

Final Initial Study/Negative Declaration

Innovative New Dock Chassis Depot

Prepared By:

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APP No. 190222-020
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Contents

RESPONSE TO COMMENTS	3
Distribution of the Draft IS/ND	3
Comments on the Draft IS/ND	3
1.0 INTRODUCTION	7
1.1 CEQA PROCESS	7
1.2 DOCUMENT FORMAT	9
2.0 PROJECT DESCRIPTION	11
2.1 Project Overview	11
2.1.1 Project Location	11
Regional Setting	11
Project Setting	13
Land Use and Zoning	13
2.1.2 Existing Conditions	13
2.1.3 Project Background and Objectives	14
Project Background	14
Project Objectives	14
2.2 Project Description	17
2.2.1 Construction	17
2.2.2 Operation	17
2.3 Project Permits and Approvals	19
3.0 INITIAL STUDY CHECKLIST	20
3.1 Environmental Factors Potentially Affected	21
3.2 Determination	22
4.0 ENVIRONMENTAL ANALYSIS AND DISCUSSION OF IMPACTS	34
4.1 Aesthetics	34
4.2 Agriculture and Forestry Resources	35
4.3 Air Quality	36
4.4 Biological Resources	44
4.5 Cultural Resources	48
4.6 Energy	49
4.7 Geology and Soils	50
4.8 Greenhouse Gas Emissions	53
4.9 Hazards and Hazardous Materials	57
4.10 Hydrology and Water Quality	60
4.11 Land Use and Planning	62
4.12 Mineral Resources	63
4.13 Noise	63
4.14 Population and Housing	66
4.15 Public Services	66
4.16 Recreation	68
4.17 Transportation	68
4.18 Tribal Cultural Resources	71
4.19 Utilities and Service Systems	72
4.20 Wildfire	74
4.21 Mandatory Findings of Significance	75
5.0 PROPOSED FINDING	77

6.0 PREPARERS AND CONTRIBUTORS	77
7.0 ACRONYMS AND ABBREVIATIONS.....	78
8.0 REFERENCES	80

Tables

Table 2-1. Construction Schedule	17
Table 2-2. Construction Equipment.....	17
Table 2-3. Construction and Operation Activities.....	19
Table 4.3-1. SCAQMD Air Quality Significance Thresholds	39
Table 4.3-2. Construction Emissions (Pounds per Day)	40
Table 4.3-3. Operation Emissions (Pounds per Day).....	41
Table 4.3-4. Localized Construction Emissions (Pounds per Day)	42
Table 4.3-5. Localized Operation Emissions (Pounds per Day).....	43
Table 4.4-1. Special Status Bird Species (Designated by CDFW and USFWS) Observed in the Port Area	46
Table 4.8-1. GHG Emissions.....	55
Table 4.8-2. Applicable GHG Emissions Reduction Strategies.....	56

Figures

Figure 1. Regional Location of the Proposed Project.....	12
Figure 2. Existing Parcels	15
Figure 3. Proposed Term Permit Boundaries	16

Appendices

Appendix A	Air Quality Calculations
Appendix B	Noise and Vibration Calculations

FINAL INITIAL STUDY/NEGATIVE DECLARATION

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

PROPOSED PROJECT

The City of Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Negative Declaration (IS/ND) to address potential environmental impacts of the proposed New Dock Chassis Depot (proposed Project), located at located at 960 New Dock Street, San Pedro, in the Port of Los Angeles (Port). LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The proposed Project would permit and expand property currently operated as a chassis (i.e. a trailer or undercarriage portion of a truck used to transport ocean containers over roadways) depot that provides for the storage, maintenance, repair, and stop/start functions. Innovative Terminal Services, Inc. (Innovative) proposes to expand the existing approximately 10-acre property by an additional 5.3 acres, to a total of 15.3 acres. The property is part of Berths 206-209 mixed-use cargo terminal located on the northern portion of Terminal Island (POLA, 2019). The objectives of the proposed Project are the following: to issue a Term Permit for the operations of the proposed chassis maintenance yard and depot for up to 10 years in order to combine all Innovative-entitled parcels under one permit; to optimize the use of existing land that supports chassis storage at the Project site; to provide a facility that would increase the efficiency of terminal operations by providing storage, maintenance, repair, and exchange of chassis on Terminal Island in the Port; and to increase the efficiency of goods movement in the Port by providing off-terminal maritime support to help meet the demands of Port marine terminals now and in the future.

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 State CEQA Guidelines (California Code of Regulations [CCR] 15000 et seq.) The Final IS/ND includes the following discussion including a response to one comment on the Draft IS/ND.

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

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

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

Section 6. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS/ND.

Section 7. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout 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 September 3, 2020 and concluded on October 2, 2020.

The Draft IS/ND was distributed to approximately 90 interested and/or involved public agencies, organizations, and commercial entities for review and was also made available for public review online on the Port's website at <http://www.portoflosangeles.org>. A copy of the document was also available for public review at the Harbor Department Environmental Management Division (EMD) located at 222 West 6th Street, 9th Floor, San Pedro. In addition, the Draft IS/ND was filed with the Los Angeles County Clerk and the State Clearinghouse.

COMMENTS ON THE DRAFT IS/ND

During the 30-day public review period, Responsible Agencies and the public had an opportunity to provide written comments on the information contained within the Draft IS/ND. 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 one comment letter during the review period as presented on the following pages. This comment letter has been noted and will be before the decisionmakers for their consideration prior to taking any action on the proposed Project.

Comment Letter #1: California Department of Transportation (Caltrans/DOT)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-8391

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October 1, 2020

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

RE: Innovative New Dock Chassis
Depot Project
Vic. LA-47 PM 3.49 to PM 3.68,
LA-710 PM 3.47
SCH # 2020090061
GTS # LA-2020-03364AL-ND

Dear Mr. Cannon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project would permit and expand parcels currently operated as a chassis depot that provides for the storage, maintenance, repair, and on/off hire of chassis (i.e., stop/start operations). The Project is to expand the existing approximately 10-acre property by an additional approximately 5.3 acres, to a total of approximately 15.3 acres.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder for all future projects, Vehicle Miles Traveled (VMT) will be the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as sidewalk, road diets and other traffic calming measures. Please note

DOT-1

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

Mr. Christopher Cannon, Director
October 1, 2020
Page 2 of 2

the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

Also for your future project reference, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in July 2020.

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>

DOT-1,
cont.

According to LADOT Transportation Assessment Guidelines for CEQA project which was approved in July 2019, this project would not have significant traffic impact.

DOT-2

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans when transporting disposed materials. It is strongly recommended that large size truck trips be limited to off-peak commute periods during construction and operation period.

DOT-3

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2020-03364AL-ND.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

email: Scott Morgan, State Clearinghouse

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

Response to Comment Letter #1: Caltrans/DOT

- DOT-1 Thank you for your comment. The Port will continue to use VMT as the metric for analysis for future projects, minimize traffic impacts, and refer to Caltrans' guidance on VMT analysis.
- DOT-2 Thank you for confirming concurrence with the conclusion that the proposed Project will not result in significant traffic impacts.
- DOT-3 Thank you for your comment. The Port does not anticipate the need for oversized-transport vehicles on State highways as part of the proposed Project. The Port appreciates the reminder regarding the Caltrans transportation permit requirement and will comply with it for future projects requiring oversized-transport vehicles on State highways.

1.0 INTRODUCTION

The City of Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Negative Declaration (IS/ND) to address potential environmental impacts of the proposed New Dock Chassis Depot (proposed Project), located at 960 New Dock Street, San Pedro, in the Port of Los Angeles (Port). LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The proposed Project would permit and expand property currently operated as a chassis (i.e. a trailer or undercarriage portion of a truck used to transport ocean containers over roadways) depot that provides for the storage, maintenance, repair, and stop/start functions. Innovative Terminal Services, Inc. (Innovative) proposes to expand the existing approximately 10-acre property by an additional 5.3 acres, to a total of 15.3 acres. The property is part of Berths 206-209 mixed-use cargo terminal located on the northern portion of Terminal Island (POLA, 2019). The objectives of the proposed Project are the following: to issue a Term Permit for the operations of the proposed chassis maintenance yard and depot for up to 10 years in order to combine all Innovative-entitled parcels under one permit; to optimize the use of existing land that supports chassis storage at the Project site; to provide a facility that would increase the efficiency of terminal operations by providing storage, maintenance, repair, and exchange of chassis on Terminal Island in the Port; and to increase the efficiency of goods movement in the Port by providing off-terminal maritime support to help meet the demands of Port marine terminals now and in the future.

1.1 CEQA PROCESS

This document has been prepared in accordance with CEQA, California Public Resources Code Section 21000 *et seq.*, CEQA Guidelines (14 California Code of Regulations [CCR] 15000 *et seq.*), and the City of Los Angeles CEQA Thresholds Guide (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 potential impact on the existing environment. LAHD has determined that an IS/ND is the appropriate level of CEQA document for the proposed Project because potential environmental impacts resulting from proposed Project implementation would be below significance thresholds without mitigation.

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 and has prepared an environmental document that complies with CEQA. LAHD Board of Harbor Commissioners 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 State CEQA Guidelines, whereas Sections 15070-15075 guide the process for the preparation of a ND or Mitigated ND (14 CCR 15000, *et seq.*). Where appropriate and supportive to an understanding of the issues, reference will be made to the statute, the State CEQA Guidelines, City of Los Angeles Guidance, or appropriate case law.

This IS/ND meets CEQA content requirements by including a project description; a description of the environmental setting and project location, a finding that the proposed Project will not have a significant effect on the environment, and inclusion of any feasible mitigation measures, if necessary, to avoid potentially significant effects. This document did not require inclusion of mitigation measures, as all impact areas were found to result in no impact or less-than-significant impact.

In accordance with the CEQA statutes and Guidelines, this IS/ND will be circulated for a period of 30 days for public review and comment. The public review period is scheduled to begin on September 3, 2020 and concludes on October 2, 2020. This IS/ND will be distributed to responsible public agencies, other interested or involved agencies, organizations, and private individuals for review and will be made available for general public review online at the Port website at <http://www.portoflosangeles.org>. A copy of the document is also available for public review at the Harbor Department Environmental Management Division (EMD) located at 222 West 6th Street, 9th Floor, San Pedro. Due to COVID-19, please send your request to ceqacomment@portla.org or call (310) 732-3675 to schedule an appointment to pick up a copy.

During the 30-day public review period, the public has an opportunity to provide written comments on the information contained within this 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 either through mail or email prior to the end of the 30-day public review period and must be postmarked by October 2, 2020.

Please submit written comments to:

Christopher Cannon, Director
City of Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes St.
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 “Innovative New Dock Chassis Depot” in the subject line.

For additional information, please contact 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 objectives and components.

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

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

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

Section 6. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS/ND.

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

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

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

Potentially Significant Impact. This category applies only 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 with 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). There were no significant adverse effects identified from the proposed Project; therefore, no mitigation measures are included.

Less-than-Significant Impact. This category applies 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 the impact does not apply to the specific project. A “No Impact” answer should be explained when it is based on project-specific factors and general standards.

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This Initial Study/Negative Declaration (IS/ND) has been prepared to evaluate the potential environmental impacts associated with the proposed approximately 5.3-acre expansion of an existing approximately 10-acre property on Terminal Island in the Port of Los Angeles (Port). The approximately 10-acre property is currently operated by Innovative Terminal Services, Inc. (Innovative) as a chassis depot that provides storage, maintenance, repairs, and stop/start functions of chassis under LAHD Revocable Permit (RP) 16-40 and Space Assignment (SA) 19-07. Stop/start functions allow truckers to pick up and drop off chassis. This involves renting and returning chassis on a regular basis. Other ancillary uses on the property include use of a portable office trailer, storage container, and weatherproof portable canopy to operate the aforementioned services. The future 5.3-acre expansion area is located at 960 New Dock Street, San Pedro. Innovative proposes to acquire a Term Permit to operate and expand the property to a total of approximately 15.3 acres. Expansion of the property would entail minimal construction activities to move existing K-rail fencing to create the new northern boundary.

The proposed Project consists of issuing a Term permit for the operations of the proposed chassis maintenance depot expansion for up to 10 years. To be conservative, this IS/ND assumes 10 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 shows the location of the proposed Project relative to the Port. The Port encompasses 7,500 acres of land and 43 miles of waterfront and provides a major gateway for international goods and services. The Port comprises approximately 24 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities (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, 78 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.



Figure 1. Regional Location of the Proposed Project

Project Setting

The Project site is located in the northern portion of Terminal Island, bounded by Cerritos Channel to the north, Pier S Avenue to the east, New Dock Street to the south, and SA Recycling (Berths 210-211) to the west (Figures 1-3). Overall access to the proposed Project (as well as the majority of the Port) is provided by State Route (SR)-47, the Harbor Freeway (Interstate [I]-110) to the west, the Long Beach Freeway (I-710) to the east, and the San Diego Freeway (I-405) to the North (Figure 1). Operations in this area include container sea handling, maritime support, and other mixed uses. The approximately 10-acre existing property entitled under RP 16-40 (approximately 5 acres) and SA 19-07 (approximately 5 acres) is currently operated as a chassis depot that provides storage, maintenance, repairs, and stop/start functions of chassis (Figure 2). The future approximately 5-acre northern expansion area is part of the Port Container Terminal. Any break bulk that may be present in this area (appears in aerial imagery) is not Port-owned and has been removed or will be removed when the previous tenant leaves.

An additional approximately 0.3-acre southern expansion area is located within the RP 16-40 area (Figure 3). This approximately 0.3-acre expansion area was entitled prior to issuance of the new Term permit through a clause in RP 16-40 (10 Percent Clause), allowing for expansion of up to 10 percent of the area previously permitted, and a letter executing the clause signed by the Executive Director. Both the northern and southern expansion areas are paved and would not contain any structures.

Land Use and Zoning

The proposed Project is located in the Port, which is part of the City of Los Angeles General Plan. The Port Master Plan (PMP) established policies and guidelines to direct the future development of the Port (POLA, 2018a). The PMP includes five planning areas. The Project site is located within the northeast portion of the PMP's Planning Area 3 on Terminal Island. It is the largest planning area and consists of all of Terminal Island, with the exception of Fish Harbor. Six of the Port's container terminals are located in Planning Area 3. This planning area includes cargo handling, maritime support activities, and other mixed uses. The Project site is located within the Area 3 and has designated land uses of Container, Dry Bulk, and Breakbulk. The proposed Project is located on Assessor's Parcel Number (APN) 7440-012-902, which is designated General/Bulk Cargo – Non Hazardous (Industrial and Commercial) and is zoned [Qualified] Heavy Industrial ([Q] M3-1) under the City of Los Angeles Zoning Ordinance (City of Los Angeles, 2020).

2.1.2 EXISTING CONDITIONS

The Project site, located at 960 New Dock Street, San Pedro, consists of a northern parcel (SA 19-07) and southern parcel (RP 16-40) (Figure 2). New Dock Street runs adjacent to the southern boundary of the Project site, and the Cerritos Channel is located to the north. Both parcels are currently operated as a chassis depot that provides storage, maintenance, repairs, and stop/start functions of chassis. Other ancillary uses on the property include a portable office trailer, storage container, and weatherproof portable canopy to perform services as permitted. Chassis depot operations currently occur from Monday through Friday, 7:00 AM to 3:00 AM.

The northern five-acre expansion area is part of the Port Container Terminal and is currently used for storage of break bulk (Figure 3- yellow areas). Any break bulk that may be present in aerial imagery is not Port-owned and has been removed or will be removed when the previous tenant leaves.

All parcels are paved. The southern expansion area contained a building that was removed by the Port on May 5, 2020. Removal of the building is not part of the proposed Project (Figure 3- Yellow area to the south) and was part of a separate CEQA evaluation (POLA, 2018b). The building was formerly occupied by Matson and was part of a former cargo terminal that is not used by Innovative (POLA, 2018b). The southern expansion area is approximately 0.3 acres and was entitled prior to issuance of the new Term permit through the execution of the 10 Percent Clause.

2.1.3 PROJECT BACKGROUND AND OBJECTIVES

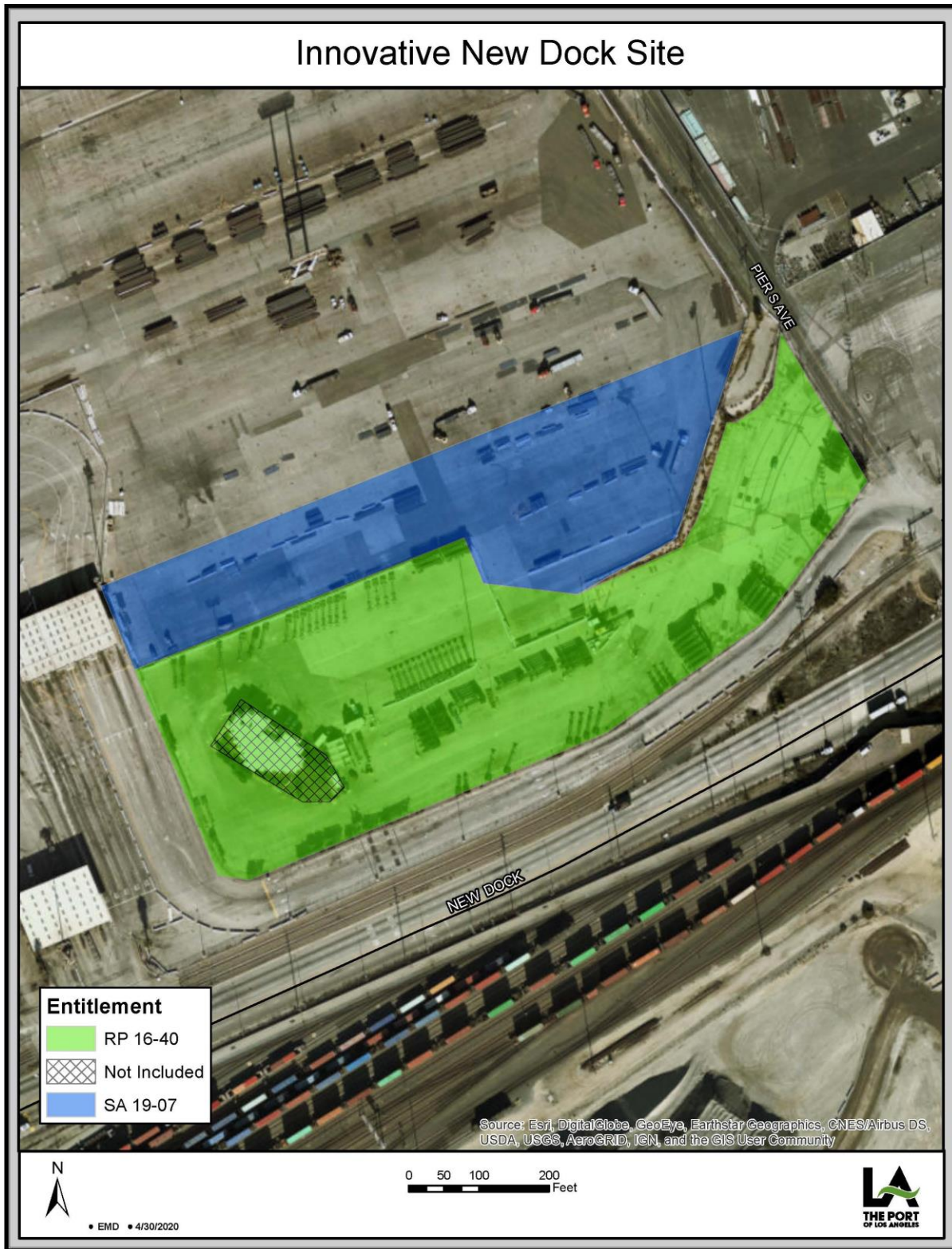
Project Background

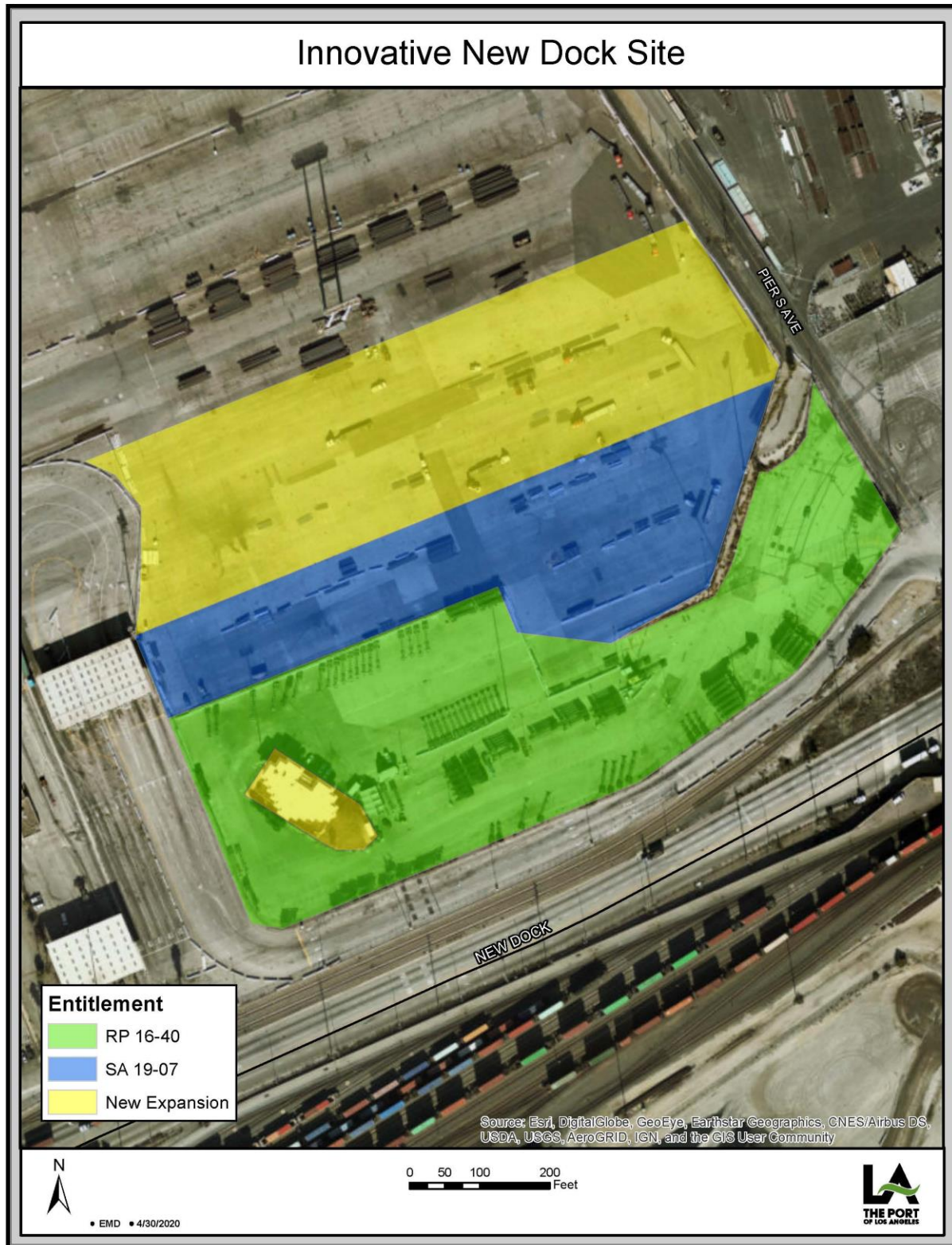
Innovative has been operating at this existing chassis depot on Terminal Island since 2016. This chassis depot provides storage space, maintenance and repairs, and stop/start functions of chassis. The expansion of the current site with the addition of the northern parcel would result in increased efficiency of Innovative's operations.

Project Objectives

The proposed Project objectives are as follows:

- Issue a Term Permit for the operations of the proposed chassis maintenance depot for up to 10 years in order to combine all Innovative-operated parcels under one permit;
- Optimize the use of existing land that supports chassis storage at the Project site;
- Provide a facility that would increase the efficiency of terminal operations by providing storage, maintenance, repair, and exchange of chassis on Terminal Island in the Port; and
- Increase the efficiency of goods movement of in the Port by providing off-terminal maritime support to help meet the demands of Port marine terminals now and in the future.

**Figure 2. Existing Parcels**



Note: The building in the southwest corner of the Project site was removed on May 5, 2020 per the Final Initial Study/Negative Declaration Berths 206-209 Matson Buildings Demolition (POLA, 2018b).

Figure 3. Proposed Term Permit Boundaries

2.2 PROJECT DESCRIPTION

2.2.1 CONSTRUCTION

Construction of the proposed Project would involve the modification and relocation of an existing K-rail fence. To expand the property, the K-rail fence would be moved north of the existing permit area and installed around the additional five-acre site. The K-rail fencing is movable and would not penetrate the ground. No additional fencing materials would be required for the proposed Project. No installation or removal of light poles, utilities, or other development is anticipated.

Table 2-1 provides the proposed construction schedule, tasks, and anticipated number of workers for completing the proposed Project. All construction activities would occur Monday through Friday, 7:00 AM to 5:00 PM.

Table 2-1. Construction Schedule

Construction Task	Start Date	End Date	Days	Workers
Mobilization	February 25, 2021	February 26, 2021	1	2
Prepare Existing Fence for Relocation	March 1, 2021	March 2, 2021	2	2
Fence Installation/Relocation	March 3, 2021	March 5, 2021	3	8

Proposed equipment expected for fence installation and removal of the existing fence is shown in Table 2-2.

Table 2-2. Construction Equipment

Construction Task	Equipment Type	Hours/Day	Days per Phase
Mobilization	Flatbed Truck	na ¹	1
Prepare Existing Fence for Relocation	Forklift Flatbed Truck	8 na ¹	2
Fence Installation/Relocation	Forklift Welding Machine Flatbed Truck	8 8 na ¹	3

Notes:

1 – Hours are not applicable to on-road equipment. Please see Appendix A for the estimates for on-road traffic trips and miles per trip.

2.2.2 OPERATION

Under the proposed Project, Innovative would continue to operate the chassis depot with storage, maintenance, repairs, and stop/start function. The stop/start function allows truckers to pick up and drop off chassis. This involves renting and returning chassis on a regular basis. As an example of typical operations, trucks traveling to a terminal would stop by the facility to pick up a chassis and proceed to their respective container terminals to pick up their containers. In the reverse, the trucks leaving their respective container terminals would drop off the chassis at the Project site via Pier S Avenue and New Dock Street.

Expansion of the facility would enable increased inventory storage capabilities for chassis. Assuming chassis are stacked a maximum of five high when stored, a total of approximately 400

chassis can be stored per acre of land. The 5.3-acre expansion area would provide for the storage of approximately 2,120 additional chassis.

Yard equipment to support operations would continue to include two 30,000-pound forklifts and two 10,000-pound forklifts. A mobile fuel service truck would deliver diesel and propane for on-site equipment. No additional on-site equipment is anticipated to support the site expansion.

Chassis operations would continue to occur year-round, following the current operation schedule of Monday through Friday from 7:00 AM to 3:00 AM. Chassis operations are not anticipated to change; and the number of staff anticipated for service, maintenance, and repair would remain the same because no increase in the number of chassis to be serviced is expected. There are currently 18 employees per day working at the site. One additional Manager/Supervisor would work on-site during operations as a result of the proposed Project, increasing the employees per day to 19.

Current maintenance and repair protocols follow Federal inspection requirements as defined in the Federal Motor Carrier Safety Administration (FMCSA) Rules covered within 49 CFR Parts 300-399. Maintenance activities for the proposed Project would remain the same as they are for the existing use and no new mobile equipment is anticipated to be deployed.

The existing 10-acre project site generates on average approximately 259 truck trips (round trips) daily. Since the site would increase by approximately 5.3 acres, the 15.3-acre site would have an additional estimated 138 trucks per day (round trips).

Operations under the proposed Project would occur under a Term Permit of up to 10 years. Ongoing maintenance occurring on the site during the duration of the permit may include other maintenance and repairs to site as required.

Construction and operation activities for the proposed Project are summarized in Table 2-3.

Table 2-3. Construction and Operation Activities

Location	Construction Activities	Existing Operation Activities	Future Operation Activities
RP 16-40, SA 19-07	None	Storage, maintenance, repairs, and stop/start function of chassis • 259 truck trips/day (round trips) • 18 total employees per day drive separately to the site • Monday through Friday, 7:00 AM to 3:00 AM	Same as Existing
Future Expansion Area	Relocation of fencing to the north	None	Storage, maintenance, repairs, and stop/start function of chassis • Additional 138 truck trips/day (round trips) • 1 additional Manager/Supervisor to support expanded operations • Same hours of operation as Existing Area - Monday through Friday, 7:00 AM to 3:00 AM

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 State CEQA Guidelines Section 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 Term Permit
- LAHD Harbor Engineer Permit
- LAHD Coastal Development Permit
- State Water Resources Control Board (SWRCB) Industrial General Permit Order No. 2014-0057-DWQ – Coverage Expansion

3.0 INITIAL STUDY CHECKLIST

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

1	Project Title:	Innovative New Dock Chassis Depot
2	Lead Agency Name and Address:	City of Los Angeles Harbor Department (LAHD) 425 S. Palos Verdes St., San Pedro, CA 90731
3	Contact Person and Phone Number:	Leah Kohler, Project Manager, Environmental Management Division, LAHD, (310) 732-7673
4	Project Location:	960 New Dock Street (where SR-47 curves south and then west), south of Cerritos Channel
5	Project Sponsor:	Kent Phillips, Innovative Terminal Services, 211 N Marine Ave, Wilmington, CA 90744
6	Port Master Plan Designation	Planning Area 3, Port of Los Angeles
7	Zoning:	Qualified Heavy Industrial ([Q]M3-1) (APN #7440-012-902)
8	Description of Project	Expansion of an approximately 10-acre chassis depot facility to a total of up to approximately 15.3 acres. New fencing would be installed to accommodate and integrate the approximately 5.3-acre addition to the existing property.
9	Surrounding Land Uses/Setting	The Project site is located within the Port's Berths 206-209 multi-use cargo terminal, which is bordered by Cerritos Channel to the north, SA Recycling (Berths 210-211) to the west, New Dock Street to the south, and the Port of Long Beach Vopak Terminal to the east. The proposed Project is comprised of a northern parcel for expanded activities and a southern existing parcel currently used for chassis depot operations. Landside access to the Project site is provided by a network of arterial routes and freeways, including Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), and the Seaside Freeway (SR-47).
10	Other Public Agencies Whose Approval is Required	None.
11	Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21808.3.1?	None.

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

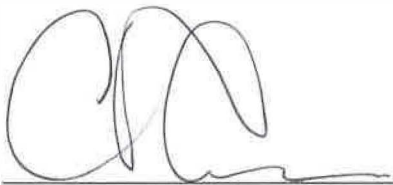
The environmental factors checked below would be potentially affected by the proposed Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

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

3.2 DETERMINATION

On the basis of this initial evaluation:

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



Signature

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

08-26-20

Date

Evaluation of Environmental Impacts:

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

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

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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 §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	☐	☐	☒	☐
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?	☐	☐	☒	☐
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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 a tree preservation policy or ordinance?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒
6. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
7. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
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 geologic units or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 §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 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
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; or	☐	☐	☒	☐
(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?	☐	☐	☐	☒
11. LAND USE PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
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?	☐	☐	☐	☒
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
16. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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?	☐	☐	☐	☒
17. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines §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?	☐	☐	☐	☒
18. TRIBAL CULTURAL RESOURCES				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or	☐	☐	☐	☒
(ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
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?	☐	☐	☐	☒
20. WILDFIRE. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

4.0 ENVIRONMENTAL ANALYSIS AND DISCUSSION OF IMPACTS

4.1 AESTHETICS

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

No Impact. The Conservation Element of the City of Los Angeles General Plan defines a scenic vista as a panoramic public view with access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles, 2001). The general Project area is currently highly developed and is characterized by industrial and cargo uses and does not consist of any protected or designated scenic vistas. Construction activities would be minor and only involve installation of fencing, which would not have any substantial adverse effects on a scenic vista.

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 vantages, including panoramic views from hillside residential areas of San Pedro. The increased stacking of chassis and continued stop/start activities would be similar in nature to the existing visual landscape and would visually blend into the panorama of the working Port uses and activities. No impacts to a scenic vista would occur under the proposed Project and no mitigation is required.

- b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. The Project site is not visible from any eligible or designated State scenic highway. The nearest designated State scenic highway is located approximately 27 miles northwest of the Project (State Highway 27 post miles 1.0-3.5). The nearest eligible State scenic highway (State Highway 1 from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) is approximately 6 miles northeast of the Project site (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 impacts would occur, and no mitigation is required.

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

No Impact. The proposed Project is located in an urbanized area and would not conflict with any applicable zoning and land use regulations governing 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. The Project site is currently used for the storage, maintenance and repair of chassis, and stop/start functions. The proposed activities would not change the current uses. No new structures would be introduced to the site that would degrade the existing visual character or quality of the site or its surroundings. Therefore, no impacts to existing visual character or quality would result from the proposed Project, and the proposed Project would not conflict with

applicable zoning and other regulations governing scenic quality. No impacts would occur, and no mitigation is required.

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

No Impact. The nighttime lighting environment in the Project vicinity consists mainly of ambient light produced from street lighting, container-handling operations, and other facility lighting at the Port. The major source of illumination at the Port is the extensive system of down lights and flood lights attached to the tops of tall light poles throughout the terminals. Bright, high-intensity boom lights are attached on top of shipping cranes along the edge of terminals and channels along the harbor. The proposed Project would not introduce any new sources of light during construction or operation. Lighting conditions are expected to remain the same. Therefore, no new sources of substantial light or glare would affect day or nighttime views of the area. No impacts would occur, and no mitigation is required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. The Project site does not contain any Farmland and is not located within any agricultural land use designation. The proposed Project is located in a highly developed area with existing chassis storage, maintenance, repair, and stop/start functions. 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 (DOC, 2016). Therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impacts would occur, and no mitigation is required.

- b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Williamson Act, also known as the California Land Conversion Act of 1969 (14 CCR Section 51200 *et seq.*), preserves agricultural and open space lands from the conversion to urban land uses by establishing a contract between local governments and private landowners to voluntarily restrict their land holdings to agricultural or open space use (DOC, 2020a). The Project site is not located on any lands with Williamson Act contracts. The Project site is located in a highly developed area currently designated as [Qualified] Heavy Industrial ([Q]M3-2) and does not support any agricultural uses. As such, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur, and no mitigation is required.

- c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public

Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As discussed in Section 4.2(b) above, the Project site is currently designated as [Qualified] Heavy Industrial ([Q]M3-2). 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 impacts would occur, and no mitigation is required.

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

No Impact. As discussed in Section 4.2(c) above, the Project site does not support forest land, nor is any forest land located in the vicinity. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur, and no mitigation is required.

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

No Impact. As discussed in Sections 4.2(a) through (d) above, the Project site is developed and does not have any Farmland or forest land, nor is any Farmland or forest land located in the vicinity. Therefore, the proposed Project would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts would occur, and no mitigation is required.

4.3 AIR QUALITY

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

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

The South Coast Air Quality Management District (SCAQMD) implements, and periodically updates, the Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB), which is comprised of portions of Los Angeles, Riverside, and San Bernardino Counties, and Orange County. The AQMP uses projections of population growth and trends in energy and transportation demand to predict future emissions and determine control strategies to eventually achieve attainment with the ambient air quality standards. The control strategies are then either codified into the SCAQMD's rules and regulations or otherwise set forth as formal recommendations to other agencies, such as those contained in the SCAQMD CEQA Guidelines.

The SCAQMD rules and regulations include requirements for stationary equipment, certain materials used (such as paints/coatings), and fugitive dust and nuisance control. These regulations contain both requirements and exemptions for certain types of equipment that may be used during implementation of the proposed Project. Portable construction equipment with small internal combustion engines (under 50 horsepower) would be exempt from permitting through SCAQMD Rule 219. Compliance with the applicable SCAQMD rules, for projects that otherwise are within the growth projections for the air basin, indicates a project would not conflict with the applicable air quality plan.

Project construction would be required to comply with the applicable air quality regulations and all applicable Los Angeles Harbor Department Sustainable Construction Guidelines (LAHD, 2008). Compliance with these regulations and LAHD guidelines ensures construction practices and emissions would conform with the AQMP.

Clean Air Action Plan

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

The proposed Project is consistent with the freight efficiency strategy of the CAAP by providing off-terminal maritime support to help meet the demands of current and anticipated containerized cargo from the various San Pedro Bay port marine terminals associated with larger vessels. 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.

While the proposed Project would have less-than-significant impacts for obstructing the implementation of applicable air quality plan or clean air programs, LAHD has included Lease Measure (LM) AQ-1 to allow for replacement of cargo handling equipment anytime new or

replacement equipment is purchased. The following Lease Measure is consistent with the CAAP 2017 Update, as it would help reach its goal of zero-emission cargo-handling equipment by 2030.

LM AQ-1: Cleanest Available Cargo Handling Equipment.

Tenant shall notify LAHD prior to purchase of new cargo handling equipment. Tenant shall replace cargo handling equipment with the cleanest available equipment anytime new or replacement equipment is purchased, with a first preference for zero-emission equipment, a second preference for near-zero equipment, and third for the cleanest available if zero or near-zero equipment is not feasible, provided that LAHD shall conduct engineering assessments to confirm that such equipment is capable of installation at the facility. Starting one year after the effective date of a new entitlement between the Tenant and the LAHD, tenant shall submit to the Port an equipment inventory and 5-year procurement plan for new cargo-handling equipment, and infrastructure, and will update the procurement plan annually in order to assist with planning for transition of equipment to zero emissions in accordance with the foregoing paragraph.

The proposed Project includes re-aligning the site fence to increase the facility size, which does not change the type or operation at this facility but will allow for an increase in the number of chassis stored, maintained, and participating in stop/start operations at the site. This increase in existing activity would not be subject to SCAQMD permitting and would comply with all SCAQMD regulations. Additionally, as discussed above, the proposed Project is not expected to be in conflict with the CAAP's emission reduction goals and initiatives. The proposed Project, which is designed to support container-shipping operations at the Port, would not cause direct or indirect substantial growth within the air basin since the project would comply with the applicable SCAQMD rules. Therefore, the proposed Project's operation would not conflict with the AQMP or the CAAP. Impacts would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The SCAB is designated as a federal nonattainment area for ozone and fine particulate matter 2.5 microns or less in diameter (PM_{2.5}), and a state nonattainment area for ozone, particulate matter 10 microns or less in diameter (PM₁₀), and PM_{2.5}. The Los Angeles County area of the SCAB, which includes the Port, is also in federal nonattainment for lead. SCAQMD has developed maximum daily emissions significance thresholds for all criteria pollutants (see Table 4.3-1) for both the assessment of construction and operation impacts. The proposed Project would not produce substantial lead emissions; therefore, lead is not a pollutant of concern for the proposed Project.

Table 4.3-1. SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds ^a		
Pollutant	Construction ^b	Operation ^c
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (includes 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)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO _{2eq} for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants ^d		
NO ₂ 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM ₁₀ 24-hour average annual average	10.4 µg/m ³ (construction) ^e & 2.5 µg/m ³ (operation) 1.0 µg/m ³	
PM _{2.5} 24-hour average	10.4 µg/m ³ (construction) ^e & 2.5 µg/m ³ (operation)	
SO ₂ 1-hour average 24-hour average	0.25 ppm (state) and 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m ³ (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 (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	1.5 µg/m ³ (state) 0.15 µg/m ³ (federal)	
^a Source: SCAQMD CEQA Handbook (South Coast AQMD, 2019)		
^b Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).		
^c For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.		
^d Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.		
^e Ambient air quality threshold based on SCAQMD Rule 403		
KEY: lbs/day – pounds per day	ppm – parts per million	µg/m ³ – microgram per cubic meter
MT/yr CO _{2eq} – metric tons per year of CO ₂ equivalents	≥ - greater than or equal to	> greater than

Construction

Construction of the proposed Project would only take a few days and would be limited to moving the existing K-rail fence barrier at the site to the north to add an additional 5.3 acres for chassis storage. The construction emissions were estimated using the SCAQMD approved California Emissions Estimator Model (CalEEMod version 2016.3.2). The CalEEMod output is provided in Appendix A. CalEEMod inputs were obtained from the project owner. Key assumptions include:

- The project owner would use one of the on-site forklifts with USEPA/CARB Tier 4 engines to move the K-rails and other fencing materials. This would comply with the Port's CAAP requirement to use Tier 4 compliant off-road construction equipment.
- Construction would occur in the daytime, one shift on weekdays over a total of six days.
- There will be no excavation activities and all work will be performed on existing paved areas.

Table 4.3-2 shows the peak daily emissions associated with proposed Project construction. 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 4.3-2. Construction Emissions (Pounds per Day)

	NO _x	PM ₁₀	PM _{2.5}	VOC	CO	SO _x
Maximum Daily Emissions	1.42	0.21	0.06	0.14	3.33	0.01
SCAQMD Significance Thresholds	100	150	55	75	550	150
Significant?	NO	NO	NO	NO	NO	NO

Source: Appendix A; SCAQMD, 2019

Acronyms: NO_x = nitrogen oxides, PM₁₀ = particulate matter 10 microns or less in diameter, PM_{2.5} = fine particulate matter 2.5 microns or less, VOC = volatile organic compounds, CO = carbon monoxide, SO_x = sulfur oxides.

Operation

The proposed Project would expand the existing chassis storage area to support existing container terminals on Terminal Island. Project trucking operations would increase from a baseline of 259 round-trip daily truck trips to an estimated 397.

As a result of the proposed Project, the number of employees working at the site, 18 employees over two shifts, is proposed to increase by 1 employee to 19 employees per day. The current facility work schedule, Monday through Friday 7:00 am through 3:00 am, would remain the same for the proposed Project.

No changes to the existing facility yard equipment would occur as part of the proposed Project. The use of existing yard equipment would increase to address the increase in the number of chassis stored and repaired and the additional work to move and stack/unstack chassis over a larger site. This increased yard equipment use would also cause additional deliveries of diesel and propane to the equipment fuel tanks. The equipment fuel tanks are refueled directly from the fuel delivery trucks.

This facility currently has four existing pieces of yard equipment:

- Two 30,000 lb capacity forklifts with 164-horsepower Tier 4 diesel engines.
- One 10,000 lb capacity forklift with a 98-horsepower propane engine.
- One 10,000 lb capacity forklift with a 66-horsepower propane engine.

Criteria air pollutant emissions from proposed operational activities would primarily result from the truck and yard equipment exhausts, with additional particulate matter (PM10 and PM2.5) emissions from truck tire wear, brake wear, and paved road dust.

For information regarding the operation emissions calculations and emissions factors, refer to Appendix A.

Other key assumptions used in the operational emissions calculations include:

- The average distance associated with the diverted truck trips, which consists of a short detour for the trucks on their way to and from the container terminals, is 0.67 miles per one-way trip.
- The additional 276 daily-diverted truck trips (one-way trips) would generate approximately 185 additional vehicle-miles travelled per day.
- The CEQA baseline emissions were determined using the baseline number of truck trips and on-site equipment fuel use provided by Innovative.

Table 4.3-3 provides the estimated daily baseline and post-Project operation emissions. The operation emission calculations are provided in Appendix A. The table shows that all pollutant emissions would be below the significance thresholds without mitigation. Therefore, operation 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 4.3-3. Operation Emissions (Pounds per Day)

Criteria Air Pollutants	NO _x	PM10	PM2.5	VOC	CO	SO _x
CEQA Baseline Emissions	6.28	0.83	0.29	1.14	15.16	0.04
Proposed Project Emissions	10.02	1.09	0.42	1.96	27.24	0.06
Proposed Project Minus CEQA Baseline	3.81	0.28	0.13	0.82	12.09	0.03
SCAQMD Significance Threshold	55	150	55	55	550	150
Significant?	NO	NO	NO	NO	NO	NO

Source: Appendix A; SCAQMD, 2019

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

Less-than-Significant Impact. SCAQMD has developed sensitive receptor significance thresholds for both localized ambient criteria pollutant emissions impacts and for health risks (cancer, chronic and acute) from Toxic Air Contaminant (TAC) emissions. These thresholds address the localized direct impacts to sensitive receptors from project emissions.

Localized Significance Threshold Analysis for Criteria Pollutants

SCAQMD has developed a screening methodology to assess project local criteria pollutant impacts without the need for dispersion modeling. This Localized Significance Thresholds (LSTs)

methodology is based on determined tabulated thresholds for peak daily on-site emissions for given site area sizes (1-acre, 2-acre, and 5-acre) at given distances from receptors (25 meters, 50 meters, 100 meters, 200 meters, and 500 meters). The LSTs are provided in a series of look-up tables for emissions of NO_x, CO, PM₁₀, and PM_{2.5} (SCAQMD, 2009). 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 in the LST analysis for the proposed Project:

- The Project site is in SCAQMD's defined Source-Receptor Area 4 (South Coastal Los Angeles County)
- The nearest sensitive receptors (potential residents) are the liveaboard tenants located in the marinas approximately 400 meters (1,300 feet) north of the Project site (Cerritos Yacht Anchorage [Berth 205] and Yacht Center – Newmarks [Berth 204]), across the Cerritos Channel. The LST values for these sensitive receptors were determined through linear interpolation of the SCAQMD LST table values for 200- and 500-meter receptor distances.
- The LST impact analysis for the two LST pollutants with short-term ambient air quality standards, NO_x and CO that have 1-hour standards, also includes the evaluation of impacts on the nearest off-site workers that could encounter the downwind effects of project emissions for an hour. The nearest off-site workers are assumed to be 100 meters west of the facility for the construction and operation LST impact analysis.
- The construction area is two linear areas being a barrier/fence removal and installation, but the overall working area is small, so the smallest construction area size in the SCAQMD LST tables, 1-acre, was used in the impact analysis.
- For operation, the largest project area size in the SCAQMD LST tables, 5-acres, was used. This should be conservative for the post-project facility, which would be over 15 acres in size.

Construction

Table 4.3-4 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 4.3-4. Localized Construction Emissions (Pounds per Day)

	NO _x	PM ₁₀	PM _{2.5}	CO
Construction Emissions ¹	1.42	0.21	0.06	3.33
Sensitive Receptor SCAQMD Localized Significance Threshold ²	125	126	71	5,804
Worker SCAQMD Localized Significance Threshold ³	68	NA	NA	1,180
Significant?	NO	NO	NO	NO

Source: Appendix A; SCAQMD, 2009

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

2 – Determined for a 1-acre construction site located 400 meters from the nearest sensitive receptor (interpolated SCAQMD LST Table Value).

3 – Determined for a 1-acre construction site located 100 meters from the nearest off-site worker.

Operation

Table 4.3-5 presents the peak daily on-site emissions and corresponding LST analysis for proposed Project operation. The table shows that all pollutant emissions increases 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 4.3-5. Localized Operation Emissions (Pounds per Day)

	NO_x	PM₁₀	PM_{2.5}	CO
Proposed Project Minus CEQA Baseline ¹	3.81	0.28	0.13	12.09
Sensitive Receptor SCAQMD Localized Significance Threshold ¹	166	38	22	8,193
Worker SCAQMD Localized Significance Threshold ²	126	NA	NA	2,613
Significant?	NO	NO	NO	NO

Source: Appendix A; SCAQMD, 2009

1 – Determined for a 5-acre site located 400 meters from the nearest sensitive receptor (interpolated SCAQMD LST Table Value).

2 – Determined for a 5-acre site located 100 meters from the nearest off-site worker.

Health Risk Assessment for TAC Concentrations

The health risk 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) and SCAQMD risk assessment guidance (SCAQMD, 2017) to determine the worst-case cancer, chronic, and acute health impacts to sensitive receptors. Additionally, worst-case off-site worker health risk analysis was performed. Health risk assessments (HRAs) can be completed using more conservative screening level methods to more sophisticated refined modeling methods that include air dispersion modeling techniques.

A screening level HRA of the Project's diesel particulate matter (DPM) emissions increase was completed. The on-site DPM emissions would increase during construction and operation. The construction DPM emissions are small and would occur over a short period (approximately 15 days); however, to be conservative these emissions were added to the increase in operation DPM emissions for the HRA. An initial screening level approach from SCAQMD risk assessment guidance (SCAQMD, 2017) was completed by determining a conservative worst-case concentration based on the annualized on-site DPM emissions increase of 6.16 pounds per year and distance to sensitive residential receptor of 400 meters and distance to nearest off-site worker of 100 meters. The details of this screening level HRA are provided in Appendix A. The results of the HRA determined a worst-case cancer risk of 0.52 in a million and 0.24 in a million for the maximum exposed residents and workers, respectively, which are below the SCAQMD significance threshold of 10 in a million (SCAQMD, 2019). The worst-case chronic hazard index risks were determined to be 0.000121 and 0.000767 for the maximum exposed residents and workers, respectively, which are well below the SCAQMD significance criteria of a hazard index risk of 1. DPM emissions do not have acute health risk reference exposure levels, so acute impacts are not evaluated.

The on-site propane fueled forklifts also have TAC emissions. However, the TACs that have California approved risk assessment cancer slope or reference exposure level factors for chronic and/or acute health risks have factors that are comparably lower than that for DPM, or in the case of acute exposure have acute reference exposure levels that are too high to be of concern. Therefore, the health risks from the increase propane equipment use is minimal and would not be of concern in relation to the SCAQMD health risk significance thresholds.

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

Less-than-Significant Impact. Construction and operation activities of the proposed Project would increase air pollutant emissions due to the increased diesel, gasoline, and propane fuel combustion. Some individuals might find such emissions to be objectionable in nature, if encountered in high concentrations. However, the distance between proposed Project emission sources and the nearest sensitive receptors (400 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. Additionally, the on-site and off-site emissions sources are all mobile, which serves to better disperse the emissions. The proposed Project would create no substantial amounts of other types of nuisance emissions, such as fugitive dust emissions, during construction and operation that could affect offsite receptors. Therefore, the proposed Project would not create objectionable odors or other emissions affecting a substantial number of people. Impacts would be less than significant, and no mitigation is required.

4.4 BIOLOGICAL RESOURCES

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

No Impact. The proposed Project involves creating an approximately 5.3-acre expansion to the existing approximately 10-acre chassis depot along the northern edge of the existing property and a portion in the southern end (Figure 3 - yellow areas). Expansion of the property would require minimal construction activity to move existing K-rail fencing to create the new northern boundary. Site conditions were assessed using literature searches and reviewing aerial photographs of the Project area. Site visits were not conducted in order to comply with existing COVID-19 pandemic

requirements. A records search of the California Natural Diversity Database (CNDDB) was conducted on April 23, 2020 (CDFW, 2020).

Most of the terrestrial area within the Port contains facilities and infrastructure associated with highly disturbed lots (POLA, 2018a). The Project area is similar, and most of the property consists of pavement and is surrounded by a heavily industrial area containing commercial and private businesses and other Port-related facilities. The Project area is bordered by paved roads and industrial properties.

Special-Status Plants

The proposed Project would not directly or indirectly impact plants identified as special-status species by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). The entire Project site is paved and contains no vegetation. There are several ornamental trees and shrubs along the eastern edge of the Project area, but outside of the Project footprint. These trees and shrubs are unlikely to be impacted by Project construction activities and are not within the proposed Project boundary. There is no suitable habitat within or adjacent to the Project area that could support special-status plant species. Therefore, no impacts would occur to special-status plants.

Special-Status Wildlife

Due to the highly developed nature of the property, wildlife use within the vicinity of the Project area is limited. The Project area lacks suitable foraging habitat for most species and any activity is expected to be limited to disturbance-tolerant species. Some species may transit over the site (such as the Caspian tern, *Hydroprogne caspia*) but are unlikely to stay or forage within the Project vicinity. The California least tern is considered endangered, and a designated nesting site is located on the southernmost portion of Pier 400, approximately 3 miles south of the Project area (MBC and Merkel & Associates, 2016; POLA, 2018a). This species also uses the Seaplane Lagoon (approximately 0.78 miles south of the Project site within the POLA) to forage for fish. The Project area does not contain any suitable nesting or foraging habitats for California least tern, and this species would not be impacted by Project activities. Therefore, no impacts to special-status wildlife would occur, and no mitigation is required. For a list of other Special Status Bird Species observed in the Port area, see the table below.

Table 4.4-1. Special Status Bird Species (Designated by CDFW and USFWS) Observed in the Port Area

Species	Status/Designation
Black-Crowned Night Heron	CDFW – SA
Black Oystercatcher	USFWS – BCC
Black Skimmer	CDFW – SSC, USFWS – BCC
Brant	CDFW – SSC
Burrowing Owl	CDFW – SSC, USFWS – BCC
California Brown Pelican	CDFW – FP
California Least Tern	USFWS – FE
Caspian Tern	USFWS – BCC
Common Loon	CDFW – SSC
Double-crested Cormorant	CDFW – Watch List
Elegant Tern	CDFW – Watch List
Great Blue Heron	CDFW – SA
Loggerhead Shrike	CDFW – SSC, USFWS – BCC
Long-billed Curlew	CDFW – Watch List, USFWS – BCC
Merlin	CDFW – Watch List
Osprey	CDFW – Watch List
Peregrine Falcon	CDFW – FP, USFWS – BCC
Scripps's Murrelet	USFWS – BCC

Notes: USFWS BCC = U.S. Fish and Wildlife Service Bird of Conservation Concern, CDFW – California Dept. of Fish and Wildlife; SA= Special Animal; SSC = Species of Special Concern; FP = Fully Protected; FE: Federally Endangered.

Other wildlife species known to occur in the immediate Project area include, but are not limited to barn swallow (*Hirundo rustica*), house finch (*Haemorrhous mexicanus*), Western gull (*Larus occidentalis*), great blue heron (*Ardea herodias*), and snowy egret (*Egretta thula*) (POLA and POLB, 2016).

The federal Migratory Bird Treaty Act (MBTA) prohibits take of any migratory bird, including active nests, except as permitted by regulation (e.g., waterfowl or upland game bird hunting). California Fish and Game Code Section 3503.5 prohibits take or possession of birds of prey or their eggs; and Section 3513 prohibits take or possession of any migratory nongame bird. “Take” means hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill. There is no suitable habitat (for nesting, loafing, foraging, etc.) at the Project site due to lack of undeveloped areas (no dirt, trees, or brush). Therefore, no take would occur as a result of the proposed Project. Due to the heavily disturbed nature of the Project area and similarity between existing operations and construction (i.e., use of existing on-site forklift to move K-rail), there would be no impacts to nesting birds, and no mitigation is required.

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

No Impact. The Project site does not contain riparian habitat, or any sensitive natural community identified in local or regional plans, policies, or regulations by the CDFW or the USFWS (USFWS 2020). The proposed Project is entirely terrestrial and would not impact any marine species that may be present (MBC and Merkel & Associates, 2016). As a result, the proposed Project would not result in impacts to any sensitive natural community, and no mitigation is required.

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

No Impact. There are no state or federally protected wetlands on the Project area. The nearest wetland is the Salinas de San Pedro (also referred to as Cabrillo Marsh), located approximately 2.25 miles southwest of the Project site (POLA, 2018; USFWS, 2020). The proposed Project would not have a substantial adverse effect on any state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Therefore, no impacts would occur, and no mitigation is required.

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

No Impact. The Project area is located in a dense, highly developed industrial area and does not overlap with an established migratory wildlife corridor or nursery. In addition, the few ornamental trees outside of the Project area along the eastern edge, likely supports only periodic nesting birds due to existing development activities. The proposed Project is entirely terrestrial and would not impact any marine species that may be present (MBC and Merkel & Associates, 2016). Due to the lack of suitable habitat, the proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, no impacts would occur, and no mitigation is required.

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

No Impact. The proposed Project involves the expansion of the existing approximately 10-acre chassis depot by an additional approximately 5.3 acres in an already heavily developed area. The entire Project site is paved and contains no vegetation. The only biological resources protected by the City ordinance (Ordinance No. 177404) pertain to specific tree species. There are multiple ornamental tree species adjacent to the eastern edge of the Project site but are outside of the Project footprint. None of these trees are protected by City Ordinance. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, no impacts would occur, and no mitigation is required.

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

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that overlap with the Project area in the Port of Los Angeles (USFWS, 2019a; 2019b). The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan area, which is located approximately 6 miles west of the Project area (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. Because the proposed Project is not in the vicinity of any existing or proposed SEAs, no impacts would occur, and no mitigation is required.

4.5 CULTURAL RESOURCES

- a. Would the project cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5 [§15064.5 generally defines historical resource under CEQA]?

No Impact. The proposed Project would not cause a substantial adverse change or effect to a historical resource. The Project area is located on the northern portion of Terminal Island, which is an artificial landform composed of construction fill. The Project site is currently operated as a chassis depot that provides storage, maintenance, repairs, and stop/start functions with ancillary uses such as a portable office trailer, storage container, and weatherproof portable canopy to perform services as permitted. Innovative proposes to acquire a Term Permit to lease, operate, and expand the property to a total of approximately 15.3 acres. The only proposed construction needed to expand the property is the installation of fencing. This fencing will be installed on top of K-rails. No ground disturbance is proposed. Please refer to Section 2 for more detail on the Project location and description.

No eligible or listed historic properties lie within the Project area (USACE, POLA, and POLB, 1984). Since there are no significant historical resources located within the Project area, and no ground disturbance is planned, the proposed Project would not cause a substantial adverse change in the significance of an historical resource. No impacts would occur, and no mitigation is required.

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

No Impact. The proposed Project would not cause a substantial adverse change or effect to an archaeological resource. The Project area is located on the northern portion of Terminal Island, which is an artificial landform composed of construction fill.

There are no significant archaeological resources within the Project area (Applied Earthworks, 2014). Since there are no significant archaeological resources located within the Project area, and no ground disturbance is planned, the proposed Project would not cause a substantial

adverse change in the significance of an archaeological resource. No impacts would occur, and no mitigation is required.

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

No Impact. The proposed Project would not disturb any human remains. As discussed above, the Project area is within an already disturbed and developed context and the soil within the Project area is artificial fill. Background archival research failed to find any potential for human remains (e.g., the existence of formal cemeteries), and there is no ground disturbance planned for the proposed Project. Therefore, no impacts would occur, and no mitigation is required.

4.6 ENERGY

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

Less-than-Significant Impact. The proposed Project would require the use of non-renewable energy resources in the form of fossil fuels used to operate equipment and to fuel vehicle trips during construction and operation.

Construction would require the use diesel and gasoline. Operation would include an increased use of diesel, gasoline, and propane. Electricity use is not forecasted to be necessary during the limited project construction activities, in part due to construction being completed during daylight hours, nor is it forecast to increase from the existing baseline for site operations. However, the existing baseline electricity use occurring within the proposed expansion area, in the form of security and safety lighting, would continue and be the responsibility of the project owner.

During the proposed Project's six working day construction period, a small amount of diesel and gasoline would be used to fuel the on-site construction equipment, off-site hauling vehicles, and worker automobiles. Construction of the proposed Project would consume an estimated 83 gallons of diesel and 33 gallons of gasoline (see Appendix A).

The Project site expansion is forecasted to increase the truck traffic to the Project site, as well as increase the on-site equipment use related to the increased movement and storage of truck chassis. The current annual on-site fuel use is estimated to be 19,500 gallons of diesel fuel and 3,900 gallons of propane; and the increase in on-site fuel use is estimated to be 17,472 gallons of diesel and 3,494 gallons of propane (see Appendix A). The current annual off-site fuel use, including employee commuting and the truck trips to and from the site to deliver and pickup chassis, is estimated to be 16,085 gallons of diesel per year and 5,037 gallons of gasoline per year. The increase in off-site fuel use is estimated to be 8,726 gallons of diesel per year, and 280 gallons of gasoline (see Appendix A).

Implementation of the State of California's Low Carbon Fuel Standard regulations and the State's long-term goal for carbon neutrality will cause motor vehicle fuels used in California to transition to renewable fuel sources. Therefore, while Innovative is not currently committing to the use of renewable fuels, such as biodiesel, over time some or perhaps all of the Project's on-site and off-

site fuel use would be in the form of renewable fuels that would decrease the Project's use of non-renewable fuels.

The proposed Project would not use non-renewable energy resources in a wasteful or inefficient manner during construction or operation. The construction and operation energy use does not constitute wasteful, inefficient, or unnecessary consumption; therefore, impacts are less than significant, and no mitigation is required.

- b. Would the project 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 does not propose the construction of new or modified buildings or the addition of new or modified equipment, so energy efficiency requirements under the California Green Building Code and Appliance Efficiency Regulations (Title 24 and Title 20 of the California Code of Regulations, respectively) would not apply. The POLA Development Bureau (Construction and Engineering Divisions) is responsible for design, 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 impacts would be less than significant, and no mitigation is required.

4.7 GEOLOGY AND SOILS

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

Less-than-Significant Impact. The Project site is located in a seismically active region with several 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 two miles west of the Project site (POLA, 2018a). No faults are known to underlie the Project site. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone (City of Los Angeles, 1996). Although the proposed Project could experience strong seismic ground shaking, the Project site is not likely susceptible to surface rupture. Additionally, the Project would not construct any habitable or large permanent structures that would increase the risk of loss, injury, or death in the event of surface rupture. 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 in Section 4.7(a)(i) above, the Project site is located in a region with several active fault lines, with the nearest being the Palos Verdes Fault Zone. These fault lines have the potential to cause strong seismic ground shaking. However, the proposed Project would not include the construction of any new habitable structures. Development would be minimal and only involve moveable K-rail fencing that would not penetrate the ground. 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 soil 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 the California Department of Conservation, the Port is located within a liquefaction zone (DOC, 2019). The Project site is included within this area and may be subject to potential liquefaction hazards. However, the proposed modification and installation of K-rail fencing is a minor activity that would not pose any substantial adverse risks to public safety related to ground failure during a liquefaction event. No other substantial structures are proposed to be added to the Project site. In the event of a seismic-related ground failure, no major structures would experience failure that would pose any danger to people on-site. Impacts would be less than significant, and no mitigation is required.

(iv) Landslides?

No Impact. According to the California Department of Conservation, the Port is not located within a landslide zone (DOC, 2019). The Project site is relatively flat with no significant natural or graded slopes that could be susceptible to landslides. 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 impacts would occur, and no mitigation is required.

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

No Impact. Common causes of soil erosion from construction include movement of soil off-site via stormwater, wind, and vehicles. The Project site and surroundings are covered in pavement, which would not be removed under the proposed Project. No large structures or machinery would be used that would disturb any soil and cause erosion. No impacts would occur, and no mitigation is required.

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

Less-than-Significant Impact. As discussed in Sections 4.7(a)(iii) and 4.7(a)(iv) above, the Project site is not located within a landslide zone but is located within a liquefaction zone (DOC, 2019). Project activities would have a low likelihood of causing a landslide, lateral spreading, subsidence, liquefaction, or collapse due to unstable soils. The Project would not include the

construction of any new habitable structures. Moveable K-rail fencing would be moved to the northern boundary of the Project site and would not penetrate the ground. The Project features would not cause or accelerate geologic hazards and would be constructed in accordance with design and engineering criteria and applicable building and safety requirements. Therefore, impacts associated with the risk of unstable soil would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink-swell characteristic. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the process of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near surface soils, the higher the potential for substantial expansion. 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, it would not include the construction of any new habitable structures. Therefore, no substantial risk to life or property would be present. Impacts associated with the risk of expansive soil would be less than significant, and no mitigation is required.

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

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

- f. Would the project 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. The Project site is located in a highly developed area with existing chassis storage, maintenance, repair, and stop/start functions. 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 impacts would occur, and no mitigation is required.

4.8 GREENHOUSE GAS EMISSIONS

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

Less-than-Significant Impact. The proposed Project would increase the storage area for an existing chassis depot, which provides chassis storage and repair services to support existing container terminals on Terminal Island. Greenhouse gas (GHG) emissions would occur from the minor construction activities realigning the facility's K-rail and chain link barrier fence line, and from increased chassis repair and storage throughput from stop/start operations at the site. This increased chassis throughput includes an increase in the trucks diverting to drop off and pick up chassis and the increase in the work required by the on-site off-road equipment (forklifts) to move, stack, and unstack chassis over the larger chassis storage area. The proposed Project would not increase the use of indirect sources of GHG emissions such as electricity, water, or reduce CO₂ (carbon dioxide) uptake through a change in land use (i.e. reducing vegetative CO₂ intake).

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 a 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 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 2008).
- 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 2008).
- 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.
- The proposed Project is at an existing industrial facility.

The proposed Project would create a significant GHG impact if the GHG emissions increase exceeds this significance threshold.

Project GHG Emissions

The proposed Project's GHG emissions were calculated using the same project construction and operation assumptions used to estimate the Project's air pollutant emissions. These assumptions are listed in the Section 4.3, Air Quality, and the air quality emissions appendix (Appendix A).

Table 4.8-1 shows the proposed Project's estimated GHG emissions. The table shows that total estimated annual GHG emissions increase would be 296.40 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 4.8-1. GHG Emissions

Emissions Source	MT/yr CO₂e
Construction Emissions (total)	1.2
Construction Emissions (Amortized) ¹	0.1
Proposed Project Minus CEQA Baseline Operations Emissions	296.3
Total Annualized Emissions	296.4
SCAQMD Significance Threshold MTCO ₂ e/yr	10,000
Significant?	NO

Source: Appendix A, SCAQMD, 2019

¹ – The construction emissions are amortized over the 30-year project life.

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

Less-than-Significant Impact. The State of California is leading the way in the United States with respect to GHG reductions. Several legislative and municipal targets for reducing GHG emissions below 1990 levels have been established. Key examples include, but are not limited to:

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

Several state, regional, and local plans have been developed which set goals for the reduction of GHG emissions over the next few years and decades, but no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects, within the meaning of CEQA Guidelines Section 15064.4(b)(3)¹. However, there are GHG emissions reduction measures contained in state and local plans, strategies, policies, and regulations that directly or indirectly affect the proposed Project's construction and operation emissions source sectors or specific types. A summary of Project compliance with all potentially applicable GHG emissions reductions measures is provided in Table 4.8-2.

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

Table 4.8-2. Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
State AB 32 Plan Strategies (CARB, 2017)	
Vehicle Climate Change Standards	These are CARB enforced standards; vehicles that access the Project site and are required to comply with the standards and would comply with these strategies.
Limit Idling Time for Commercial Vehicles (13 CCR § 2485) and Off-Road Equipment (13 CCR § 2449)	The Project applicant, construction contractor, and drayage truck operators would be required to comply with applicable idling regulations for on-road vehicles during project construction and operation.
Use of Low Carbon or Alternative Fuels (Low Carbon Fuel Standard)	The Project's primary source of GHG emissions is from transportation fuel use. The facility and facility users would use California fuels that are subject to the Low Carbon Fuel Standard regulations. While these regulations are new and have not yet caused a large penetration of low carbon/renewable fuels, over the project life the Project's GHG emissions from transportation and onsite equipment would be reduced as low carbon fuel availability use increases statewide.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	Solid waste generated during construction of the proposed Project would be minimal and would be disposed of in accordance with the City of Los Angeles requirements discussed below under the Construction and Demolition (C and D) Waste Recycling Ordinance.
Electricity Use/Renewables Performance Standard	The Project's electricity would come from Los Angeles Department of Water and Power, a California publicly owned utility that is subject to the Renewables Performance Standard that requires increasing renewable energy procurement targets over time and so reduces GHG emissions from electricity generation. Therefore, the electricity used at the site would comply with state electricity sector GHG reduction strategies.
Port of Los Angeles and City of Los Angeles Plans and Strategies	
LA's Green New Deal Sustainable City pLAn (City of Los Angeles, 2019a)	The City of Los Angeles' Sustainable City pLAn is intended to guide operational, policy, and financial decisions to create a more sustainable Los Angeles. Although the Plan is mostly focused on city property, buildings, and public transportation, the plan includes the 80 percent from baseline emissions reduction goal and notes three primary GHG emissions reduction initiatives, two of which would apply to facility emissions sources: 1) 100% zero emissions cargo handling equipment (CHE) by 2030 2) 100% zero emissions on-road drayage trucks by 2035 The facility does not have control of the drayage trucks that access the site; however, as this initiative is implemented Port-wide the facilities truck trip related emissions would also be reduced. The proposed Project does not require new CHE and Innovative is not proposing changes to the existing diesel and propane fueled CHE (see Section 4.3, Air Quality, for a list of the existing CHE). LAHD will address the implementation of this port-wide cargo handling equipment emissions reduction initiative for all affected tenants. Implementation will include the replacement of existing fossil fuel powered CHE with electrically powered CHE and the use of renewable fuels to replace fossil fuel use. A goal for the facility would be compliance with this emissions reduction initiative by 2030.
San Pedro Bay Ports CAAP (POLA and POLB, 2017)	The CAAP has several policy initiatives related to GHG emissions reductions. The policy initiatives that apply to the Project's GHG emissions sources are the same as those listed above for the Sustainable City pLAn.
City of Los Angeles Construction and Demolition	The City of Los Angeles approved a Citywide construction and demolition waste recycling ordinance in 2010. This ordinance that requires ALL mixed C&D waste generated within city limits be taken to City-certified C&D waste processors. LA

Table 4.8-2. Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
(C and D) Waste Recycling Ordinance	Sanitation (LASAN) is responsible for the C&D waste recycling policy. All haulers and contractors responsible for handling C&D waste must obtain a Private Waste Hauler Permit from LASAN prior to collecting, hauling and transporting C&D waste, and C&D waste can only be taken to City certified C&D processing facilities.
City of Los Angeles General Plan – Mobility Element (City of Los Angeles, 2016)	The City of Los Angeles General Plan, Mobility Element was developed to improve the way people, goods, and resources are moved in Los Angeles. The proposed Project would be consistent with this General Plan Element.

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

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

Less-than-Significant Impact. There is an extremely low likelihood that Project activities would involve the use of significant quantities of hazardous materials. The only source of hazardous materials would be from vehicles at the site during construction and operation. During operations of chassis storage, maintenance, and stop/start functions, small quantities of hazardous materials, including containerized propane, gasoline, lubricating oils and grease, and welding gases (compressed acetylene and oxygen) may be used. These hazardous materials would be managed safely in accordance with local, state, and federal regulations. Additionally, construction activities would be conducted using best management practices (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. Project activities would comply with the facility's existing SWPPP by implementing standard BMPs 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.

The proposed Project would enable chassis sorting, storage, and stop/start functions 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), Caltrans, U.S. Department of Transportation, Los Angeles Regional Water Quality Control Board (LARWQCB), and Environmental Protection Agency (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, 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.

The use of small amounts of hazardous materials such as petroleum products, solvents, paints, and cleaners may increase with the expanded operations. However, use and storage of such materials would comply with applicable regulations governing use, storage, transport, and disposal, which would limit the potential for exposure to health hazards. Limited quantities of hazardous materials are anticipated to be used at the Project site similar to other storage, maintenance, and stop/start operations at the Port, and are therefore anticipated to be below the thresholds of California Health and Safety Code Chapter 6.95, which would otherwise require a Release Response Plan (RRP) and a Hazardous Materials Inventory (HMI) (California Legislative Information, 2019). Use and storage of hazardous materials for expanded operations are not expected to result in a substantial spill into the environment due to compliance with applicable regulations governing the safe handling and management of hazardous materials.

Construction and operation of the proposed Project would comply with applicable regulations, and therefore 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. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less-than-Significant Impact. The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Installation of K-rail fencing could result in minor releases of small amounts of hazardous materials associated with motorized equipment during construction. 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 event of an accidental release. 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.

In June 2020, Wood Environment and Infrastructure Solutions, Inc. conducted soil boring tests on the Innovative New Dock site to develop baseline soil and groundwater conditions. The soil boring results detected total petroleum hydrocarbons (TPH) in the diesel and motor oil ranges, a VOC, a polychlorinated biphenyl, and metals below screening levels (Wood, 2020). Arsenic was found in levels that exceed USEPA Industrial Regional Screening Levels and lead was found in levels that exceed the Soluble Threshold Limit Concentration waste limit (Wood, 2020). However, because the entire Project site is paved and no ground disturbance activities would occur as part

~~of the proposed Project, arsenic and lead would not be exposed to people or the environment. There are no records of any known leaks, spills, or contaminated soil within the Project site.~~ Impacts would be less than significant, and no mitigation is required.

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

No Impact. The Project site is not located within one-quarter mile of an existing or proposed school, and hazardous emissions and handling of hazardous or acutely hazardous materials are not anticipated within one-quarter mile of an existing or proposed school. The nearest school is Port of Los Angeles High School located on 250 West 5th Street, San Pedro. This school is approximately 2.5 miles west of the Project site. No schools are located close to the Project site, so no impacts would occur, and no mitigation is required.

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

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"), which is maintained by the California DTSC (DTSC, 2020). The proposed Project would not create a significant hazard to the public or environment related to the disturbance of a Cortese Listed Site. No impacts would occur, and no mitigation is required.

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

No Impact. The Project site is not located within 2 miles of a public airport or within an airport land use plan. The nearest airports are Torrance Municipal Airport – Zamperini Field Airport – approximately 6 miles to the northwest and Long Beach Airport, approximately 6.5 miles to the northeast. Therefore, the proposed Project would not be within the vicinity of a public airport, and safety hazard and noise impacts would not occur. No impacts would occur, and no mitigation is required.

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

No Impact. The Project site would be located within a previously developed site, not containing any public roadways. No road closures or any work involving adjacent streets are proposed that would interfere with emergency response. No impacts would occur, and no mitigation is required.

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

No Impact. The proposed Project is located within a highly developed Port with no wildland areas that are susceptible to wildland fires. According to the City of Los Angeles General Plan's Safety Element, the Project site is not located within a designated Wildland Fire Hazards zone (City of Los Angeles, 1996). Therefore, no wildland fires would threaten the safety of the Project site. The

Project would not expose people or structures to a significant risk of loss injury, or death involving wildland fires. No impacts would occur, and no mitigation is required.

4.10 HYDROLOGY AND WATER QUALITY

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

Less-than-Significant Impact. The proposed Project would not violate any water quality standards or waste discharge requirements. According to the Baseline Soil and Groundwater Investigation report by Wood Environment and Infrastructure Solutions, Inc., the groundwater samples from the boring tests conducted on site reveal low concentrations of most VOCs and TPH as diesel and motor oil (Wood, 2020). Groundwater occurs across the site at depths between 7.5 and 13 feet below ground surface (Wood, 2020). No ground disturbance would occur as part of the proposed Project; therefore, groundwater would not be encountered (Wood, 2020). Operations would be conducted in accordance with SWRCB Industrial General Permit Order No. 2014-0057-DWQ. By following the Best Management Practices and the iterative process outlined in the Industrial General Permit, potential pollutants would be managed in accordance with SWRCB regulations. The Project site is paved and developed and used as a chassis depot for storage, maintenance, repair, and stop/start functions of chassis. Construction activities would not disturb any soil, as activities would be limited to moving and installing K-rail fencing. As such, there would be no potential for an increase in runoff, discharge, or erosion. Therefore, the proposed Project would have less-than-significant impacts related to water quality standards and waste discharge requirements and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would not deplete groundwater supplies or interfere with groundwater recharge. Groundwater in the Project vicinity is located south of the Dominguez Gap Barrier and experiences seawater intrusion from the San Pedro Bay, making it non-potable. The Project site is also not used or designated for groundwater recharge. The Project area is paved and would not allow for infiltration, but the existing groundwater in the area is not suitable for potable uses. No water is expected to be withdrawn from the local groundwater supply. The proposed Project would have a less-than-significant impacts to groundwater, and no mitigation is required.

- c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
- (i) result in substantial erosion or siltation on- or off-site;

No Impact. There are no streams or rivers located nearby that would be affected by the proposed Project. No ground disturbance would occur during construction or operation. The existing site is paved, and runoff would enter the existing local storm drain system for discharge. 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. No impacts would occur to the existing drainage pattern of the site that would result in substantial erosion or siltation. No mitigation is required.

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

No Impact. The proposed Project would not alter the existing drainage pattern of the site. No alterations to the ground such as grading or paving would occur. As discussed in Section 4.9(c)(i) above, there are no streams or rivers located nearby that would be affected by the proposed Project. Furthermore, the proposed Project would use existing drainage infrastructure. The proposed Project would have no impacts with respect to drainage patterns of 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; or

Less-than-Significant Impact. The entire Project site is currently paved, and construction would not disturb the ground surface. The Project would move existing K-rail fencing to the expanded boundary, which would have no impact on stormwater runoff during construction or operations. The amount of impervious surface would remain the same and existing drainages would be utilized. During operation of the Project, additional chassis would be stored on-site. The chassis may have insubstantial amounts of lubricants that may contribute to runoff in the event of heavy rains. However, compliance with the regulations and requirements under LAHD, LAFD, DTSC, U.S. Department of Transportation, EPA, and the facility's existing SWPPP and BMPs would minimize substantial amounts of hazardous pollutants in runoff. The proposed Project would have less-than-significant impacts to stormwater drainage capacity and runoff pollution, and no mitigation is required.

- (iv) impede or redirect flood flows?

Less-than-Significant Impact. The entire Project area is located within Federal Emergency Management Agency (FEMA) Zone AE, which presents a one percent annual chance of flooding (FEMA, 2008). The only construction activity involves modification of the existing K-rail fencing, which would not 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 absence of an adjacent lake or other enclosed 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. The entire Project site is located within a tsunami inundation area (DOC, 2009) and FEMA Zone AE. Project construction would only involve the modification of existing K-rail fencing. Operation would involve the storage, maintenance, repair,

and stop/start functions, which would not involve the use or storage of any substantial amounts of hazardous pollutants that may be released in the event of inundation. The only substances that may be released would be lubricants and grease, which are expected to be negligible. The Project would not result in any major release of pollutants due to inundation. Impacts would be less than significant, and no mitigation is required.

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

No 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 that recognize regional beneficial uses, water quality characteristics, and water quality problems. The Project area is not located in an area designated for a water quality control plan or sustainable groundwater management plan. Therefore, the proposed Project would not interfere with any water quality or groundwater management plan. No impacts would occur, and no mitigation is required.

4.11 LAND USE AND PLANNING

- a. Would the project 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. The proposed Project would occur on an established parcel and include operation activities that remain consistent with the surrounding uses. The proposed Project would not physically divide an established community or any existing uses. No impacts would occur, and no mitigation is required.

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

No Impact. The Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project parcel is zoned [Qualified] Heavy Industrial ([Q]M3-2) under the City of Los Angeles Zoning Ordinance and would continue to have the same land uses as existing conditions (City of Los Angeles, 2020). The proposed Project site is located in the PMP's Planning Area 3 on Terminal Island. This planning area includes cargo handling, maritime support activities, and other mixed uses. The Project site is located within the Container land use as indicated in the PMP (POLA, 2018a). Project operations would remain consistent with the existing facility's current operations. The parcel is currently used to maintain, repair, store, and facilitate stop/start functions and would continue to do so. These activities would be consistent with the permitted activities described in the PMP

(POLA, 2018a). The proposed Project would not alter the land use of the site or its surroundings and would not conflict with the PMP or any applicable land use plans. Therefore, no impacts would occur, and no mitigation is required.

4.12 MINERAL RESOURCES

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

No Impact. According to the California Department of Conservation's Geologic Energy Management Division, the Project site is located within Wilmington Oil Field. There are four plugged wells on the Project site that are no longer in use (DOC, 2020b). The proposed Project would neither result in a land use conflict with any existing oil extraction in other portions of the Wilmington Oil Field nor would it preclude future oil extraction on underlying deposits. According to 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). No impacts would occur, and no mitigation is required.

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

No Impact. The proposed Project would not result in the loss of availability of a locally important mineral resource recovery site. As discussed in Section 4.12(a) above, the Project site is not located within a Mineral Resource Zone (City of Los Angeles, 2001). Although the Project site is located within the Wilmington Oil Field, the few existing wells on-site are plugged and no longer in use. Project activities would not impact any existing oil reserves as no ground disturbance would occur that would preclude future oil extraction. Therefore, the implementation of the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site. No impacts would occur, and no mitigation is required.

4.13 NOISE

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

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 noise element provides an overview of various noise sources (current and anticipated) along with standards and policies. 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 Los Angeles Municipal Code limits construction activities to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday (no work is allowed on Sundays or national holidays) (City of Los Angeles, 2019b). Construction activities at the Project site would comply, as they would be conducted Monday through Friday 7:00 AM to 5:00 PM.

The Los Angeles Municipal Code Section 112.05, Maximum Noise Level of Powered Equipment or Powered Hand Tools, details that the maximum noise level from construction, industrial, and agricultural machinery (e.g., crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment) as well as powered equipment of 20 horsepower (HP) or less intended for infrequent use (e.g., chain saws, log chippers and powered hand tools) may produce in or within a distance of 500 feet from a City residential zone is 75 A-weighted decibels (dBA) at a distance of 50 feet, unless compliance is technically infeasible. Technically infeasible means that the noise limitations cannot be attained during use of the equipment even with the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques.

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.

Project construction activities would be completed within approximately six working days. Construction activities could result in temporary increases in ambient noise levels in the Project area on a short-term basis, resulting from use of a flatbed truck, forklift, and welding machine as described in the Project Description. Maximum noise from these types of equipment range from 74 to 79 dBA at 50 feet from the source (FHWA, 2006). The nearest sensitive receptors (potential residents) are the liveaboard tenants located in the marinas approximately 1,300 feet north of the Project site (Cerritos Yacht Anchorage [Berth 205] and Yacht Center – Newmarks [Berth 204]), across the Cerritos Channel. These areas are both zoned [Qualified] Light Industrial ([Q]M2-1) and M3 (Heavy Industrial) (City of Los Angeles, 2020), with presumed ambient noise levels (day/night) of 65 dBA (City of Los Angeles, 2006 – Exhibit I.1-3). Construction noise levels at the closest sensitive receptors is estimated to be approximately 49 dBA (see Appendix B), which is well below the presumed ambient noise levels at the identified sensitive receptors. As such, construction noise would not result in a substantial temporary increase in ambient noise levels and construction noise impacts would be less than significant.

The New Dock site would continue to operate as a chassis depot and include chassis storage, maintenance, and stop/start functions. Operations would continue to occur Monday through Friday 7:00 AM to 3:00 AM (same as under existing conditions).

Operational impacts could consist of an increase of approximately 138 truck round trips per day and approximately one additional employee (Manager/Supervisor) round trip per day. All truck trips are assumed to be vehicle trips already traveling to the Harbor District and are considered to be minor diversions of their existing trips. No new on-site equipment is anticipated; therefore, on-site equipment use would continue to include operation of four forklifts and a mobile fuel service truck. On-site equipment use may increase in frequency to stack an additional approximately 2,120 chassis within the expanded 5.3 acres. These operations are consistent with chassis storage operations currently occurring at the existing site and would utilize existing equipment. Therefore, the intensity of noise levels would not increase. Furthermore, there would be a minimal increase in staff/employee trips, and no increase in truck trips to the Harbor District. As such, 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. Operational noise impacts would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. Vibration-sensitive land uses include high-precision manufacturing facilities or research facilities with optical and electron microscopes. None of these occur in the Project area. Therefore, the significance threshold for “excessive ground-borne vibration” depends on whether a nuisance, annoyance, or physical damage to any buildings could occur. 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 substantial 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 Project site is not located within an airport land-use plan. The nearest public airports are Torrance Municipal Airport – Zamperini Field – located over 5 miles to the northwest, and Long Beach Airport, located over 6 miles to the northeast. Although not considered a private airstrip, a private heliport, Catalina Sea and Air Terminal Heliport, is located at Berth 95, approximately 1.75 miles west-southwest of the Project site. The helicopters fly primarily north-south over the Main Channel to Catalina Island. Given the distance between the Project site and the identified airports and heliport, workers at the Project site would not be exposed to excessive noise levels from airplanes or helicopters. No impacts would occur, and no mitigation is required.

4.14 POPULATION AND HOUSING

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

No Impact. The proposed Project would expand the site of an existing chassis depot, which includes storage, maintenance, repair, and stop/start functions on Terminal Island. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the Project. A maximum of eight workers would be required during construction, and the existing 18 staff members that are currently part of existing operations would remain during Project operation. One additional Manager/Supervisor would work on site during operations as a result of the proposed Project, increasing the employees per day to 19. Given the proposed Project's location within a well-established urban community with a large population base and existing housing stock and established infrastructure, it would not induce population growth in the area. The proposed Project would not construct any residential or commercial structures that would cause a substantial population growth in the area. Therefore, no impacts relating to unplanned population growth is anticipated, and no mitigation is required.

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

No Impact. As discussed in Section 4.14(a) above, the proposed Project would expand the site of an existing chassis depot, which includes storage, maintenance, repair, and stop/start functions on Terminal Island. No housing exists within the Project site or in the vicinity, and no replacement housing would be necessary. There are liveaboard boat residents in some marinas within the Port, but the proposed Project would not displace liveaboards located at these marinas. As such, the proposed Project would not displace existing housing and would not necessitate the construction of replacement housing elsewhere. No impacts would occur, and no mitigation is required.

4.15 PUBLIC SERVICES

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

- a) Fire protection?

Less-than-Significant Impact. The Los Angeles Fire Department (LAFD) provides fire protection and paramedic services within the City of Los Angeles and the Port. LAFD Station 40, located at 330 Ferry Street, is the closest station to the Project site, located approximately 1.3 miles southwest (LAFD, 2020). The Project site is already within the service area of the LAFD. During construction and operation, the proposed Project would continue to be served by the LAFD. While the proposed Project could potentially result in a slight increase in demand for emergency services associated with the expanded operations, this increase is expected to be nominal

because the proposed use is similar to the current use of the property. The proposed Project's minimal construction activities and expansion of operations would not result in the need for new or physically altered governmental facilities that would cause significant environmental impacts. 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 is responsible for patrol and surveillance of Port property including 12 square miles of landside property and 43 miles of waterfront (POLA, 2020). Port Police headquarters is located at 330 S. Centre Street (between 3rd and 5th Streets), which is approximately 2.6 miles southwest of the Project site. The Port Police Dive Unit facility boats and offices/lockers are located on 954 South Seaside Avenue, which is approximately 2.2 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 (LAPD, 2020a). 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 (LAPD, 2020b).

Similar to fire protection services, the Project site is already within the service area of the Port Police and LAPD, and once operational, it would continue to be served. Additionally, the proposed Project would not directly or indirectly induce population growth in the City. The proposed Project operation would be the same as that of the current use (chassis depot). 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. No impacts to police facilities would occur, and no mitigation is required.

c) Schools?

No Impact. Public kindergarten through high school education in the City is provided by the Los Angeles Unified School District. As previously discussed in Section 4.14(a), the proposed Project would not directly or indirectly induce population growth in the area. The additional employee hired for operation of the proposed Project would likely come from the region, and any of the employees' school-age children would likely already attend schools in the vicinity. An increase in school-age children requiring public education is not expected to occur as a result of the proposed Project. Therefore, no impacts associated with the construction or expansion of schools would occur, and no mitigation is required.

d) Parks?

No Impact. As discussed in Section 4.14(a), the proposed Project does not include development of residential uses that would create increased demand for new parks. Therefore, there would be no increase in residential use nor would there be an increase in demand or usage of parks. No impacts associated with the construction or expansion of park facilities would occur, and no mitigation is required.

e) Other Public Facilities?

No Impact. As previously discussed in Section 4.14(a), the proposed Project does not include development of uses that would cause a substantial population growth that would increase the use of libraries, community centers, or other public facilities. A substantial increase in usage of 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.

4.16 RECREATION

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

No Impact. Demand for neighborhood or regional parks or other recreational facilities is primarily generated by an increase in the number of permanent residents. No residential buildings or features would be constructed as part of the proposed Project that would increase the number of residents or visitors to existing recreational facilities. As such, no increase in the use of existing parks or recreational facilities is anticipated. No impacts would occur to recreational facilities, 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 4.16(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 any recreational facilities. No impacts would occur, and no mitigation is required.

4.17 TRANSPORTATION

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

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 (City of Los Angeles, 2019c). Due to the Office of Planning and Research (OPR) oral guidance, heavy-duty truck trips are not included in this transportation analysis and are analyzed in other resource areas, such as Air Quality, Greenhouse Gas Emissions, and Noise (OPR, 2020).

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

Construction for the proposed Project would involve the modification and relocation of an existing K-rail fence, which would include a peak daily trip of approximately 16 trips during the approximately six days of construction. During operation of the proposed Project, there is an estimated net increase of one employee, resulting in two peak daily trips. Therefore, the proposed

Project would not generate a net increase of 250 or more daily vehicle trips during construction or operation.

- (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 proposed Project does not propose to include dedications or physical modifications to the public right-of-way, nor is it required.

- (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 Los Angeles Mobility Plan 2035, which is the City's General Plan Transportation Element, includes numerous functional classifications to define standard roadway dimensions (Los Angeles Department of City Planning, 2016). The Project site is located with the Cerritos Channel to the north, Pier S Avenue to the east, New Dock Street to the south, and SA Recycling (Berths 210-211) to the west. None of the streets are considered an Avenue or a Boulevard. Overall access to the proposed Project is provided by Seaside Freeway (SR-47). The Seaside Freeway is designated as Boulevard II. The Boulevard II designation corresponds to 110 feet of right-of-way width and 80 feet of roadway width. Although Pier S Avenue contains "Avenue" in its name, according the Bureau of Engineering web-based mapping application, NavigateLA, its designation is Unidentified (Los Angeles Department of Public Works, Bureau of Engineering, 2020). Additionally, the Project's frontage is neither along Pier S Avenue nor encompassing an entire block around Pier S Avenue. New Dock Street is designated as Private under the Mobility Plan 2035 and NavigateLA (Los Angeles Department of City Planning, 2016; Los Angeles Department of Public Works, Bureau of Engineering, 2020). The Project's frontage would be along New Dock Street, but this street is not classified as an Avenue or Boulevard. 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 not located along a street classified as an Avenue or Boulevard but 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 (Metro, 2014). 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 (LADOT, 2020). 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 impacts would occur if the answer is “no” to the following two questions:

- (1) 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?
- (2) 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 4.17(a), construction for the proposed Project would involve the modification and relocation of an existing K-rail fence, which would include a peak daily trip of 16 trips during the approximately six days of construction. During operation of the proposed Project, there is an estimated net increase of one employee, resulting in a peak daily trip of two trips. Therefore, the proposed Project would not generate a net increase totaling 250 or more daily vehicle trips for construction or operation purposes.

The Los Angeles City Council approved the 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. The LADOT threshold is proposed for automobiles (as CEQA does not require VMT analysis of commercial trucks) and due to OPR oral guidance, heavy-duty truck trips are not included in this transportation analysis and are analyzed in other resource areas, such as Air Quality, Greenhouse Gas Emissions, and Noise (OPR, 2020).

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 impacts would occur. No mitigation is required.

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

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 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. Would the project result in inadequate emergency access?

No Impact. The proposed Project would not alter or close existing roadways or emergency access ways. Because existing emergency access features and procedures would not be altered and the proposed Project would not increase traffic or alter traffic patterns, emergency access would remain adequate. Therefore, the proposed Project would have no impacts on emergency access and no mitigation is required.

4.18 TRIBAL CULTURAL RESOURCES

This section evaluates impacts 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 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.

The Port sent an email to the NAHC requesting an updated search of the Sacred Lands File and a current AB 52 Tribal Consultation List identifying any tribal groups or persons who have expressed an interest in receiving notification about projects being undertaken or applications being reviewed by the Port. On April 10, 2019, the NAHC responded that the Sacred Lands File search was negative and provided a list of five tribal organizations identified as potentially having an interest in the proposed Project. These tribes included: Gabrieleño Band of Mission Indians-Kizh Nation, Gabrielino/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, and Gabrielino-Tongva Tribe. Pursuant to AB 52 and Public Resources Code Section 21080.3.1(d), on April 15, 2019, the Port mailed certified AB 52 letters to representatives of tribes identified by the NAHC that had previously submitted a written request to the Port to receive notification of proposed projects. The letters included a brief description of the proposed Project, information on how to contact the lead agency, and a Project location map. The letters noted that requests for consultation needed to be received within 30 days of the date of receipt of the notification letter. The formally notified tribes included the following:

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe

As of August 2020, the Port has not received any formal requests for consultation on the proposed Project.

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

No Impact. As discussed in Section 4.5, Cultural Resources, there is very low potential to discover an unknown tribal cultural resource within the Project site as part of the proposed Project since the site is previously disturbed and underlain by artificial fill, and no ground disturbance is planned. Furthermore, the record search and literature information for the Port did not show the presence of any eligible or listed historic resources within the Project area (USACE, POLA, and POLB, 1984). Since there are no significant historical resources located within the Project area, and no ground disturbance is planned, the proposed Project would have no impacts 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No Impact. As discussed previously, the proposed Project would have very low potential to discover an unknown or buried tribal resource because the Project area is previously disturbed, is located on artificial fill, and no ground disturbance is planned. Furthermore, there are no known tribal cultural resources within the Project area; therefore, the proposed Project would have no impacts and no mitigation is required.

4.19 UTILITIES AND SERVICE SYSTEMS

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

No Impact. The proposed Project would not require any new or expanded wastewater treatment, stormwater drainage, electrical power, natural gas, or telecommunications facilities. The Project site is located in a developed area that is served by existing utilities. The proposed Project would

relocate existing K-rail fencing. No other modifications to the site would occur. The Project would not relocate or construct new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. The number of employees on-site during operations is expected to remain similar as it is currently, with the addition of one Manager/Supervisor. As such, there would be no additional need for expanded utilities. Therefore, there would be no impacts relating to construction of new or expanded utilities systems, and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would have sufficient water supplies for the foreseeable future. The proposed Project would not construct any major facilities that would require excessive water consumption. The proposed Project may have a slight increase in water demand during construction activities while additional workers are on-site. However, this period would be short term and temporary. Once operations begin, water demand is expected to remain similar to current levels as the number of employees is expected to remain similar and current chassis depot operations do not consume substantial quantities of water. Therefore, the Project would have less-than-significant impacts on water supplies given its minimal water consumption, and no mitigation is required.

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

Less-than-Significant Impact. The City of Los Angeles Bureau of Sanitation's Terminal Island Water Reclamation Plant (TIWRP) provides wastewater treatment services to the Project site. The Project would not involve any activities that would require an Industrial Waste Permit from the Bureau of Sanitation. No changes to the site's wastewater discharge would occur that would exceed wastewater treatment requirements, 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 LARWQCB. The expansion of the Project site and modification of the existing K-rail fencing would have no direct impacts to wastewater treatment. The only potential increase in wastewater would occur during operation of the proposed Project with the addition of one employee. This increase would be negligible and not substantial. No other additional sources of wastewater would result from implementation of the proposed Project. Additionally, as previously discussed in Section 4.14(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. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. The proposed Project would not generate solid waste in excess of State or local standards or impair solid waste reduction goals. During fence relocation and

installation activities, less than 10 cubic yards of solid waste is expected to result over the six-working day construction period. The proposed Project would not generate a substantial amount of solid waste in excess of State or local standards or impair solid waste reduction goals. The proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the proposed Project's waste during construction and operation. Impacts would be less than significant, and no mitigation is required.

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

No Impact. The proposed Project would be required to conform to the policies and programs of the City of Los Angeles' Solid Waste Integrated Resources Plan (SWIRP). Compliance with the SWIRP would ensure sufficient capacity to service the proposed Project (City of Los Angeles, 2013). Construction activities are anticipated to generate a nominal amount of solid waste. The proposed Project would comply 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. The proposed Project would be consistent with the procedures and policies detailed in these codes, the SWIRP, and related laws pertaining to solid waste disposal. Therefore, the proposed Project would have no impacts, and no mitigation is required.

4.20 WILDFIRE

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

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

No Impact. PRC Sections 4201-4204 direct the California Department of Forestry and Fire Protection to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Port is not located in or near a state responsibility area or lands classified as a Very High Fire

Severity Zone within its Local Responsibility Area (California Department of Forestry and Fire Protection, 2020; LAFD, 2019). Therefore, the Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones, no impacts would occur, and no mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Less-than-Significant Impact. As described in Section 4.4, Biological Resources, the Project area is paved, highly disturbed, and surrounded by a heavily industrial area. No natural suitable habitat occurs within or in the vicinity of the Project area that supports native, rare, or endangered plant or animal species. Therefore, the proposed Project would not reduce the habitat of a fish or wildlife species. Wildlife within and in the vicinity of the Project site include common bird species, some of which are considered migratory. Construction activities would comply with the MBTA to avoid disturbing any active nests on site. As such, the proposed Project would not cause the population of any species to drop below self-sustaining levels or reduce the population or range of special-status species.

The proposed Project would not involve any ground disturbing activities that would eliminate any major examples of California history or prehistory. Additionally, the record search and literature information for the Port did not show the presence of any eligible or listed historic properties within the Project area. As such, no impacts would occur to major examples of California history or prehistory.

Overall, the proposed Project would have less-than-significant impacts regarding the potential to degrade the quality of the environment, reduce habitat and wildlife populations, eliminate plant or animal communities, reduce the range of special-status species, and eliminate California historical resources. No mitigation is required.

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

Less-than-Significant Impact. As discussed in each issue area in Section 4, Environmental Analysis and Discussion of Impacts, the proposed Project would have either no impacts or less-than-significant impacts to all issue areas. In the absence of significant Project-level impacts and a relatively small area of impact, the incremental contribution of the proposed Project would not be cumulatively considerable. Generally, contributions to air quality and greenhouse gas emissions impacts are cumulative due to the regional and global nature of air pollution and climate change, respectively. As described in Sections 4.3, Air Quality, and 4.8, Greenhouse Gas Emissions, the proposed Project would have less-than-significant impacts to these issue areas.

All projects in the region would comply with applicable laws, further reducing their cumulative impacts to air quality and greenhouse gas emissions. Therefore, the proposed Project would not have a cumulatively considerable impact regarding these issues. 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 issue area analyses in Section 4, Environmental Analysis and Discussion of Impacts, 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.

5.0 PROPOSED FINDING

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

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7.0 ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	best management practices
C&D	construction and demolition
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CalEEMod	California Emissions Estimator Model
CALGEM	Department of Conservation Geologic Energy Management Division
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
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
dBA	A-weighted decibels
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
ECOS	Environmental Conservation Online System
EIR	environmental impact report
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GHG	greenhouse gas
HMI	Hazardous Materials Inventory
HP	horsepower
HRA	health risk assessment
in	inch
IS	Initial Study
IS/ND	Initial Study/Negative Declaration
LA	Los Angeles
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAHCM	Los Angeles Historic-Cultural Monuments
LAHD	Los Angeles Harbor Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LASAN	Los Angeles Sanitation
lb	pounds
LM	Lease Measure
LRA	Local Responsibility Area

LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MS4	Municipal Separate Storm Sewer System
MT	metric tons
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OEHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
PM	particulate matter
PM ₁₀	particulate matter 10 microns or less in diameter
PM _{2.5}	fine particulate matter 2.5 microns or less in diameter
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB	Port of Long Beach
PPV	peak particle velocity
PRC	Public Resources Code
RRP	Release Response Plan
RP	Revocable Permits
RWQCB	Regional Water Quality Control Board
SA	Space Assignment
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Areas
sec	second
SO _x	sulfur oxides
SR	State Route
SWIRP	Solid Waste Integrated Resource Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TIWRP	Terminal Island Water Reclamation Plant
TPH	<u>total petroleum hydrocarbon</u>
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VMT	vehicle miles traveled
VOC	volatile organic compound
WRAP	Water Resources Action Plan
yr	year
ZIMAS	Zoning Information Map Access System

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Appendix A

Air Quality Calculations

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Summer

Innovative New Dock (AIM) Chassis Depot Project

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	15.00	Acre	15.00	653,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction per Applicant

Land Use -

Construction Phase - Per Applicant

Off-road Equipment - per applicant

Trips and VMT - Per Applicant

Demolition - Estimate for two-4 cy bins

Construction Off-road Equipment Mitigation – Tier 4 Equipment required by LAHD per the Sustainable Construction Guidelines. Activity types require no fugitive dust control.

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Summer

2.0 Emissions Summary**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					
2021	0.5074	3.0190	3.5572	6.6200e-003	0.1980	0.1597	0.3578	0.0530	0.1529	0.2059	0.0000	613.8354	613.8354	0.0847	0.0000	615.9526
Maximum	0.5074	3.0190	3.5572	6.6200e-003	0.1980	0.1597	0.3578	0.0530	0.1529	0.2059	0.0000	613.8354	613.8354	0.0847	0.0000	615.9526

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					
2021	0.1381	1.4166	3.3289	6.6200e-003	0.1980	7.3400e-003	0.2054	0.0530	7.2100e-003	0.0602	0.0000	613.8354	613.8354	0.0847	0.0000	615.9526
Maximum	0.1381	1.4166	3.3289	6.6200e-003	0.1980	7.3400e-003	0.2054	0.0530	7.2100e-003	0.0602	0.0000	613.8354	613.8354	0.0847	0.0000	615.9526

	ROG	NOx	CO	SO2	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	72.79	53.08	6.42	0.00	0.00	95.40	42.59	0.00	95.28	70.77	0.00	0.00	0.00	0.00	0.00	0.00

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Summer

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Mobilization	Site Preparation	2/26/2021	2/26/2021	5	1	
2	Fence Relocation Preparation	Demolition	3/1/2021	3/2/2021	5	2	
3	Fence Installation/Relocation	Building Construction	3/3/2021	3/5/2021	5	3	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 0****Acres of Paving: 15****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Fence Relocation Preparation	Forklifts	1	8.00	148	0.20
Fence Installation/Relocation	Forklifts	1	8.00	89	0.20
Fence Installation/Relocation	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Fence Relocation Preparation	1	4.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Mobilization	0	4.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fence Installation/Relocation	2	16.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Summer

3.2 Mobilization - 2021**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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	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

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	2.8100e-003	0.0958	0.0233	2.5000e-004	6.4000e-003	2.0000e-004	6.5900e-003	1.8400e-003	1.9000e-004	2.0300e-003		27.0744	27.0744	1.6700e-003		27.1162
Worker	0.0167	0.0109	0.1502	4.4000e-004	0.0447	3.3000e-004	0.0450	0.0119	3.0000e-004	0.0122		44.2759	44.2759	1.1900e-003		44.3058
Total	0.0196	0.1067	0.1734	6.9000e-004	0.0511	5.3000e-004	0.0516	0.0137	4.9000e-004	0.0142		71.3503	71.3503	2.8600e-003		71.4220

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Summer

3.2 Mobilization - 2021**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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	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

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	2.8100e-003	0.0958	0.0233	2.5000e-004	6.4000e-003	2.0000e-004	6.5900e-003	1.8400e-003	1.9000e-004	2.0300e-003		27.0744	27.0744	1.6700e-003		27.1162
Worker	0.0167	0.0109	0.1502	4.4000e-004	0.0447	3.3000e-004	0.0450	0.0119	3.0000e-004	0.0122		44.2759	44.2759	1.1900e-003		44.3058
Total	0.0196	0.1067	0.1734	6.9000e-004	0.0511	5.3000e-004	0.0516	0.0137	4.9000e-004	0.0142		71.3503	71.3503	2.8600e-003		71.4220

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Summer

3.3 Fence Relocation Preparation - 2021**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					0.1070	0.0000	0.1070	0.0162	0.0000	0.0162			0.0000			0.0000
Off-Road	0.1610	1.5248	1.6869	2.5400e-003		0.0823	0.0823		0.0758	0.0758		246.4653	246.4653	0.0797		248.4580
Total	0.1610	1.5248	1.6869	2.5400e-003	0.1070	0.0823	0.1893	0.0162	0.0758	0.0920		246.4653	246.4653	0.0797		248.4580

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	5.6300e-003	0.1915	0.0465	5.1000e-004	0.0128	3.9000e-004	0.0132	3.6800e-003	3.7000e-004	4.0600e-003		54.1488	54.1488	3.3500e-003		54.2325
Worker	0.0167	0.0109	0.1502	4.4000e-004	0.0447	3.3000e-004	0.0450	0.0119	3.0000e-004	0.0122		44.2759	44.2759	1.1900e-003		44.3058
Total	0.0224	0.2025	0.1967	9.5000e-004	0.0575	7.2000e-004	0.0582	0.0155	6.7000e-004	0.0162		98.4247	98.4247	4.5400e-003		98.5382

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Summer

3.3 Fence Relocation Preparation - 2021**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					0.1070	0.0000	0.1070	0.0162	0.0000	0.0162			0.0000			0.0000
Off-Road	0.0313	0.1357	1.9316	2.5400e-003		4.1800e-003	4.1800e-003		4.1800e-003	4.1800e-003	0.0000	246.4653	246.4653	0.0797		248.4580
Total	0.0313	0.1357	1.9316	2.5400e-003	0.1070	4.1800e-003	0.1112	0.0162	4.1800e-003	0.0204	0.0000	246.4653	246.4653	0.0797		248.4580

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	5.6300e-003	0.1915	0.0465	5.1000e-004	0.0128	3.9000e-004	0.0132	3.6800e-003	3.7000e-004	4.0600e-003		54.1488	54.1488	3.3500e-003		54.2325
Worker	0.0167	0.0109	0.1502	4.4000e-004	0.0447	3.3000e-004	0.0450	0.0119	3.0000e-004	0.0122		44.2759	44.2759	1.1900e-003		44.3058
Total	0.0224	0.2025	0.1967	9.5000e-004	0.0575	7.2000e-004	0.0582	0.0155	6.7000e-004	0.0162		98.4247	98.4247	4.5400e-003		98.5382

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Summer

3.4 Fence Installation/Relocation - 2021**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	0.4320	2.6880	2.8867	4.0800e-003		0.1578	0.1578		0.1511	0.1511		355.5086	355.5086	0.0749		357.3809
Total	0.4320	2.6880	2.8867	4.0800e-003		0.1578	0.1578		0.1511	0.1511		355.5086	355.5086	0.0749		357.3809

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	8.4400e-003	0.2873	0.0698	7.6000e-004	0.0192	5.9000e-004	0.0198	5.5300e-003	5.6000e-004	6.0900e-003		81.2231	81.2231	5.0200e-003		81.3487
Worker	0.0670	0.0437	0.6008	1.7800e-003	0.1788	1.3200e-003	0.1802	0.0474	1.2200e-003	0.0487		177.1037	177.1037	4.7700e-003		177.2231
Total	0.0754	0.3310	0.6705	2.5400e-003	0.1980	1.9100e-003	0.2000	0.0530	1.7800e-003	0.0547		258.3269	258.3269	9.7900e-003		258.5718

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Summer

3.4 Fence Installation/Relocation - 2021**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	0.0627	1.0856	2.6584	4.0800e-003		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	355.5086	355.5086	0.0749		357.3809
Total	0.0627	1.0856	2.6584	4.0800e-003		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	355.5086	355.5086	0.0749		357.3809

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	8.4400e-003	0.2873	0.0698	7.6000e-004	0.0192	5.9000e-004	0.0198	5.5300e-003	5.6000e-004	6.0900e-003		81.2231	81.2231	5.0200e-003		81.3487
Worker	0.0670	0.0437	0.6008	1.7800e-003	0.1788	1.3200e-003	0.1802	0.0474	1.2200e-003	0.0487		177.1037	177.1037	4.7700e-003		177.2231
Total	0.0754	0.3310	0.6705	2.5400e-003	0.1980	1.9100e-003	0.2000	0.0530	1.7800e-003	0.0547		258.3269	258.3269	9.7900e-003		258.5718

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Annual

Innovative New Dock (AIM) Chassis Depot Project**South Coast Air Basin, Annual****2.0 Emissions Summary****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					
2021	9.5000e-004	6.3300e-003	7.2400e-003	1.0000e-005	4.8000e-004	3.2000e-004	8.0000e-004	1.2000e-004	3.1000e-004	4.2000e-004	0.0000	1.1643	1.1643	1.9000e-004	0.0000	1.1691
Maximum	9.5000e-004	6.3300e-003	7.2400e-003	1.0000e-005	4.8000e-004	3.2000e-004	8.0000e-004	1.2000e-004	3.1000e-004	4.2000e-004	0.0000	1.1643	1.1643	1.9000e-004	0.0000	1.1691

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					
2021	2.7000e-004	2.5400e-003	7.1400e-003	1.0000e-005	4.8000e-004	2.0000e-005	5.0000e-004	1.2000e-004	2.0000e-005	1.3000e-004	0.0000	1.1643	1.1643	1.9000e-004	0.0000	1.1691
Maximum	2.7000e-004	2.5400e-003	7.1400e-003	1.0000e-005	4.8000e-004	2.0000e-005	5.0000e-004	1.2000e-004	2.0000e-005	1.3000e-004	0.0000	1.1643	1.1643	1.9000e-004	0.0000	1.1691

	ROG	NOx	CO	SO2	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	71.58	59.87	1.38	0.00	0.00	93.75	37.50	0.00	93.55	69.05	0.00	0.00	0.00	0.00	0.00	0.00

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Annual

3.2 Mobilization - 2021**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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	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

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	5.0000e-005	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0121	0.0121	0.0000	0.0000	0.0122
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0191	0.0191	0.0000	0.0000	0.0192
Total	1.0000e-005	6.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0313	0.0313	0.0000	0.0000	0.0313

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Annual

3.2 Mobilization - 2021**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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	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 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	5.0000e-005	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0121	0.0121	0.0000	0.0000	0.0122
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0191	0.0191	0.0000	0.0000	0.0192
Total	1.0000e-005	6.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0313	0.0313	0.0000	0.0000	0.0313

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Annual

3.3 Fence Relocation Preparation - 2021**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					1.1000e-004	0.0000	1.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6000e-004	1.5200e-003	1.6900e-003	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.2236	0.2236	7.0000e-005	0.0000	0.2254
Total	1.6000e-004	1.5200e-003	1.6900e-003	0.0000	1.1000e-004	8.0000e-005	1.9000e-004	2.0000e-005	8.0000e-005	1.0000e-004	0.0000	0.2236	0.2236	7.0000e-005	0.0000	0.2254

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	1.0000e-005	1.9000e-004	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0486	0.0486	0.0000	0.0000	0.0486
Worker	2.0000e-005	1.0000e-005	1.4000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0383	0.0383	0.0000	0.0000	0.0383
Total	3.0000e-005	2.0000e-004	1.9000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0868	0.0868	0.0000	0.0000	0.0869

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Annual

3.3 Fence Relocation Preparation - 2021**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					1.1000e-004	0.0000	1.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0000e-005	1.4000e-004	1.9300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.2236	0.2236	7.0000e-005	0.0000	0.2254
Total	3.0000e-005	1.4000e-004	1.9300e-003	0.0000	1.1000e-004	0.0000	1.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2236	0.2236	7.0000e-005	0.0000	0.2254

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	1.0000e-005	1.9000e-004	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0486	0.0486	0.0000	0.0000	0.0486
Worker	2.0000e-005	1.0000e-005	1.4000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0383	0.0383	0.0000	0.0000	0.0383
Total	3.0000e-005	2.0000e-004	1.9000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0868	0.0868	0.0000	0.0000	0.0869

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Annual

3.4 Fence Installation/Relocation - 2021**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	6.5000e-004	4.0300e-003	4.3300e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.3000e-004	2.3000e-004	0.0000	0.4838	0.4838	1.0000e-004	0.0000	0.4863
Total	6.5000e-004	4.0300e-003	4.3300e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.3000e-004	2.3000e-004	0.0000	0.4838	0.4838	1.0000e-004	0.0000	0.4863

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	1.0000e-005	4.4000e-004	1.1000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1093	0.1093	1.0000e-005	0.0000	0.1094
Worker	1.0000e-004	7.0000e-005	8.4000e-004	0.0000	2.6000e-004	0.0000	2.7000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2296	0.2296	1.0000e-005	0.0000	0.2298
Total	1.1000e-004	5.1000e-004	9.5000e-004	0.0000	2.9000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.3389	0.3389	2.0000e-005	0.0000	0.3392

Innovative New Dock (AIM) Chassis Depot Project - South Coast Air Basin, Annual

3.4 Fence Installation/Relocation - 2021**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	9.0000e-005	1.6300e-003	3.9900e-003	1.0000e-005		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.4838	0.4838	1.0000e-004	0.0000	0.4863
Total	9.0000e-005	1.6300e-003	3.9900e-003	1.0000e-005		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.4838	0.4838	1.0000e-004	0.0000	0.4863

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	1.0000e-005	4.4000e-004	1.1000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1093	0.1093	1.0000e-005	0.0000	0.1094
Worker	1.0000e-004	7.0000e-005	8.4000e-004	0.0000	2.6000e-004	0.0000	2.7000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2296	0.2296	1.0000e-005	0.0000	0.2298
Total	1.1000e-004	5.1000e-004	9.5000e-004	0.0000	2.9000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.3389	0.3389	2.0000e-005	0.0000	0.3392

Innovative New Dock Chassis Depot

Operations Criteria Air Pollutant Emissions Summary

Baseline	Daily Emissions lbs/day					
	NOx	PM10	PM2.5	ROG	CO	SOx
Onroad Emissions	4.91	0.76	0.23	0.34	2.19	0.02
Off-Road Emissions	1.38	0.07	0.07	0.80	12.97	0.02
Total	6.28	0.83	0.29	1.14	15.16	0.04

Proposed Project	Daily Emissions lbs/day					
	NOx	PM10	PM2.5	ROG	CO	SOx
Onroad Emissions	7.41	0.96	0.30	0.44	2.65	0.02
Off-Road Emissions	2.61	0.13	0.12	1.52	24.59	0.04
Total	10.02	1.09	0.42	1.96	27.24	0.06

Incremental Increase	Daily Emissions lbs/day					
	NOx	PM10	PM2.5	ROG	CO	SOx
Onroad Emissions	2.58	0.22	0.07	0.10	0.47	0.01
Off-Road Emissions	1.24	0.06	0.06	0.72	11.62	0.02
Total	3.81	0.28	0.13	0.82	12.09	0.03

Operations GHG Emissions Summary

Baseline	CO2e MT
Onroad Emissions	214.55
Off-Road Emissions	224.75
Total	439.30

Proposed Project	NOx
Onroad Emissions	306.01
Off-Road Emissions	426.12
Total	732.12

Incremental Increase	NOx
Onroad Emissions	94.99
Off-Road Emissions	201.37
Total	296.36

Annualized Emissions Increase	CO2e MT
Construction Emissions From CalEEMod	1.17
Amortized Construction Emissions (30-years)	0.04
Incremental Operations Increase	296.36
Total Increase	296.40

Innovative New Dock Chassis Depot

Operation - Off-Road Emissions

Assumptions

- 1) Emissions factors based on the specific equipment at the site, which is not proposed to change.
- 2) Baseline fuel use is 19,500 gallons of diesel per year and 3,900 gallons of propane for year per the project owner.
- 3) The increase in equipment use is assumed proportional to the increase in the size of the storage area multiplied by the increase in truck trips delivering/picking up chassis. The increase in size is related to the average linear distance that needs to be covered, not the area and so is related to the square root of the difference in the area (15.3 acres/10 acres).
- 4) The following yard equipment list was provided by the project owner:

New Dock Chassis Depot Equipment List							
ID	Description	Manufacturer	Model	Model Year	Fuel Type	Engine Tier	Engine HP
1	Fork Lift	Hyster	H360	2020	Diesel	4	164
2	Fork Lift	Hyster	H360	2020	Diesel	4	164
3	Fork Lift	Mitsubishi	FG30K	1994	Propane	N.A.	66
4	Fork Lift	Hyster	S80FT	2019	Propane	N.A.	98

Where: Tier 4 is assumed to mean full Tier 4 given the model year dates would require full Tier 4.

- 5) The increase in number of daily trips is 397 round trips/day post-project minus 259 round trips/day baseline, or an increase of 138 round trips/day.
- 6) Fuel use is assumed to be proportional to equipment horsepower for each piece of equipment.
- 7) Emissions factors for Diesel fuel equipment determined using CARB OFFROAD program.
- 8) Emissions factors for Propane fuel equipment determined per old CARB Factors published by SDAPCD for the 1994 model year forklift, and from Starcrest for new forklifts.

Innovative New Dock Chassis Depot

Operation - Off-Road Emissions

Emissions Factors

Item	Hp	Emissions Factors lbs/gallon						
		NOx	PM10	PM2.5	ROG	CO	SOx	CO2e
ForkLift	164	0.00369	0.00035	0.00032	0.00234	0.12224	0.00021	22.79
ForkLift	164	0.00369	0.00035	0.00032	0.00234	0.12224	0.00021	22.79
ForkLift (Propane)	66	0.13900	0.00500	0.00500	0.08300	0.12900	0.00035	13.09
ForkLift (Propane)	98	0.02978	0.00125	0.00125	0.01430	0.34109	0.00035	13.09

Note: PM=PM10/PM2.5

	Offroad Equipment	HP	gal/yr	gal/day	Daily Emissions lbs						GHG
					NOx	PM10	PM2.5	ROG	CO	SOx	MTCO2e/Yr
Baseline	ForkLift	164	9,750	37	0.14	0.01	0.01	0.09	4.57	0.01	100.79
	ForkLift	164	9,750	37	0.14	0.01	0.01	0.09	4.57	0.01	100.79
	ForkLift (Propane)	66	1,570	6	0.84	0.03	0.03	0.50	0.78	0.00	9.32
	ForkLift (Propane)	98	2,330	9	0.27	0.01	0.01	0.13	3.05	0.00	13.84
	Totals				1.38	0.07	0.07	0.80	12.97	0.02	224.75

	Offroad Equipment	HP	gal/yr	gal/day	Daily Emissions lbs						GHG
					NOx	PM10	PM2.5	ROG	CO	SOx	MTCO2e/Yr
Proposed Project	ForkLift	164	18486	71	0.26	0.03	0.02	0.17	8.67	0.01	191.10
	ForkLift	164	18486	71	0.26	0.03	0.02	0.17	8.67	0.01	191.10
	ForkLift (Propane)	66	2976	11	1.59	0.06	0.06	0.95	1.47	0.00	17.67
	ForkLift (Propane)	98	4419	17	0.50	0.02	0.02	0.24	5.78	0.01	26.24
	Totals				2.61	0.13	0.12	1.52	24.59	0.04	426.12

	Offroad Equipment	HP	gal/yr	gal/day	Daily Emissions lbs						GHG
					NOx	PM10	PM2.5	ROG	CO	SOx	MTCO2e/Yr
Incremental Increase	ForkLift	164	8736	34	0.12	0.01	0.01	0.08	4.10	0.01	90.31
	ForkLift	164	8736	34	0.12	0.01	0.01	0.08	4.10	0.01	90.31
	ForkLift (Propane)	66	1406	5	0.75	0.03	0.03	0.45	0.70	0.00	8.35
	ForkLift (Propane)	98	2088	8	0.24	0.01	0.01	0.11	2.73	0.00	12.40
	Totals				1.24	0.06	0.06	0.72	11.62	0.02	201.37

Innovative New Dock Chassis Depot

Operation - On-Road Emissions

Assumptions

- 1) Emissions factors developed from CARB EMFAC2017 output. Paved road dust included using AP-42 and CalEEMod input defaults.
- 2) Passenger vehicle class is a miles weighted average of the EMFAC LDA, LDT1, LDT2, LHD1, LHD2, and MCY vehicle types, all fuel types.
- 3) Vendor vehicle class is the diesel fueled MHDT vehicle type. Fuel trips would be more frequent so one vendor trip is assumed on maximum day.
- 4) Heavy Duty Truck is the diesel fueled HHDT vehicle type meeting POLA's Clean Trucks Program designated as T7 POLA in EMFAC2017.
- 5) Daily chassis delivery truck trips are 259 round trips/day for baseline operations, and estimated to be 397 round trips/day post project.
- 6) The distance for each chassis delivery/pickup trip is estimated by the LAHD to be 1.3436 miles per round trip
- 7) Passenger vehicle round trips are 18 per day for baseline and 19 per day for the proposed Project.
- 8) Trip VMT for passenger and delivery vehicles are based on the values in CalEEMod for the South Coast Air Basin.

	Emissions Factors lbs/mile						
	NOx	PM10	PM2.5	ROG	CO	SOx	CO2e
Passenger Vehicle	2.85E-04	7.68E-04	2.08E-04	3.21E-04	2.78E-03	6.87E-06	0.70252184
Delivery Vehicle	5.67E-03	1.11E-03	4.18E-04	2.26E-04	8.30E-04	1.96E-05	2.16649057
Heavy Duty Truck	1.34E-02	9.66E-04	3.26E-04	4.83E-04	2.05E-03	3.68E-05	4.05905772

	Vehicle Type	Daily VMT	Daily Emissions - Lbs						GHG MTCO2e/Yr
			NOx	PM10	PM2.5	ROG	CO	SOx	
Baseline	Passenger	529	0.151	0.406	0.110	0.170	1.469	0.004	44
	Delivery	14	0.078	0.015	0.006	0.003	0.011	0.000	4
	Heavy Truck	348	4.677	0.336	0.113	0.168	0.712	0.013	167
	Total		4.906	0.758	0.229	0.341	2.193	0.017	215

Construction Task	Vehicle Type	Daily VMT	Daily Emissions						GHG MTCO2e/Yr
			NOx	PM10	PM2.5	ROG	CO	SOx	
Proposed Project	Passenger	559	0.159	0.429	0.116	0.179	1.551	0.004	46
	Delivery	14	0.078	0.015	0.006	0.003	0.011	0.000	4
	Heavy Truck	533	7.168	0.515	0.174	0.257	1.092	0.020	256
	Total		7.406	0.960	0.296	0.440	2.654	0.024	306

Construction Task	Vehicle Type	Daily VMT	Daily Emissions						GHG MTCO2e/Yr
			NOx	PM10	PM2.5	ROG	CO	SOx	
Incremental Increase	Passenger	29	0.008	0.023	0.006	0.009	0.082	0.000	2
	Delivery	14	0.078	0.015	0.006	0.003	0.011	0.000	4
	Heavy Truck	185	2.492	0.179	0.060	0.089	0.380	0.007	89
	Total		2.578	0.217	0.072	0.102	0.473	0.007	95

Innovative New Dock Chassis Depot

Screening Level Heath Risk Assessment

Assumptions:

- 1) The HRA is based on the increase in onsite DPM emissions. The increase in TACs from the propane engines and the offsite DPM emissions will create minimal risks in comparison to the onsite emissions.
- 2) The nearest sensitive receptors are located approximately 400 meters from the site, liveaboards at the Lighthouse Yacht Landing approximately 400 meters north of the project site.
- 3) The initial screening level risk assessment X/Q value is based on SCAQMD Rule 1401 Package "N" Version 8.1 Table 10.3B.
- 4) Risk value is calculated using the ARB/OEHHA AB2588 Risk Assessment Standalone Tool (RAST).

Screening Level Risk Calculation

X/Q	0.195 Long Beach Airport with 400 meters to receptor distance (interpolated)
	1.24 Long Beach Airport with 100 meters to off-site worker receptor
Emissions	0.0247 lb for Construction (onsite exhaust emissions from CalEEMod)
	6.16 lb/yr increase for Operation

Concentration in ug/m³ = X/Q x ton/year

Residential annual concentration = 0.00060336
Worker annual concentration = 0.00383675

Using RAST for 30 year exposure the Cancer Risk = 5.22E-07 Residential Risk
2.37E-07 Worker Risk
Chronic Risk = 1.21E-04 Residential Risk
7.67E-04 Worker Risk

Innovative New Dock Chassis Depot

Fuel Use Operation and Construction

Assumptions

- 1) Operation off-road fuel use per off-road emissions sheet
- 2) On-road fuel use per following calculated average MPG
 - 27.39 Passenger vehicles
 - 10.79 Delivery vehicles
 - 5.76 POLA Heavy Trucks
- 3) Construction fuel use per operation fuel CO2e factors

Operations

	Fuel Totals (gallons)		
	Baseline	Project	Increase
Offroad			
Diesel	19,500	36,972	17,472
Propane	3,900	7,394	3,494
Onroad			
Diesel	16,085	24,478	8,726
Gasoline	5,037	5,317	280

Operation Totals

Diesel	35,585	61,450	26,198
Propane	3,900	7,394	3,494
Gasoline	5,037	5,317	280

Construction from CalEEMod

	Fuel Totals		
	MTCO2e	Gals/MTCO2e	Gallons
Diesel	0.8819	94.29	83
Gasoline	0.2873	114.56	33

Appendix B

Noise and Vibration Calculations

APPENDIX B: Innovative New Dock Chassis Depot Project Noise and Vibration Calculations

NOISE CALCULATIONS

Construction Equipment	Lmax Ref dBA	Useage Per Hour	Quantity	Distance to Receptor	Equip Leq(h)
<i>Fence Installation/Relocation</i>	@ 50 ft	(%)		feet	dBA
Flatbed Truck	74	40	1	1300	41.7
Forklift (front-end loader)	79	40	1	1300	46.7
welding machine (welder/torch)	74	40	1	1300	41.7
Total Quantity of Equipment:			3		
Peak Unmitigated Composite Leq(h):			48.8		

Source: FHWA, 2006

VIBRATION CALCULATIONS

				Distance to: (feet)	Source 25	Receptor 1,300
Construction Phase	Equipment Description	Equivalent Equipment	Number of Equipment	PPV (in/sec)	PPV (in/sec)	
<i>Mobilization</i>	Flatbed Truck	Loaded Truck	1	0.076	0.000203	
Mobilization Total				N/A	0.000203	
<i>Prepare Existing Fence for Relocation</i>	Flatbed Truck	Loaded Truck	1	0.076	0.000203	
	Forklift	Large Bulldozer	1	0.089	0.000237	
Prepare Existing Fence for Relocation Total				N/A	0.000440	
<i>Fence Installation/ Relocation</i>	Flatbed Truck	Loaded Truck	1	0.076	0.000203	
	Forklift	Large Bulldozer	1	0.089	0.000237	
	Welding Machine	N/A	1	0	0.000000	
Fence Installation/Relocation				N/A	0.000440	
MAXIMUM				N/A	0.000440	
SIGNIFICANT?				N/A	NO	

Significance Threshold: 0.3 in/sec can damage older residential structures and cause substantial annoyance to humans.

Source: Caltrans, 2013 - Table 18, 19, and 20; Equation 12

Notes: N/A = Not Applicable/Available. Calculations conservatively assume all pieces of construction equipment are in operation simultaneously. Equivalent equipment has been conservatively assigned based on limited available information on vibration source levels from general construction equipment (Caltrans, 2013 - Table 18).