eia.gov/environment/emissions/co2_vol_mass.php

Yard Equipment in Operation at the Project Site

New heavy-duty off road equipment in the form of 5 propane forklifts, 2 diesel yard tractors with Tier 4 engines, and 1 large diesel forklift with a Tier 4 engine would operate at the project site. Energy consumption in the form of diesel fuel usage and propane fuel usage would increase due to the operation of heavy-duty off road equipment at the project site.

Port of LA PCMC - Energy Consumption Associated with Operational Heavy-Duty Off Road Equipment					
Equipment	Fuel Type	CO2 (Mt)	CO2 Coef ^[1]	(kg CO2 per gal)	Fuel Consumption (gal)
Yard Tractors	Diesel	250	10.16	-- >	24,606
Large Forklift	Diesel	84	10.16	-- >	8,268
Other Forklifts	Propane	85	5.76	-- >	14,757

[1] https://www.eia.gov/environment/emissions/co2_vol_mass.php

Yard Lighting at the Project Site

Energy efficient LED lighting would be utilized throughout the yard at the project site. Energy consumption in the form of electricity would increase due to the demand of these lights.

Port of LA PCMC - Electrical Demand of Yard Lighting		
Equipment	Energy Type	Electrical Demand (kWh/yr) ^[1]
North Parcel	Electricity	174,762
South Parcel	Electricity	110,376

[1] See greenhouse gas emission calculations.

Building Lighting

Of the three buildings currently being operated by Port Tenants on the project site, two would be demolished and one would be renovated. A total of 69,982 square feet of currently operated building area would be demolished as a result of the proposed project, resulting in a decrease in heating and electrical energy demand.

Appendix B – Noise and Vibration Calculations

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Construction Noise - Equipment

Table 1. 1-Hour Construction Noise Level at 50 Feet (dBA)

Phase	Equipment Description	RCNM Equipment Types	Usage Factor	Equipment Lmax @ 50'	Equipment Leq(h) @ 50'	Number of Equipment	Add to Single Source Level (dBA)	Total Lmax @ 50'	Total Leq(h) @ 50'
Demolition	Backhoe/Loader	Backhoe	40%	78	74	2	3	81	77
	Water Wagon	Dump Truck	40%	76	72	1	0	76	72
	Pick Up Trucks	Pickup Truck	40%	75	71	2	3	78	74
Grading	Backhoe/Loader	Backhoe	40%	78	74	4	Demolition Total	84	80
	Jackhammer	Jackhammer	20%	89	82	1	0	89	82
	Roller-compactor / Paver	Paver	50%	77	74	2	3	80	77
	Water Wagon	Dump Truck	40%	76	72	2	3	79	75
	Pick Up Trucks	Pickup Truck	40%	75	71	4	6	81	77
Utilities	Backhoe/Loader	Backhoe	40%	78	74	1	Grading Total	92	86
	Roller-compactor / Paver	Paver	50%	77	74	1	0	78	74
	Crane	Crane	16%	81	73	1	0	81	73
	Pick Up Trucks	Pickup Truck	40%	75	71	2	3	78	74
							Utilities Total	85	80
Paving	Roller-compactor / Paver	Paver	50%	77	74	2	3	80	77
	Slurry Trucks	Concrete Pump Truck	20%	81	74	2	3	84	77
	Pick Up Trucks	Pickup Truck	40%	75	71	3	5	80	76
Striping							Paving Total	87	81
	Parking Lot Striper	Compressor (air)	40%	78	74	2	3	81	77
Fencing	Pick Up Trucks	Pickup Truck	40%	75	71	2	3	78	74
	Backhoe/Loader	Backhoe	40%	78	74	1	0	78	74
	Concrete Mixer	Vibratory Concrete Mixer	20%	80	73	1	0	80	73
	Pick Up Trucks	Pickup Truck	40%	75	71	3	5	80	76
							Fencing Total	84	79

Table 2. 1-Hour Construction Noise Level at the Receptor (dBA) - Liveaboard Tenants

Phase Type	Demolition	Grading	Utilities	Paving	Striping	Fencing
Distance from the Center of Construction Activity to a Receptor (ft)	3,000	3,000	3,000	3,000	3,000	3,000
1-Hour Construction Noise Level at 50 ft (dBA)	80	86	80	81	79	79
Distance Divergence (dBA)	35.6	35.6	35.6	35.6	35.6	35.6
Atmospheric Attenuation (dBA)	2.47	2.47	2.47	2.47	2.47	2.47
1-Hour Construction Noise Level at the Receptor (dBA)	42	48	42	43	41	41
Daytime Unmitigated Leq (Construction Noise + Existing) (dBA)	65	65	65	65	65	65
Daytime Increase Over Existing (dBA)	0	0	0	0	0	0
Significant?	No	No	No	No	No	No

Location
San Pedro

Existing Noise Levels
Land Use Type
Heavy Manufacturing
Background Noise (dBA)
65

Significance Level

5 dBA (daytime increase over existing noise levels)

Source: City of Los Angeles, 2006. L.A. CEQA Thresholds Guide

Construction Vibration - Equipment

Table 3. Construction Vibration

Phase	Equipment Description	Equivalent Equipment Types	Distance (ft): Number of Equipment	At Source PPV (in/sec)	Liveboard Tenants 3,000
Demolition	Water Wagon	Loaded Trucks	1	0.076	0.000058
			Demolition Total	N/A	0.000058
Grading	Jackhammer	Jackhammer	1	0.035	0.000027
	Roller-compactor / Paver	Vibratory Roller	2	0.420	0.000032
	Water Wagon	Loaded Trucks	2	0.152	0.000012
			Grading Total	N/A	0.000046
Utilities	Roller-compactor / Paver	Vibratory Roller	1	0.210	0.000016
			Utilities Total	N/A	0.000016
Paving	Roller-compactor / Paver	Vibratory Roller	2	0.420	0.000032
	Slurry Trucks	Loaded Trucks	2	0.152	0.000012
			Paving Total	N/A	0.000044
			Maximum	n/a	0.000046
			Significant?	n/a	No

Significance Threshold

0.3 in/sec

Source: Caltrans. 2013. *Transportation and Construction Vibration Guidance Manual*.

Table 4. Atmospheric Attenuation

Assumptions	San Pedro
Ambient pressure (kPa)	101.3
Temperature (F)	68
Relative humidity (%)	90
Frequency of noise source (Hz)	500
Air Attenuation Coefficient (α, dB/km)	2.7
(dB/ft)	0.0008

$$A_{\text{air}} = \alpha d$$

Conversion:

0.3048 m/ft

1000 m/km

Weather in San Pedro, California

Average temperature 63.8 °F

Average relative humidity 73.97 %

Reference:

Harris, Cyril M. 1998. *Handbook of Acoustical Measurements and Noise Control*. 3rd ed. - Chapter 3 Calculation of Attenuation

<http://www.usa.com/san-pedro-ca-weather.htm>

Table 5. Equipment noise emissions and acoustical usage factors database

Equipment Description	Impact Device?	Acoustical Use Factor	Spec 721.560 Lmax @ 50ft (dBA, slow)	Actual Measured Lmax @ 50 ft (dBA, slow)
All Other Equipment > 5 hp	No	50%	85	N/A
Auger Drill Rig	No	20%	85	84
Backhoe	No	40%	80	78
Bar Bender	No	20%	80	N/A
Blasting	Yes	1%	94	N/A
Boring Jack Power Unit	No	50%	80	83
Chain Saw	No	20%	85	84
Clam Shovel (dropping)	Yes	20%	93	87
Compactor (ground)	No	20%	80	83
Compressor (air)	No	40%	80	78
Concrete Batch Plant	No	15%	83	N/A
Concrete Mixer Truck	No	40%	85	79
Concrete Pump Truck	No	20%	82	81
Concrete Saw	No	20%	90	90
Conveyor	No	100%	90	90
Crane	No	16%	85	81
Dozer	No	40%	85	82
Drill Rig Truck	No	20%	84	79
Drum Mixer	No	50%	80	80
Dump Truck	No	40%	84	76
Excavator	No	40%	85	81
Flat Bed Truck	No	40%	84	74
Front End Loader	No	40%	80	79
Generator	No	50%	82	81
Generator (<25KVA, VMS signs)	No	50%	70	73
Gradall	No	40%	85	83
Grader	No	40%	85	N/A
Grapple (on backhoe)	No	40%	85	87
Horizontal Boring Hydr. Jack	No	25%	80	82
Hydra Break Ram	Yes	10%	90	N/A
Impact Pile Driver	Yes	20%	95	101
Jackhammer	Yes	20%	85	89
Man Lift	No	20%	85	75
Mounted Impact Hammer (hoe ram)	Yes	20%	90	90
Pavement Scarifier	No	20%	85	90
Paver	No	50%	85	77
Pickup Truck	No	40%	55	75
Pneumatic Tools	No	50%	85	85
Pumps	No	50%	77	81
Refrigerator Unit	No	100%	82	73
Rivit Buster/Chipping Gun	Yes	20%	85	79
Rock Drill	No	20%	85	81
Roller	No	20%	85	80
Sand Blasting (Single Nozzle)	No	20%	85	96
Scraper	No	40%	85	84
Shears (on backhoe)	No	40%	85	96
Slurry Plant	No	100%	78	78
Slurry Trenching Machine	No	50%	82	80
Soil Mix Drill Rig	No	50%	80	N/A
Tractor	No	40%	84	N/A
Vacuum Excavator (vac-truck)	No	40%	85	85
Vacuum Street Sweeper	No	10%	80	82
Ventilation Fan	No	100%	85	79
Vibrating Hopper	No	50%	85	87
Vibratory Concrete Mixer	No	20%	80	80
Vibratory Pile Driver	No	20%	95	101
Warning Horn	No	5%	85	83
Welder/Torch	No	40%	73	74

Note:

Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power. In case of construction blasting, the equipment gives a very short duration blast and can be quantified by using a 1% usage factor in the RCNM to allow for some prediction.

Source:

FHWA. RCNM User's Guide - Table 1. CA/T equipment noise emissions and acoustical usage factors database.

Table 6. Presumed Ambient Noise Levels (dBA)

Zone		Day	Night
Residential	A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, R5	50	40
Commercial	P, PB, CR, C1, C1.5, C2, C4, C5, CM	60	55
Manufacturing	M1, MR1, MR2	60	55
Heavy Manufacturing	M2, M3	65	65

Source: Los Angeles Municipal Code, Section 111.03

Table 7. Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 ft (in/sec)	Approximate Lv [†] at 25 ft
Pile Driver (impact)	0.644	104
Pile Driver (sonic)	0.17	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall) - in soil	0.008	66
Hydromill (slurry wall) - in rock	0.017	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Federal Transit Administration. 2006. Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06. May.

Note:

Values for pile drivers are based on the typical vibration source levels.

† RMS velocity in decibels (VdB) re 1 micro-inch/second

Appendix C – AB 52

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425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Eric Garcetti

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Edward R. Renwick
Commissioner

Eugene D. Seroka

Executive Director

July 25, 2019

Mr. Andrew Salas, Chairman
Gabrieleño Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723

VIA CERTIFIED MAIL

**SUBJECT: CONCLUSION OF AB 52 CONSULTATION FOR THE PROPOSED
PACIFIC CRANE MAINTENANCE COMPANY PROJECT LOCATED ON
TERMINAL ISLAND WITHIN THE PORT OF LOS ANGELES**

Dear Mr. Salas:

On May 28, 2019, the City of Los Angeles Harbor Department (Harbor Department) provided notice of the Pacific Crane Maintenance Company Project (Project), pursuant to the provisions of Assembly Bill 52 and Public Resources Code (PRC) Section 21080.3.1(d). On June 7, 2019, the Gabrieleño Band of Mission Indians-Kizh Nation (Tribe) formally requested AB52 consultation with the Harbor Department based on the Project site's location within the Tribe's ancestral territory.

On June 11, 2019, the Harbor Department initiated consultation with the Tribe via Certified Mail. The letter included a Project description and information indicating that past identification efforts did not identify the presence of archaeological materials in the Project area and that a Native American Heritage Commission Sacred Lands File Search prepared for the Project was negative. The Harbor Department included maps of the Port of Los Angeles from 1915 and 2018, showing that the Project is occurring on non-native sediments. Additionally, the Harbor District provided three proposed dates (June 17, 2019; June 18, 2019; June 19, 2019) to conduct a consultation meeting and requested a response from the Tribe.

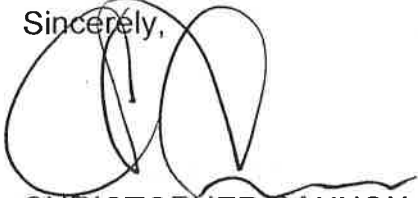
On June 24, 2019, the Harbor Department sent a follow-up email to the Tribe, stating that the proposed consultation meeting dates had passed, and requesting a response regarding the availability of the Tribe to participate in consultation. As of July 25, 2019, we have not received a response from the Tribe.

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7/26/19 EA

In light of the foregoing, and in accordance with Public Resources Code section 21080.3.2(b)(2), the Harbor Department, acting in good faith and after reasonable effort, respectfully concludes consultation. If tribal cultural resources are identified during implementation of the project, the standard mitigation measures provided in PRC 21084.3 will be considered.

If there are any questions regarding this letter please contact Nicole Enciso at (310) 732-3615 or via email at nenciso@portla.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cannon', with a stylized flourish extending to the right.

CHRISTOPHER CANNON
Director of Environmental Management

CC:LW:NE:eam
APP No.: 180628/111

FILE COPY



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Project Name: For a Project located at 895 Reeves Ave

Dear Christopher Cannon,

Thank you for your letter dated May 28, 2019 regarding AB52 consultation. The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding location in further detail.

Please contact us at your earliest convenience. ***Please Note: AB 52, "consultation" shall have the same meaning as provided in SB 18 (Govt. Code Section 65352.4).***

Thank you for your time,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
1(844)390-0787

Andrew Salas, Chairman

Albert Perez, treasurer I

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer II

Dr. Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

www.gabrielenoindians@yahoo.com

gabrielenoindians@yahoo.com

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>



June 10, 2019

Nicole Enciso
Port of Los Angeles

VIA Email to: nenciso@portla.org

RE: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Pacific Crane Maintenance Company Chassis Depot Project, Los Angeles County

Dear Ms. Enciso:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the NAHC was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,



Steven Quinn
Associate Governmental Program Analyst

Attachment

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
6/10/2019

***Gabrieleno Band of Mission
Indians - Kizh Nation***

Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno

***Gabrieleno/Tongva San Gabriel
Band of Mission Indians***

Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrieleno

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St.,
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino

***Gabrielino Tongva Indians of
California Tribal Council***

Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Gabrielino

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Pacific Crane Maintenance Company Chassis Depot Project, Los Angeles County.



425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Eric Garcetti

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Commissioner

Anthony Pirozzi, Jr.
Commissioner

Edward R. Renwick
Commissioner

Eugene D. Seroka

Executive Director

May 28, 2019

Sandonne Goad
Gabrielino-Tongva Nation
106 1/2 Judge Aiso St. #231
Los Angeles, CA 90012

Dear Mr. Goad:

SUBJECT: CALIFORNIA ENVIRONMENTAL QUALITY ACT PUBLIC RESOURCES CODE SECTION 21080.3.1, CALIFORNIA ASSEMBLY BILL 52, FORMAL NOTIFICATION FOR PROPOSED PACIFIC CRANE MAINTENANCE COMPANY PROJECT AT 895 REEVES AVE.

It is my pleasure to notify you of an opportunity to request consultation pursuant to Public Resources Code (PRC), Section 21080.3.1(d) for the Pacific Crane Maintenance Company Project (Project). The proposed Project is located on Terminal Island within the Port of Los Angeles (Figure 1). The project is approximately 19 acres and 12 acres, and bounded by Interstate 710, Navy Way, Reeves Ave, and Nimitz Road (Figure 2).

The proposed Project would expand current container chassis maintenance operations at the Project site to include adjacent northeast and southeast parcels. Development at this location include demolition of buildings, grading and paving, and fence line additions. Operations would include maintenance, repair, refurbishment, storage, and staging of chassis. The Native American Heritage Commission completed a Sacred Lands file check for the Project site with negative results. The proposed Project would be located on artificial fill dating from approximately 1915-1929 and 1947-1967. The location on an artificially elevated landform of constructed fill reduces the chance of encountering intact prehistoric materials.

Please respond in writing within 30 days if you wish to enter into consultation, pursuant to PRC, Section 21080.3.1(d). The Lead Agency contact information for this Project is Nicole Enciso, City of Los Angeles Harbor Department, Environmental Management Division, 425 S. Palos Verdes Street, San Pedro, CA 90731.

Should you have any questions, please contact Nicole Enciso at (310) 732-3615 or via email at nenciso@portla.org.

Sincerely,

CHRISTOPHER CANNON
Director of Environmental Management

CC:LW:NE:nlx
APP No.: 180628-111

Enclosure

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6-3-19

EAX certified Mail

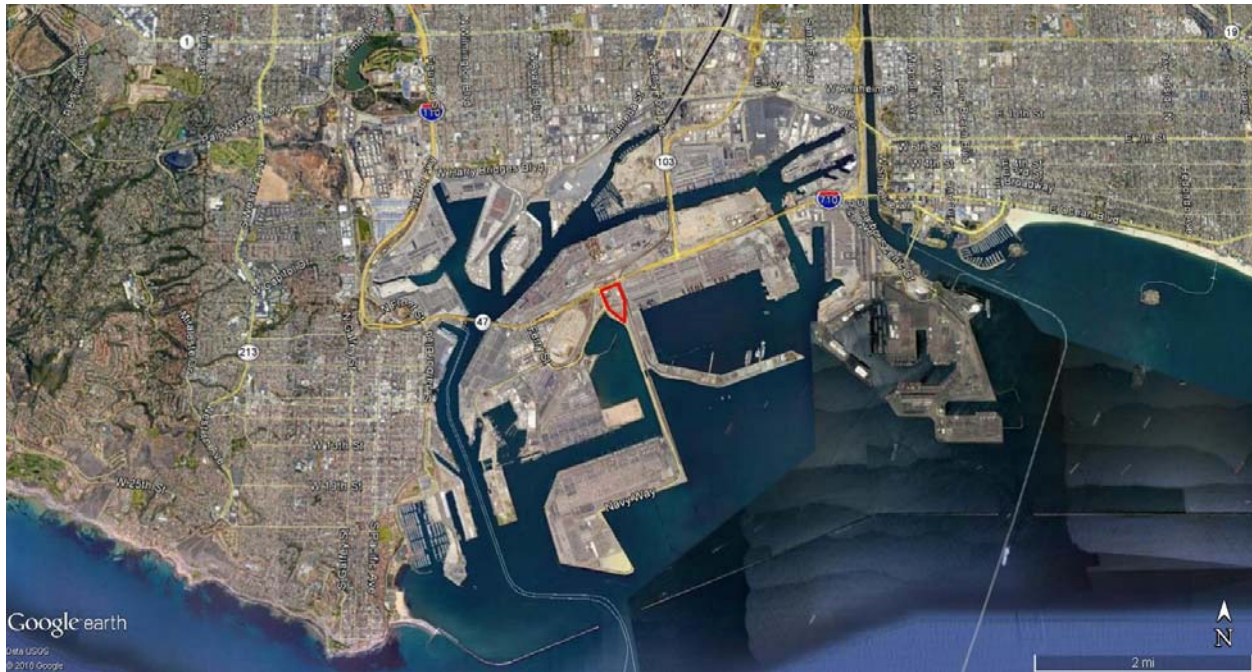


Figure 1 – Regional Location: Pacific Crane Maintenance Company



Figure 2 – Site Boundary: Pacific Crane Maintenance Company

Mr/Ms	First Name	Last Name	Title/ Tribe	Address	City, State, Zip	Phone	Email
Mr.	Andrew	Salas	Chairperson, Gabrieleno Band of Mission Indians - Kizh Nation	P.O. Box 393	Covina, CA 91723	(626) 926-4131	admin@gabrielenoindians.org
Mr.	Anthony	Morales	Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians	P.O. Box 693	San Gabriel, CA 91778	(626) 483-3564	GTtribalcouncil@aol.com
Ms.	Sandonne	Goad	Chairperson, Gabrielino Tongva Nation	106 1/2 Judge John Aliso St., #231	Los Angeles, CA 90012	(951) 807-0479	sgoad@gabrielino-tongva.com
Mr.	Robert F.	Dorame	Chairperson, Gabrielino Tongva Indians of California Tribal Council	P.O. Box 490	Bellflower, CA 90707	(562) 761-6417	gtongva@verizon.net
Mr.	Charles	Alvarez	Gabrielino-Tongva Tribe	23454 Vanowen Street	West Hills, CA 91307	(310) 403-6048	roackngcharles@aol.com

