

Addendum to the Berth 87 USS *Iowa* Project Environmental Impact Report

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Acronyms and Abbreviations

APP	Application for Port Permit
CAAP	Clean Air Action Plan
CalEEMod	California Emissions Estimator Model
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CO _{2e}	carbon dioxide equivalent
DPM	diesel particulate matter
EIR	Environmental Impact Report
GHG	greenhouse gas
LADOT	City of Los Angeles Department of Transportation
LAHD	Los Angeles Harbor Department
LST	localized significance threshold
mt _y	metric tons per year
No.	number
OPR	Office of Planning and Research
PF	Project Feature
Port	Port of Los Angeles
PPV	peak particle velocity
SCAQMD	South Coast Air Quality Management District
sq ft	square foot/feet
U.S.	United States
USS	United States Ship
VMT	vehicle miles traveled
VOC	volatile organic compound

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1.0 PROJECT OVERVIEW AND BACKGROUND

The Los Angeles Harbor Department (LAHD) has prepared this Addendum to the Berth 87 United States Ship (USS) *Iowa* Project Environmental Impact Report (EIR) (LAHD 2012) for the USS *Iowa* Visitor Center Pavilion Project (Proposed Project) to assess proposed modifications since the EIR was certified in May 2012. Pacific Battleship Center is the Applicant for the Proposed Project, and LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The primary objective of the Proposed Project is to construct a park and visitor center pavilion at the USS *Iowa* berth (Berth 87) within the Port of Los Angeles (Port). The Proposed Project would update the size of the multipurpose visitor, community, and education center (visitor center) to be approximately 17,161 square feet (sq ft), revise construction activities to include the installation of piles, and include approximately 50,000 sq ft of renovated park space. The Proposed Project would also include removal of the existing, abandoned United States (U.S.) Navy surge line below the proposed visitor center. The Proposed Project would be located at 250 South Harbor Boulevard, San Pedro, California, within the confines of Permit Number (No.) 899, which exists between LAHD and the Pacific Battleship Center. The Proposed Project would be similar to the Approved Project evaluated in the 2012 certified EIR but includes additional details for the design and construction of the visitor center that were only conceptually evaluated as part of the Approved Project.

1.1 Background and Previous Environmental Documentation

1.1.1 Approved Project Background

On May 17, 2012, the Los Angeles Board of Harbor Commissioners certified the Final EIR and approved the Berth 87 USS *Iowa* Project (Approved Project). The Approved Project included the transport, preparation, and operation of the USS *Iowa* battleship as a public attraction at Berth 87 in the Port. The overall objectives of the Approved Project were to bring the USS *Iowa* to the Port for year-round mooring at Berth 87 and prepare and fit the battleship as a tourist attraction, offering an interactive public experience that honors the historic contributions of the USS *Iowa*.

The Approved Project included the following:

- Transport of the USS *Iowa* from San Francisco Bay to the Port;
- Off-shore hull cleaning;
- Mooring the battleship at Berth 87 in the North Harbor area of the Port;
- Delivery and setup of a prefabricated 480-sq-ft single-story ticket booth/office;
- Delivery and setup of a prefabricated 480-sq-ft single-story restroom facility;
- Delivery and setup of two prefabricated entry platforms to accommodate access and egress from the USS *Iowa*;
- Construction of an approximately two-story 33,800-sq-ft landside visitor center; and
- Ongoing operations and maintenance.

The 2012 certified EIR included tentative plans for construction and operation of a visitor center, which was envisioned as an “approximately two-story 33,800 sq ft footprint landside” structure. The 2012 certified EIR assumed that the visitor center would be constructed during the second phase of the project, anticipated to occur within 6 to 8 years after the completion of first phase, dependent on available funding. Several assumptions about the visitor center factored into determinations regarding the significance of potential impacts evaluated in the 2012 certified EIR. For example, the 2012 certified EIR assumed that because no pile-driving or vibratory equipment would be required for construction of a visitor center, construction activities would result in less than significant noise and vibration impacts. However, the current design plan for the visitor center requires the need for installation of foundation piles using an impact pile-driving method that were not anticipated in the 2012 certified EIR.

Since 2012, all components of the Approved Project have been completed, with the exception of the visitor center.

1.1.2 Previous Environmental Documents Incorporated by Reference

Consistent with CEQA Guidelines Section 15150, the following documents were relied upon in preparation of this Addendum and are incorporated herein by reference:

- Port of Los Angeles USS *Iowa* Project Final Environmental Impact Report. May 2012. State Clearinghouse No. 20111081097.
- Port of Los Angeles USS *Iowa* Project Draft Environmental Impact Report. January 2012. State Clearinghouse No. 20111081097.

1.2 California Environmental Quality Act Process

This document was prepared in accordance with CEQA (California Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.), and the City of Los Angeles CEQA Guidelines (City of Los Angeles 2006). A primary objective 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 project approval and implementation. 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. To fulfill the purpose of CEQA, this Addendum has been prepared to evaluate the potential environmental impacts that would occur as a result of the proposed modifications, based on an analysis of resource areas contained in Section 3.0, Environmental Analysis.

CEQA Guidelines Section 15162 states that, for a project covered by a certified EIR or Negative Declaration, preparation of a subsequent EIR or Negative Declaration is required only if one or more of the following conditions occur:

- Substantial changes are proposed in the project that will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant

environmental effects or a substantial increase in the severity of previously identified significant effects.

- Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration.
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR.
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
 - Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

1.3 Scope and Content of the Addendum

This Addendum has been prepared in accordance with the requirements of CEQA and the CEQA Guidelines. This Addendum describes the affected environmental resources and evaluates the potential changes in the impacts from what was previously analyzed in the 2012 certified EIR with respect to the Proposed Project modifications.

The criteria for determining the significance of environmental impacts in this Addendum analysis are the same as those contained within the 2012 certified EIR, with modifications to comply with changes in CEQA laws and guidelines since 2012.¹ The threshold of significance for a given environmental effect is the level at which LAHD, as the CEQA lead agency, finds a potential effect of the Proposed Project modifications to be significant. Threshold of significance can be defined as a “quantitative or qualitative standard, or set of criteria, pursuant to which significance of a given environmental effect may be determined” (CEQA Guidelines Section 15064.7(a)). Except as noted in particular sections of this document, LAHD has adopted the City of Los Angeles CEQA

¹ Examples of changes in CEQA since 2012 and assessed in this Addendum include new resource areas of study under the Environmental Analysis in Section 3.0 (Energy, Tribal Cultural Resources, and Wildfire) and new methodology to assess previous study areas (transportation changes pursuant to Senate Bill 743, as codified in California Public Resources Code Section 21099 and CEQA Guidelines Section 15064.3).

Thresholds for purposes of this Addendum, although some criteria were adapted to the changes in CEQA law and CEQA Guidelines and specific circumstances of the Proposed Project.

1.4 Document Format

This Addendum contains the following sections:

- Section 1.0. Project Overview and Background. This section provides an overview of the Approved Project and the CEQA environmental documentation process.
- Section 2.0. Proposed Project Description. This section provides a detailed description of the Proposed Project.
- Section 3.0. Environmental Analysis. This section presents the environmental analysis for each issue area evaluated in the 2012 certified EIR. The analysis analyzes if the impacts that were previously evaluated in the 2012 certified EIR compared to the Proposed Project would create new significant environmental effects or a substantial increase in the severity of previously identified significant effects. If no new significant environmental effects or substantial increase in the severity of previously identified significant effects are determined, the relevant section provides a brief discussion of the reasons why.
- Section 4.0. Conclusion. This section provides a conclusion of the environmental analysis associated with the Proposed Project.
- Section 5.0. References. This section provides a list of reference materials used during preparation of this Addendum.

2.0 PROPOSED PROJECT DESCRIPTION

2.1 Project Location

Regional Setting

The Port is located in San Pedro Bay, approximately 20 miles south of downtown Los Angeles (Figure 2-1). The Port encompasses approximately 7,500 acres of land and water along 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, break bulk, automobile, and passenger facilities. In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, and 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 the Cabrillo Beach Youth Waterfront Sports Center, Cabrillo Marine Aquarium, Los Angeles Maritime Museum, 22nd Street Park, Wilmington Waterfront Park, and a public swimming beach.

Project Setting

The Project site is located at Berth 87 in the western portion of the Port adjacent to the community of San Pedro. The Project site is located at 250 South Harbor Boulevard and encompasses approximately 4.5 acres. The Project site is generally bounded by the World Cruise Terminal and parking lots to the north; the Main Channel to the east; the Main Channel and maritime support activities (Berth 86) to the south; and Harbor Boulevard to the west. The Project site is currently paved with some trees and landscaping, and used as dock space and a storage area. There is no change proposed to the physical location or footprint of the Approved Project.

2.2 Project Objectives

The Proposed Project's objective is to create a visitor center pavilion to provide the public the opportunity to learn about the history of the USS *Iowa* and U.S. Navy battleships. This objective defines the Proposed Project need and is consistent with those previously identified for the Approved Project in the 2012 certified EIR.

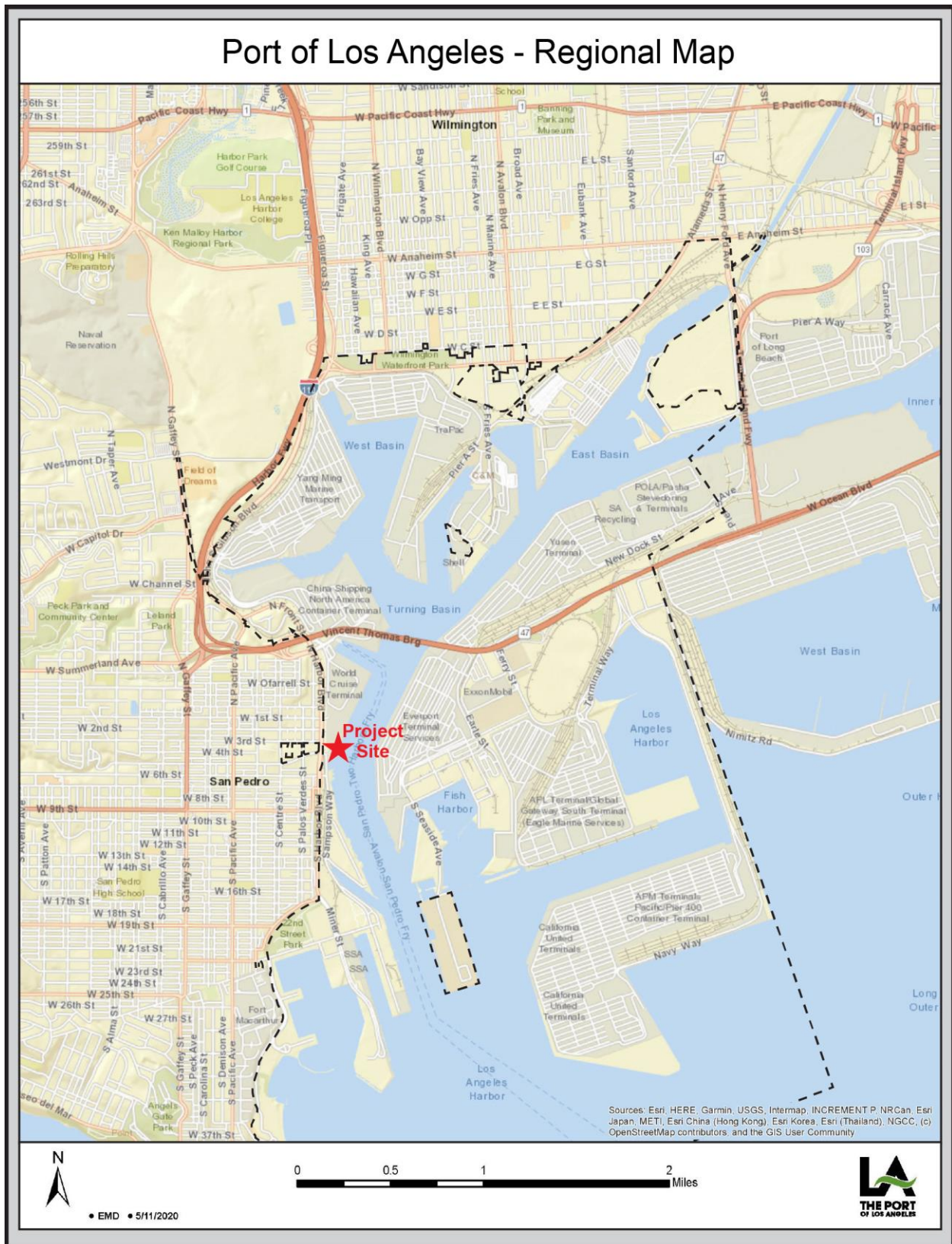


Figure 2-1. Regional Location Map

2.3 Project Description

The Proposed Project would update the size of the visitor center to be approximately 17,161 sq ft, revise construction activities to include the installation of piles, and include approximately 50,000 sq ft of renovated park space (Figure 2-2). The remaining construction components of the visitor center and its operations were included in the original assessment evaluated in the 2012 certified EIR. Key features of the Proposed Project would include a multipurposed visitor center, community gathering space, educational exhibits, veterans memorials with local, state, and national significance, maritime equipment displays, public art, and a child's play area.

The visitor center would be located on the southwestern portion of the Project site adjacent to the south entry from Harbor Boulevard (Figure 2-3). The proposed visitor center would be two stories (approximately 30 feet in height) and include a museum, educational center, ticketing office, gift shop, offices, and restrooms. Construction of the visitor center would require ground disturbance, grading, and installation of foundation piles using an impact pile method. Proposed construction activities would also require the relocation of an existing fire hydrant.

The 2012 certified EIR identified a U.S. Navy surge line that traverses the Project site and has an 8-foot easement on each side that restricts construction of permanent structures within or directly above the easement while the line remains active (Pipeline and Hazardous Materials Safety Administration 2016; Pipeline and Hazardous Materials Safety Administration 2025). The surge line is currently abandoned (Office of the State Fire Marshal 2023). The portion below the proposed visitor center would be removed as part of the Proposed Project, which would result in the removal of approximately 800 feet of pipeline.² Regardless, construction of any permanent structure, such as the visitor center, would proceed only upon satisfaction of all applicable federal (49 Code of Federal Regulations [CFR] Part 195), state (California Government Code Part 51010 et seq.), and local requirements governing pipeline status, abandonment, and utility clearance, as stipulated in Project Feature (PF)-6 (Fuel Surge Line Regulatory Compliance).

In general, construction activities, such as demolition, grading, and paving would require the use of forklifts, dump trucks, scrapers, asphalt pavers, backhoes, excavators, concrete mixers, pickup trucks, front loaders, cranes, compactors, electrical generators, and miscellaneous smaller equipment. Demolition activities would include the removal of the existing, abandoned U.S. Navy surge line, temporary structures (e.g., prefabricated ticket booth/office and restroom facility), pavement, and trees and landscaping. No in-water construction activities would occur. Construction vehicle parking and staging/laydown areas would occur within the Project site. Approximately 100 workers would be required to support proposed construction and demolition activities over a 15-month period.

Following construction activities, Proposed Project operations would be the same as those included in the Approved Project (e.g., tours, educational programs, and concessions). The

² This is a conservative estimate that assumes the pipeline would be removed from the centerline of A Street to the fire station property line. However, only removal of the portion of the pipeline below the proposed visitor center would likely occur.

Proposed Project would not result in an increase in the visitor or employee projections evaluated for the Approved Project.

The Proposed Project would include the following PFs:

- **PF-1: Nesting Bird Survey.** In accordance with the Migratory Bird Treaty Act, nesting bird surveys would be conducted prior to and during construction activities anticipated to occur during the nesting season (February 15 through September 1). Appropriate action would be taken if nesting birds are found on-site.
- **PF-2: Inadvertent Discovery of Cultural Resources.** Upon inadvertent discovery of a potential resource, avoidance measures shall be implemented by construction crews, and a professional archaeologist meeting the Secretary of the Interior qualifications shall be notified by LAHD to identify and evaluate previously unidentified cultural resources discovered during construction activities. Avoidance measures shall include halting construction work within 100 feet of the find and directing construction away from the discovery until the archaeologist assesses the significance of the resource. The archaeologist shall consult with LAHD regarding necessary plans for treatment of the find(s), and for the evaluation and mitigation of impacts if the finds are thought to be potentially eligible for the California Register of Historical Resources or may qualify as a unique archaeological resource under California Public Resources Code Section 21083.2.1.
- **PF-3: Waste Management.** The Applicant shall manage and properly dispose of all contaminated soils and/or materials within Proposed Project boundaries discovered during demolition, excavation, and grading activities. Contamination resulting from the construction process shall be the responsibility of the Applicant and/or the Applicant's contractors. Remediation of such contamination shall occur in compliance with local, state, and federal regulations. Excavated contaminated soil shall be properly disposed of off-site unless the soil is sampled and fits within LAHD's Industrial Fill Guidance and is approved for use on-site by LAHD's Environmental Management Division. All imported soil shall be sourced and sampled to be used as backfill in excavated areas to ensure that it is suitable for use as backfill in compliance with LAHD's Industrial Fill Guidance.
- **PF-4: Contamination Contingency Plan.** The following contingency plan shall be implemented to address contamination discovered during demolition, excavation, grading, and construction:
 - All trench excavation and filling operations shall be observed for the presence of free petroleum products, chemicals, or contaminated soil. Soil suspected of contamination shall be segregated from other soil. In the event soil suspected of contamination is encountered during construction, the contractor shall notify the Applicant and LAHD's environmental representative. LAHD shall confirm the presence of the suspect material and direct the contractor to remove, stockpile or contain, and characterize the suspect material. Continued work at a contaminated site shall require the approval of LAHD.

- Excavation of volatile organic compound (VOC)-impacted soil may require obtaining and complying with a South Coast Air Quality Management District (SCAQMD) Rule 1166 permit.
- Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials shall be submitted to the LAHD Environmental Management Division within 60 days of project completion.
- In the event that contaminated soil is encountered, all on-site personnel handling or working in the vicinity of the contaminated material must be trained in accordance with U.S. Environmental Protection Agency and Occupational Safety and Health Administration regulations for hazardous waste operations or demonstrate they have completed the appropriate training. Training must provide protective measures and practices to reduce or eliminate hazardous materials/waste hazards at the workplace.
- All excavations shall be backfilled with structurally suitable fill material that is free from contamination and in compliance with LAHD's Industrial Fill Guidance.
- **PF-5: Construction Activity Restrictions.** Proposed construction activities involving the use of heavy equipment would not occur between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, 6:00 p.m. and 8:00 a.m. on Saturday, or at any time on Sundays or national holidays.
- **PF-6: Fuel Surge Line Regulatory Compliance.** No permanent structures may be built within or above the surge line or any other pipeline easement unless the line is abandoned and removed. Construction in this area may only proceed after all applicable federal, state, and local requirements for pipeline abandonment and removal have occurred and LAHD confirms the area is approved for structural development via a Harbor Engineer Permit.

2.4 Project Permits and Approvals

The approvals or permits that could be required for the Proposed Project include, but are not limited to, the following actions by the identified agencies:

- LAHD – issuance of a Coastal Development Permit and Harbor Engineer Permit

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Figure 2-2. Conceptual Design Plan

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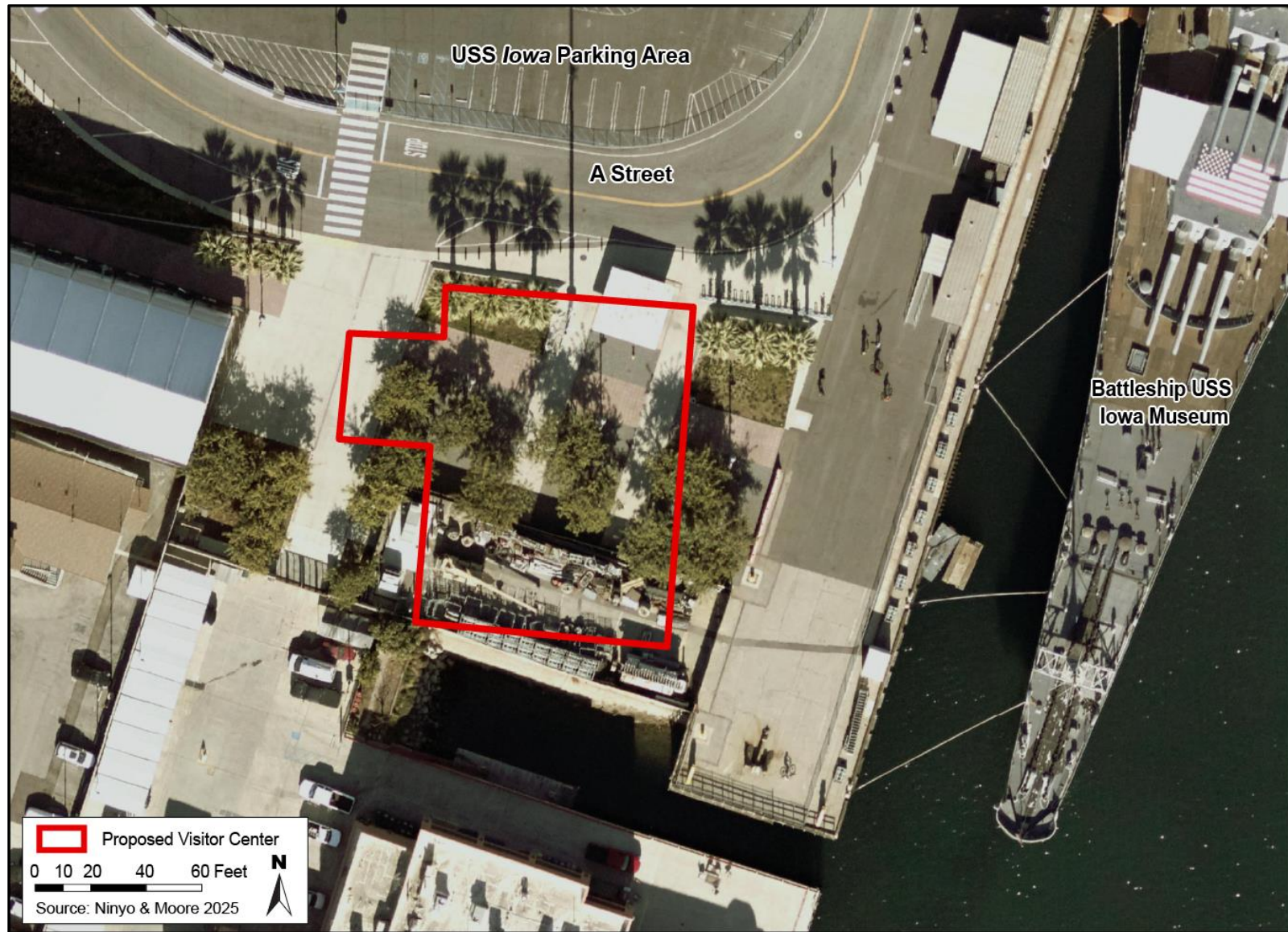


Figure 2-3. Proposed Visitor Center Location

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3.0 ENVIRONMENTAL ANALYSIS

The 2012 certified EIR analyzed the potential impacts from construction and operation of the Approved Project on the following resources:

- Aesthetics
- Agricultural Resources
- Air Quality and Greenhouse Gas (GHG) Emissions
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Subsequent to approval of the 2012 certified EIR, the CEQA Guidelines checklist was amended to require separate chapters addressing energy, tribal cultural resources, and wildfire. These added resources are addressed in this Addendum to comply with changes in CEQA law and guidelines that have occurred since approval of the 2012 certified EIR.

3.1 Aesthetics

The 2012 certified EIR (Chapter 3, Section 3.1, Aesthetics) determined that the Approved Project would have less than significant impacts on scenic vistas and would not damage scenic resources, degrade the existing visual character or quality of the site and its surroundings, create substantial light or glare, or create substantial shade or shadow. The Project site is located within a highly industrialized Port complex, and is not a prominent feature within or near any protected or designated scenic vistas or visible from any eligible or designated state scenic highway.

The general location of the proposed visitor center would be largely unchanged from the Approved Project. Per the current design (see Section 2.3, Project Description), the visitor center would be smaller than the design considered in the 2012 certified EIR, it would have a partial second level with a maximum height of 30 feet with a reduced building footprint (approximately 7,500 sq ft), and the overall size would be approximately half of that envisioned in the 2012 certified EIR. Therefore, the visual character of the proposed visitor center would be similar to that of the

Approved Project and consistent with the existing visual character of the Project site. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.2 Agriculture and Forestry Resources

The 2012 certified EIR (Chapter 5, Section 5.1, Agricultural Resources) determined that the Approved Project would have no impacts on agriculture and forestry resources because the Project site is located in a highly developed, industrial area that is designated General/Bulk Cargo – Non-Hazardous (Industrial/Commercial) under the City of Los Angeles General Plan and zoned Qualified Heavy Industrial ([Q] M3-1) under the City of Los Angeles Zoning Ordinance. The Project site is not zoned for agricultural use and does not contain any farmland, forest land, or timberland. Therefore, the Approved Project would not convert agricultural land to non-agricultural uses, conflict with existing zoning for agricultural use, forest land, or timberland, or result in the loss of forest land.

The Proposed Project would occur on the same site as the Approved Project and would not modify the Project site's existing land use or zoning designation. Therefore, the Proposed Project would not convert agricultural land to non-agricultural uses, conflict with existing zoning for agricultural use, forest land, or timberland, or result in the loss of forest land. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.3 Air Quality

The 2012 certified EIR (Chapter 3, Section 3.2, Air Quality and Greenhouse Gas Emissions) concluded that the Approved Project would result in significant unavoidable air quality impacts from activities associated with the transport of the USS *Iowa* from the San Francisco Bay to Berth 87 in the Port. The 2012 certified EIR determined that the remaining construction and operational activities of the Approved Project would not conflict with or obstruct implementation of the applicable Air Quality Management Plan, State Implementation Plan, San Pedro Bay Ports Clean Air Action Plan (CAAP), and LAHD Sustainable Construction Guidelines. The 2012 certified EIR also determined that the remaining construction and operational activities of the Approved Project would result in less than significant criteria pollutant emissions and resulting ambient pollutant concentrations. It was also concluded that construction and operation of the Approved Project would not result in objectionable odors.

Consistency with Applicable Air Quality Plans and Policies

The Proposed Project would be required to comply with all applicable air quality regulations to ensure that it would not obstruct implementation of the applicable Air Quality Management Plan,

State Implementation Plan, CAAP, or LAHD Sustainable Construction Guidelines. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts related to conflicts with applicable air quality plans.

Criteria Pollutant Emissions

The Proposed Project includes revised construction activities that would produce different air pollutant emissions compared to those evaluated for the Approved Project in the 2012 certified EIR. Therefore, the following summarizes an evaluation of the effects from emissions due to construction of the Proposed Project, based on applicable SCAQMD air quality significance thresholds (SCAQMD 2023). The analysis excludes the effects from the transport of the USS *Iowa* from the San Francisco Bay to the Port, since this activity has already occurred. Since the Proposed Project would operate in a manner similar to the Approved Project, the effects of Proposed Project operational emissions are evaluated in a qualitative manner.

Construction Impacts

Construction activities from the Proposed Project would generate air emissions from 1) on-site use of equipment and trucks; 2) fugitive dust emissions during earth-moving activities, the operation of vehicles on unpaved and paved surfaces, and infrastructure demolition activities; and 3) off-site truck and worker vehicle trips. The California Emissions Estimator Model version 2022.1.1.30 (CalEEMod) was used to estimate emissions from the Proposed Project (California Air Pollution Officers Association 2025). CalEEMod is a land use emissions computer model that quantifies potential criteria pollutant and GHG emissions associated with construction and operations for a variety of projects. CalEEMod is approved by the SCAQMD as a tool for quantifying air quality impacts from land use projects. Construction activity data developed by LAHD were used as inputs to CalEEMod. Appendix A includes CalEEMod Project analyses inputs and emission summary tables.

Construction emissions were calculated for the Proposed Project construction schedule, which is estimated to occur over a 15-month period. No individual construction activities would overlap in time. Proposed Project construction would comply with emissions-reduction measures required in the LAHD Sustainable Construction Guidelines and simulated in the CalEEMod analysis, such as use of construction equipment that achieve California Air Resources Board Tier 4 off-road emission standards and rigorous fugitive dust controls. Table 3.3-1 presents daily emissions estimated for Proposed Project activities. These data show that the daily emissions from each Proposed Project activity would not exceed any SCAQMD daily emissions significance threshold. In addition, peak daily emissions from the Proposed Project would not exceed any SCAQMD daily emissions significance threshold.

Table 3.3-1. Proposed Project – Construction Daily Emissions

Construction Activity	Air Pollutant Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition and Site Clearing	0.3	1.8	17.0	0.0	0.4	0.1
Pile Driving	1.6	10.6	23.8	0.0	1.0	0.8
Final Grading	0.1	0.6	7.0	0.0	0.3	0.1
Foundations	0.2	0.9	9.7	0.0	0.1	0.1
Steel Erection and Exterior	0.6	3.0	30.3	0.1	0.5	0.2
Interior Finishes	0.1	0.7	2.1	0.0	0.1	0.0
Exterior and Interior Details	0.7	0.6	3.5	0.0	0.1	0.0
Proposed Project Peak Day Emissions¹	1.6	10.6	30.3	0.1	1.0	0.8
Approved Project Peak Day Emissions²	39.7	20.0	13.2	0.0	3.6	1.4
SCAQMD Daily Emission Thresholds	75	100	550	150	150	55
Exceed Emission Threshold?	No	No	No	No	No	No
SCAQMD LSTs³	NA	68	1,180	NA	29	10
Exceed Threshold?	NA	No	No	NA	No	No

Key: CO = carbon monoxide; LST = localized significance threshold; NA = not applicable; NO_x = nitrogen oxides; PM_{2.5} = particulate matter less than 2.5 microns in diameter; PM₁₀ = particulate matter less than 10 microns in diameter; SCAQMD = South Coast Air Quality Management District; SO_x = sulfur oxides; VOC = volatile organic compounds

Notes: Data designated as 0.0 are greater than zero but less than 0.05.

¹ The following activities would produce Project Peak Day Emissions: 1) Pile Driving for VOCs, NO_x, PM₁₀, and PM_{2.5} and 2) Steel Erection and Exteriors for CO and SO_x.

² Source: LAHD 2012, Table 3.2-7.

³ The LSTs represent maximum allowable daily emissions and pertain to an analysis area of 1 acre and receptor distance of 100 meters (approximately 300 feet). The Project site is in LST Source Receptor Area 4 (South Coastal Los Angeles County). These are compared to the Project Peak Day Emissions.

Operational Impacts

The Proposed Project would operate in a manner similar to the Approved Project evaluated in the 2012 certified EIR. Operation of the Proposed Project would produce emissions from natural gas-fired space and water heaters, vendor and supply truck trips, and visitor vehicle trips. The proposed visitor center is approximately 17,000 sq ft, which is smaller than the visitor center evaluated in the 2012 certified EIR (33,800 sq ft). The air quality analysis in the 2012 certified EIR determined that emissions from operation of the Approved Project (Section 3.2, Air Quality and Greenhouse Gas Emissions, Table 3.2-9) would remain well below the applicable SCAQMD daily emission thresholds. Given the smaller size of the currently proposed visitor center, operational emissions from the Proposed Project also would remain well below the applicable SCAQMD daily emission thresholds.

Operation of the Proposed Project would include maintenance activities to turn the USS *Iowa* once per year to ensure even weathering of the ship. Turning the ship would require the use of tugboats in the Port. As estimated in the 2012 certified EIR, mitigated daily emissions from these tugboat operations would not exceed any SCAQMD emission significance threshold.

As discussed above, emissions from construction or operation of the Proposed Project would not exceed any SCAQMD daily emission threshold. Therefore, the contribution of emissions from the Proposed Project would not be considered cumulatively considerable under the SCAQMD's policy.

The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts related to cumulatively considerable net increases of criteria pollutants.

Sensitive Receptors

The exposure of sensitive receptors to substantial pollutant concentrations or toxic air contaminants is a special concern. The SCAQMD considers sensitive receptors to include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors to the Project site are residents located about 300 feet across Harbor Boulevard.

This analysis used the SCAQMD localized significance threshold (LST) methodology to estimate the ambient impact of Proposed Project air pollutants to sensitive receptors (SCAQMD 2008). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, based on ambient pollutant concentrations for each source receptor area and the distance to the nearest sensitive receptor. The Proposed Project is located within LST Source Receptor Area 4 (South Coastal Los Angeles County). This analysis included the following assumptions:

- The highest density of peak day emissions and, therefore, the highest potential to exceed an LST would occur over 1 acre of the Project site.
- The receptor distance used in the LST analysis was based on the nearest potential sensitive receptor to the Project site, which includes residents located about 300 feet across Harbor Boulevard.
- The LST analysis evaluated the same peak day emissions scenario derived for construction of the Proposed Project, as summarized in Table 3.3-1.

Table 3.3-1 presents the results of the Proposed Project LST analysis. These data show that peak daily emissions from the Proposed Project would be substantially lower than any SCAQMD LST.

Proposed Project construction also could expose sensitive receptors and the public to toxic air contaminants, mainly in the form of diesel particulate matter (DPM) from the combustion of diesel fuel in equipment and trucks. Health effects from DPM are evaluated in terms of 1) annual noncancer effects and 2) lifetime cancer risks. Proposed Project construction would generate a very minor amount of DPM over a period of about 15 months (0.02 tons). Therefore, the Proposed Project would not expose sensitive receptors or the public to substantial health effects. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result

in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts on sensitive receptor exposure to substantial pollutant concentrations.

Odors

Construction of the Proposed Project would generate minor amounts of odor emissions from the operation of diesel-powered equipment and trucks, as expressed by daily VOC and particulate matter less than 2.5 microns in diameter (PM_{2.5}) emissions presented in Table 3.3-1. Due to the low emission rates of these pollutants and intermittent nature of Proposed Project sources, the adequate distance between these source locations and the public would disperse emissions to below objectionable odor levels prior to contact with the public. Operation of the Proposed Project would not emit any noticeable odors. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts related to creating objectionable odors that could affect a substantial number of people.

3.4 Biological Resources

The 2012 certified EIR (Chapter 5, Section 5.2, Biological Resources) concluded that the Approved Project would have no or less than significant impacts on biological resources because no special status species or habitat, including riparian habitat and wetlands, occur at the Project site. Activities associated with the Approved Project would not interfere with the movements of fish or wildlife, impede use of wildlife nursery areas, or conflict with any biological resource plans or ordinances, including habitat conservation plans.

The 2012 certified EIR acknowledged that construction activities could impact nesting birds in the surrounding area. To address this concern, and in accordance with the Migratory Bird Treaty Act, the 2012 certified EIR noted that nesting bird surveys would be conducted prior to and during construction activities anticipated to occur during the nesting season. Appropriate action would be taken if nesting birds are found on-site. To ensure consistency with the provisions included in the 2012 certified EIR, the Proposed Project includes PF-1 (Nesting Bird Survey).

The potential impacts of constructing and operating the visitor center on biological resources were addressed for the Approved Project in the 2012 certified EIR. Construction and operational activities associated with the visitor center under the Proposed Project would be similar to those considered in the 2012 certified EIR, with the exceptions that installation of piles using an impact drilling method would be required to support the foundation of the visitor center and the existing, abandoned U.S. Navy surge line below the visitor center would be removed. Potential noise impacts on biological resources associated with pile installation and pipeline removal were not evaluated in the 2012 certified EIR.

While activities associated with the removal of the U.S. Navy surge pipeline would result in temporarily increased noise levels produced by construction equipment, the levels from these

activities would not typically exceed existing noise levels resulting from routine operations that occur along the waterfront and other areas within the Los Angeles Harbor District.

Impulsive noise from pile driving is the main concern regarding effects to biological resources associated with construction of the proposed visitor center. Noise from the pile driving is estimated to be 101 A-weighted decibels at 50 feet. Noise would be temporary, lasting only as long as pile installation activities. As described in the 2012 certified EIR, the majority of terrestrial birds that may occur at the Port are migratory and protected under the Migratory Bird Treaty Act. Migratory birds of different species may be present year-round but are not expected to breed within the Project area. In addition, these common species are adapted to urban and disturbed habitats. Noise from pile driving may result in startle, flushing, and auditory masking for these species. As construction would be temporary and these species are not expected to breed within the Project area, pile-driving noise impacts to these species would be less than significant.

California least terns, which are listed as endangered under the Endangered Species Act, historically nested at several areas within the Port. Since 1997 they have only nested on a 15-acre parcel on Pier 400. This site was specifically constructed for California least tern nesting and is located approximately 2.3 miles southeast of the Project site. The Port, through an agreement with federal and state agencies, maintains, monitors, and protects the site for the terns. California least terns occupy the nesting site during nesting season, typically mid-April through late August; however, departures as early as June have been recorded. These departures have been linked to presence of predators (Rincon Consultants, Inc. 2024). California least terns forage for small fish in the vicinity of Pier 400, including inner and outer harbor areas, but were not observed adjacent to the Project site in the most recent survey (Wood E&I 2024). Terns are not present at the Port outside of the nesting season. Pile-driving noise received at the Pier 400 nesting site would attenuate to approximately 53 A-weighted decibels and may not be audible over normal Port operations noise. Noise at this level would not be expected to result in any effects to nesting California least terns.

Because pile driving would occur on land and noise transmission from an in-air source into the water is limited, noise from pile driving would not be expected to affect submerged special status wildlife. Only pinnipeds (seals and sea lions) that are hauled out or with their head out of the water have the potential to be exposed to pile-driving noise that exceeds behavioral thresholds that would constitute a take under the Marine Mammal Protection Act. However, this is not likely as the sound levels would attenuate to below the behavioral threshold for sea lions (100 decibels) at 51 feet from the source and 177 feet from the source for harbor seals (90 decibels) (National Marine Fisheries Service 2025). No harbor seals were observed in the adjacent waters during recent biological surveys (Wood E&I 2021). Sea lions may be in the vicinity of the pile-driving activities; however, the noise exceeding the threshold would be entirely on fenced-in land (e.g., hauling out is not possible) or acoustically shadowed by buildings and infrastructure.

The Proposed Project would result in the removal of approximately 16 trees to construct the proposed visitor center. All trees would be replaced in accordance with all applicable ordinances, rules, and regulations, including but not limited to Los Angeles Municipal Code Section 46 and

City of Los Angeles Ordinance No. 186873. In addition, the proposed renovated park space would include additional landscaping (e.g., trees and shrubs).

In summary, the Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.5 Cultural Resources

The 2012 certified EIR (Chapter 5, Section 5.3, Cultural Resources) determined that the Approved Project would have no or less than significant impacts on cultural resources because it would not cause a substantial adverse change in the significance of a historical or archaeological resource, destroy a unique paleontological resource or site or unique geologic feature, or disturb any human remains. No eligible or listed historic resources have been recorded within the Project site. Additionally, the Project site consists of artificial fill and previously disturbed soils, which have a low potential for containing archaeological or ethnographic cultural resources.

Although the possibility of construction activities encountering unknown archaeological resources is considered low, the 2012 certified EIR noted “No known archaeological resources exist onsite, however, this does not preclude the discovery of archaeological resources during construction of the landside museum. The historic 1859 shoreline lies beneath the parking lot of Berth 87 which raises the possibility of encountering unknown archaeological resources. At the time of construction of the landside visitor center in Phase 2 of the proposed project, archaeological monitoring requirements would be fulfilled” (LAHD 2012).

To ensure consistency with the standard archaeological monitoring provisions included in the 2012 certified EIR, the Proposed Project includes PF-2 (Inadvertent Discovery of Cultural Resources) that would minimize potential impacts on any previously unknown archaeological or ethnographic resources during construction. Implementation of PF-2 would require construction activities to cease in the area if prehistoric and/or archaeological resources are encountered during construction.

The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.6 Energy

The 2012 certified EIR did not evaluate impacts on energy. This Addendum evaluates potential impacts using the recent CEQA Guidelines Appendix G (Environmental Checklist) significance thresholds for determining the extent of impacts on energy:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Potentially Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources During Project Construction or Operation

Construction of the Proposed Project would consume energy, primarily in the form of diesel fuel and minor amounts of gasoline and electricity. Construction activities would require the use of diesel and gasoline to operate equipment and trucks that transport materials and supplies to and from the Project site. Construction worker commuter vehicles mainly would consume gasoline. On-site power tools and lighting equipment would require the use of electricity. Construction contractors would operate equipment to consume fuels and energy in an efficient manner, as it is an economic incentive to do so. In addition, construction would be consistent with the policies in the LAHD Sustainable Construction Guidelines that 1) require relatively new construction equipment with the cleanest emission standards, which equate to equipment with higher fuel efficiencies, and 2) limit idling of equipment to no more than 5 minutes when not in use.

Operation of the Proposed Project would consume energy in the form of natural gas, electricity, and gasoline. Natural gas and electrical consumption would occur from the use of space and water heaters, appliances, lighting fixtures, and various devices. Employee and user commuter vehicles and service trucks would consume gasoline and some diesel. The proposed visitor center and associated infrastructure would comply with applicable building standards and regulations, which would result in the efficient use of energy. Proposed operations would not consume more energy than is necessary to achieve the overall Proposed Project objective.

Construction and operation of the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant. Because construction and operation of the Proposed Project would represent an efficient use of energy, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to energy demand or the inefficient use of energy resources.

Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

The Proposed Project would have no effect on a state or local plan for renewable energy. The Proposed Project would incorporate energy conservation measures in compliance with applicable energy efficiency standards and regulations. For example, the California Building Standards Code and California Green Building Standards dictate the applicable state requirements. The applicable regional and local requirements would include the City of Los Angeles Green Building Code, Port Climate Action Plan, Executive Directive No. 10, Sustainable City pLAN, City of Los Angeles/Harbor Department Zero Waste Plan, LAHD's Sustainable Construction Guidelines, and the CAAP. In addition, the LAHD Development Bureau (Construction and Engineering Divisions) would oversee proposed construction to ensure that it complies with energy efficiency requirements. Compliance with these requirements would ensure that the Proposed Project would not conflict with or obstruct implementation of a state or local plan for energy efficiency. Impacts would be less than significant. Because the Proposed Project would comply with applicable

energy efficiency standards and regulations, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to conflicts with state or local plans for energy efficiency.

3.7 Geology and Soils

The 2012 certified EIR (Chapter 5, Section 5.4, Geology, Soils, and Seismicity) concluded that the Approved Project would have no or less than significant impacts on geology, soils, and seismicity, primarily because the Approved Project would implement standard engineering design measures as required by the State of California Uniform Building Code to minimize potential impacts associated with earthquakes, seismic ground shaking, or seismic-related ground failure.

Subsequent to certification of the 2012 EIR, geotechnical studies (Ninyo & Moore 2025) were conducted to evaluate engineering design measures for mitigating risks associated with potential liquefaction-induced dynamic settlement following a major seismic event. Based on the results of these studies, the principal seismic hazards evaluated at the Project site are ground motion, liquefaction, dynamic settlement, and lateral spread. In particular, the studies determined that the very loose to medium dense, granular soil layers located between depths of approximately 10 and 54 feet below the ground surface are susceptible to liquefaction, which could result in dynamic settlements ranging from about 0.5 to 6.8 inches and differential dynamic settlement on the order of approximately 2 to 3.5 inches over a horizontal distance of about 30 feet. The studies concluded that adverse impacts of dynamic total and differential settlements on the proposed visitor center structure could be mitigated by supporting the building on driven cast piles. The piles would extend below the liquefiable soil horizon to a depth that would mitigate the adverse effect of dynamic settlement on the visitor center (Ninyo & Moore 2025).

The proposed design measures for the visitor center (i.e., installation of foundation piles using an impact pile method) are expected to reduce the risks of adverse impacts to geology, soils, and seismicity from the Proposed Project. Consequently, impacts on geology and soils from the Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.8 Greenhouse Gas Emissions

The 2012 certified EIR determined that construction and operation of the Approved Project would generate GHG emissions from the combustion of diesel and gasoline in equipment, vehicles, and vessels that would not exceed the SCAQMD GHG significance threshold of 10,000 metric tons per year (mt/y) of carbon dioxide equivalent (CO₂e) for industrial projects. The 2012 certified EIR also determined that the Approved Project would be consistent with state and local policies and plans for GHG emission reductions and climate change.

The Proposed Project includes revised construction activities that would produce different GHG emissions from those estimated for the Approved Project in the 2012 certified EIR. Therefore, the

following summarizes the effects from GHG emissions due to construction of the Proposed Project. Since the Proposed Project would operate in a manner similar to the Approved Project, the effects of operational emissions of GHGs are evaluated in a qualitative manner.

CEQA Guidelines Appendix G (CCR Title 14, Division 6, Chapter 3 Sections 15000–15387) recommends that significance criteria established by the applicable air quality management district or air pollution control district be relied on to make determinations of significance. In addition, the CEQA Guidelines also provide the lead agency discretion to evaluate the significance of GHG emissions quantitatively or qualitatively, to select the model or methodology it considers appropriate for doing so, provided it supports its decision with substantial evidence, and recommend consideration of the following in assessing GHG impacts.

Would the Proposed Project:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions?

The CEQA Guidelines do not specify significance thresholds, thus allowing lead agencies discretion in how to address and evaluate significance based on these criteria. To provide guidance to local lead agencies in determining significance for GHG emissions in CEQA documents, the SCAQMD adopted a threshold of 10,000 mty of CO₂e for industrial projects in 2008. At that time, SCAQMD staff also developed an interim GHG significance threshold for nonindustrial (i.e., commercial and land development) projects of 3,000 mty of CO₂e emissions per year. The SCAQMD Governing Board did not formally adopt the 3,000 mty nonindustrial threshold, and LAHD has chosen not to rely on it for determination of significance.

Although the 2012 certified EIR addressed both guidance recommendations mentioned above, LAHD has chosen only to assess GHG impacts based on the second guidance recommendation. LAHD has, per CEQA Guidelines Section 15064.4(a), which calls for a good faith effort to describe and quantify emissions, calculated emissions associated with Proposed Project activities and assessed significance based on the Proposed Project's consistency with plans, policies, and regulations intended to reduce GHG emissions. Based on the assessment, the Proposed Project would have a significant impact related to GHGs if it would result in the following:

- Would the Proposed Project result in construction and operational activities that conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and/or increase the severity of impact considered in the 2012 certified EIR?

Conflict with Any Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing Emissions of GHGs

The State of California, City of Los Angeles, and LAHD have adopted plans and policies to reduce future levels of GHG emissions. There are GHG emissions reduction measures contained in state and local plans, strategies, policies, and regulations that are directly or indirectly applicable to

sources of GHG emissions from the Proposed Project. Table 3.8-1 provides a summary of Proposed Project compliance with the most relevant GHG emissions reduction measures.

Table 3.8-1. Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
State Strategies	
Limit Idling Time for Commercial Vehicles (13 CCR § 2485) and Off-Road Equipment (13 CCR § 2449)	Both regulations restrict idling to 5 minutes. The Project Applicant, construction contractor, and truck operators would be required to comply with these idling regulations for off-road equipment and on-road trucks during Project construction and operation. Construction equipment would comply with the idling restriction via the LAHD Sustainable Construction Guidelines imposed on the construction contractor (see below).
Use of Low Carbon or Alternative Fuels (Low Carbon Fuel Standard)	The primary source of GHG emissions from the Proposed Project would occur from fuel used by visitor vehicles. Visitors, workers, and other vehicle drivers would use California fuels that are subject to the Low Carbon Fuel Standard regulations, which would be expected to reduce GHG emissions as low carbon fuel use increases statewide. No element of the Proposed Project would impede the state's progress toward transition to low-carbon or alternative fuels.
Port of Los Angeles and City of Los Angeles Plans and Strategies	
LA's Green New Deal Sustainable City pLAN	The City of Los Angeles' Sustainable City pLAN is intended to guide operational, policy, and financial decisions to create a more sustainable Los Angeles (Garcetti 2019). Although the plan is mostly focused on City property, buildings, and public transportation, it proposes by 2050 to reduce Port-related GHG emissions by 80 percent below 1990 levels. LAHD will address the GHG reduction goals, as applicable, for development within the Los Angeles Harbor District. For example, construction of the proposed visitor center would implement the Clean and Healthy Buildings strategy that promotes advanced energy efficiency measures.
San Pedro Bay Ports CAAP	The CAAP proposes to reduce GHGs from Port-related sources below 1990 levels by 40 and 80 percent by 2030 and 2050, respectively. While the CAAP is primarily designed to reduce criteria pollutants and air toxics, its strategies also would reduce GHG emissions. The tugboats that assist in turning the USS <i>Iowa</i> once per year would comply with CAAP emission control measure HC1, Performance Standards for Harbor Craft, which requires the use of lower-emitting engines. These newer engines also would be more fuel efficient and would result in lower GHG emissions.
City of Los Angeles Construction and Demolition (C&D) Waste Recycling Ordinance	The City of Los Angeles approved a citywide C&D waste recycling ordinance in 2010. This ordinance requires all mixed C&D waste generated within City limits be taken to City-certified C&D waste processors. This would include demolition waste generated by the Proposed Project. LA Sanitation 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 LA Sanitation 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 Green Building Code, Title 24	Title 24 addresses the energy efficiency of construction projects, including new construction, remodeling, addition, and commercial buildings. The Proposed Project would incorporate energy conservation measures in compliance with the California Building Standards Code,

Table 3.8-1. Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
	CCR Title 24, and any other applicable federal, state, or local energy-efficiency requirements.
LAHD 2009 Sustainable Construction Guidelines	All construction at the Port must adhere to the LAHD's 2009 Sustainable Construction Guidelines. The guidelines reinforce and require sustainability measures under construction contracts, addressing a variety of emission sources that operate at the Port during construction. The Proposed Project is required to implement LAHD's Sustainable Construction Guidelines under a construction contract.

Key: § = Section; C&D = construction and demolition; CAAP = San Pedro Bay Ports Clean Air Action Plan; CCR = California Code of Regulations; City = City of Los Angeles; GHG = greenhouse gas; LA = Los Angeles; LAHD = Los Angeles Harbor Department; Port = Port of Los Angeles; USS = United States Ship

As shown in Table 3.8-1, the Proposed Project would not result in activities that would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified GHG impacts.

GHG emissions associated with construction were quantified and are presented for informational purposes. The information provided does not analyze the impact determination for the Proposed Project. Proposed Project GHG emissions were calculated with the same construction assumptions used in the Proposed Project air quality analysis (refer to Section 3.3, Air Quality). The analysis relied on CalEEMod to estimate GHG emissions from construction sources. Appendix A includes CalEEMod Proposed Project analyses inputs and GHG emission summary tables.

Table 3.8-2 presents annual GHG emissions estimated for the Proposed Project construction activities (excludes transport and docking of the USS *Iowa*). On-site equipment would produce most of the emissions from Proposed Project construction. The data in Table 3.8-2 also show that GHG emissions from construction of the Proposed Project would be less than GHG emissions estimated for construction of the Approved Project in the 2012 certified EIR.

Table 3.8-2. Proposed Project Construction – Annual GHG Emissions

Scenario	Annual CO ₂ e (MT)
Year 2026	121
Year 2027	18
Proposed Project Construction – Total GHGs	139
Proposed Project Construction – 30-Year Amortized	5
Approved Project Construction – Total GHGs¹	235
Approved Project Construction – 30-Year Amortized¹	8

Key: CO₂e = carbon dioxide equivalent; GHG = greenhouse gas; MT = metric tons

¹ Source: LAHD 2012, Section 3.2.4.3 and Table 3.2-13 (excludes transport and docking of the USS *Iowa*)

3.9 Hazards and Hazardous Materials

The 2012 certified EIR (Chapter 5, Section 5.5, Hazards and Hazardous Materials) concluded that the Approved Project would not be located within an airport land use plan or in the vicinity of a private airstrip or interfere with an emergency response or evacuation plan. However, while the Project site is not included on a list of hazardous materials sites, there is a potential for hazardous materials to be encountered if contaminated soils are disturbed during construction of the proposed visitor center. Also, because the Project site is less than one-quarter mile from a school, potentials for exposures to hazardous emissions would be an additional concern. The 2012 certified EIR also determined that disposal of chemically impacted soils in accordance with applicable regulations and a health and safety plan would minimize risks associated with handling and transporting hazardous materials and potentials for exposures to hazardous emissions.

The 2012 certified EIR identified an existing U.S. Navy fuel surge line beneath the Project site. The surge line has an easement that restricts permanent structures within or above the easement while the line remains active. The surge line is currently abandoned, and the portion below the proposed visitor center would be removed as part of the Proposed Project. Regardless, construction of any permanent structure, such as the visitor center, would proceed only upon satisfaction of all applicable federal (49 CFR Part 195), state (California Government Code Part 51010 et seq.), and local requirements governing pipeline status, abandonment, and utility clearance, as stipulated in PF-6 (Fuel Surge Line Regulatory Compliance).

Under PF-6, no permanent structures may be built within or above the surge line or any other pipeline easement unless the line is abandoned and removed. Construction in this area may only proceed after all applicable federal, state, and local requirements for pipeline abandonment and removal have occurred and LAHD confirms the area is approved for structural development via a Harbor Engineer Permit. Until such verification is obtained, the surge line corridor would remain protected and accessible consistent with abandoned pipeline status, thereby avoiding any potential hazards associated with the presence of the line. Therefore, implementation of PF-6 would ensure that the Proposed Project would not result in new or more severe hazards-related impacts compared to the analysis in the 2012 certified EIR, and potential risks associated with the existing fuel surge line would be avoided through removal and/or compliance with established regulatory and LAHD requirements.

The 2012 certified EIR evaluated the potential risks associated with encountering contaminated soils during construction of the visitor center by noting that the Approved Project would include a site remediation lease requirement and a contamination contingency plan lease requirement. The contamination contingency plan lease requirement included measures for identifying and handling soil contaminants. The site remediation lease requirement included measures for removing contaminated soils such that residual contamination levels would be below risk-based health screening levels for industrial sites established by the Office of Environmental Health Hazard Assessment and/or applicable action levels (e.g., Environmental Screening Levels and Regional Screening Levels) established by the lead regulatory agency with jurisdiction over the site. With these lease requirements, impacts related to soil contaminants were determined to be less than significant. To ensure consistency with the lease requirements included in the 2012 certified EIR,

the Proposed Project includes PF-3 (Waste Management) and PF-4 (Contamination Contingency Plan) that would minimize potential impacts associated with encountering contaminated soils during construction.

Installation of foundation support piles for the proposed visitor center would require pre-drilling holes that would likely encounter groundwater, which occurs at depths of 10 to 25 feet below ground surface (Ninyo & Moore 2025). However, it is anticipated that dewatering would not be necessary because the water table is approximately 14 feet below the current grade. In addition, the amount of groundwater extracted during drilling would be negligible and not require provisions for disposal of groundwater potentially containing chemical contaminants.

In summary, the Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.10 Hydrology and Water Quality

The 2012 certified EIR (Chapter 5, Section 5.6, Hydrology and Water Quality) determined that the Approved Project would result in no or less than significant impacts on hydrology and water quality. The 2012 certified EIR concluded that the Approved Project would not violate any water quality standards or waste discharge requirements, deplete groundwater supplies, alter existing drainage patterns, create or contribute runoff water that would exceed the capacity of stormwater drainage systems, degrade water quality, place housing within a flood hazard area, expose people or structures to loss, injury, or death involving flooding or sea level rise, or cause inundation by a seiche, tsunami, or mudflow.

Construction activities associated with the Proposed Project would be similar to those evaluated for the Approved Project in the 2012 certified EIR. The Proposed Project would involve some excavation and grading; however, the proposed modifications would not substantially alter the existing drainage pattern of the Project site or surrounding area. As noted in Section 3.9, Hazards and Hazardous Materials, installation of piles for the building foundation is not expected to extract site groundwater.

The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.11 Land Use and Planning

The 2012 certified EIR (Chapter 5, Section 5.7, Land Use and Planning) concluded that the Approved Project would result in no or less than significant impacts on land use and planning because it would not physically divide an established community or conflict with a specific plan,

general plan, zoning ordinance, habitat conservation plan, or natural community conservation plan. The Proposed Project would be similar to the Approved Project, and would not include any activities that would impact land use and planning.

Subsequent to certification of the 2012 EIR, the Port Master Plan was updated to address the Port's long-range planning goals related to future development. The goals balance the Port's role as an essential element of the national maritime industry with its responsibilities to protect coastal resources and maximize public access and recreational opportunities, while also maintaining consistency with policies and applicable regulations. The Proposed Project would be consistent with the Port Master Plan visitor-serving commercial and institutional land use designations for the Project site. In addition, the Proposed Project would support the Port Master Plan goal of increasing public access to the waterfront by providing additional visitor-serving facilities (i.e., proposed visitor center and renovated park space).

The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.12 Mineral Resources

The 2012 certified EIR (Chapter 5, Section 5.9, Mineral Resources) concluded that the Approved Project would have no impact on mineral resources because it would not result in the loss of availability of a known mineral resource or access to a known mineral resource recovery site. The elements of the Proposed Project would be similar to those of the Approved Project with respect to the potential for significant impacts on mineral resources. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.13 Noise

The 2012 certified EIR determined that the Approved Project would have less than significant noise and vibration impacts. In accordance with the City of Los Angeles noise ordinance, construction activities considered in the 2012 certified EIR would not occur between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. The closest noise-sensitive location that was documented in the 2012 certified EIR was a school located 750 feet away from the Project site. The Approved Project included no pile-driving or vibratory construction equipment other than a jackhammer and would not result in a permanent increase in ambient noise levels during day-to-day operations after construction had been completed. In summary, none of the thresholds stipulated in the L.A. CEQA Thresholds Guide for temporary or permanent noise and vibration impacts would be exceeded by the Approved Project.

In general, the Proposed Project would result in similar noise and vibration levels to those described for the Approved Project. The Proposed Project includes PF-5 (Construction Activity Restrictions) that limits the use of heavy equipment operations during construction activities (i.e., these activities would not occur outside of normal working hours), which is consistent with the Approved Project and in accordance with the City of Los Angeles noise ordinance. Construction activities not involving heavy equipment (e.g., operation of passenger vehicles), which would occur outside of normal working hours, would generate minimal noise and vibration affecting only the Project site. The Proposed Project would also be consistent with the Approved Project in that it would not result in permanent increases in ambient noise levels during day-to-day operations.

The Proposed Project differs from the Approved Project in that it would involve impact pile driving, the closest noise-sensitive location is a group of residences 300 feet from the Project site, and there is now a building located 50 feet away from the Project site. As noted previously, the Approved Project did not include impact pile driving, the closest noise-sensitive location considered was 750 feet from the Project site, and the potential for vibration-induced damage to nearby structures was not considered. Because some elements of the Proposed Project and affected environment differ from the Approved Project, noise and vibration impacts associated with the Proposed Project were assessed using methods and thresholds described in the City of L.A. Construction Noise and Vibration Updates to Thresholds and Methodology (City of Los Angeles 2024) (see Appendix B, Noise and Vibration Analysis, for details). During the loudest Proposed Project construction activity (i.e., pile driving), temporary construction noise levels would be 79 decibels 8-hour equivalent noise level at the closest noise-sensitive location, remaining below the 80 decibels 8-hour equivalent noise level impact threshold. Groundborne vibrations attenuate rapidly with distance from the construction site. At the closest structure to the Project site (i.e., the Ralph J. Scott Fire Boat Museum located 50 feet away), vibrations would be 0.23 inches per second peak particle velocity remaining below the 0.25 inches per second peak particle velocity potential structural damage impact threshold identified for historical structures. In addition, it is anticipated that acoustic blankets would be used to the extent feasible during pile-driving activities, which would further reduce noise levels.

In summary, the Proposed Project would not exceed noise and vibration impact thresholds. Noise and vibration impacts associated with the Proposed Project would be less than significant. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.14 Population and Housing

The 2012 certified EIR (Chapter 5, Section 5.10, Population and Housing) concluded that the Approved Project would have no impact on population and housing because it would not induce substantial population growth in the area or displace existing housing or people. The Proposed Project would be similar to the Approved Project evaluated in the 2012 certified EIR, which addressed the potential impact of the visitor center on population and housing. The elements of

the Proposed Project would be largely unchanged from those of the Approved Project with respect to population and housing. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.15 Public Services

The 2012 certified EIR (Chapter 5, Section 5.11, Public Services) concluded that the Approved Project would have less than significant impacts on public services because it would not result in substantial adverse physical impacts associated with the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for fire and police protection, schools, parks, or other public facilities. The Proposed Project would be similar to the Approved Project evaluated in the 2012 certified EIR, which addressed the potential impact of a visitor center on public services. The elements of the Proposed Project would be largely unchanged from those of the Approved Project with respect to public services. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.16 Recreation

The 2012 certified EIR (Chapter 5, Section 5.12, Recreation) concluded that the Approved Project would have a less than significant impact on recreation because it would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. The elements of the Proposed Project would be largely unchanged from those of the Approved Project with respect to recreation. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.17 Transportation

The 2012 certified EIR (Chapter 3, Section 3.3, Traffic and Circulation) concluded that the Approved Project would have less than significant impacts with mitigation on volume/capacity ratios and Level of Service on regional roadway facilities, demands on public transit, and inadequate emergency access. The 2012 certified EIR included the following mitigation measures to reduce impacts on transportation: mitigation measure TRA-1, which required development and implementation of a traffic management plan during construction, and mitigation measure TRA-2, which required implementing Gaffey Street/1st Street intersection improvements. Implementation

of these measures reduced transportation impacts to less than significant levels. The 2012 certified EIR concluded that the Approved Project would not conflict with adopted policies, plans, or programs regarding parking, or supporting alternative transportation (bikeways and pedestrian walkways), and impacts were determined to be less than significant.

This Addendum assesses the Proposed Project's transportation impacts using the CEQA Vehicle Miles Traveled (VMT) methodology of California Public Resources Code Section 21099 and CEQA Guidelines Section 15064.3, and the City of Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines.

Consistency with City of Los Angeles Circulation System Policies

The 2022 LADOT Transportation Assessment Guidelines state that a project that "generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent" and not in conflict. The 2022 LADOT Transportation Assessment Guidelines include three screening criteria questions to help determine whether a project conflicts with City of Los Angeles circulation system policies. If the answer is "no" to all of the following questions, a "No Impact" determination can be made for this threshold (LADOT 2022).

- (i) Does the project require discretionary action that requires the decision-maker to find that the project would substantially conform to the purpose, intent, and provisions of the general plan?

The Proposed Project requires approval by the Los Angeles Board of Harbor Commissioners, which is a discretionary action. However, this discretionary action does not require the decision-maker to amend any project component to conform to the purpose, intent, or provision of any existing general plan. Therefore, the Proposed Project would comply with all required City of Los Angeles circulation system policies and does not deviate from any general plan.

- (ii) Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

The Proposed Project would not alter existing transportation routes or options, nor would it affect public safety. The Proposed Project would not require any modifications or closures to the public right-of-way, and no in-street construction activities would occur. Therefore, the Proposed Project would not directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.

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

The Proposed Project does not include any modifications to existing roadways 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 would not include dedications or physical modifications to the public right-of-way, nor

is it required. The Proposed Project does not include any in-street construction activities.

Accordingly, the Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Consistency with CEQA Guidelines Section 15064.3, Subdivision (b)(1)

CEQA Guidelines Section 15064.3, subdivision (b)(1), provides criteria for analyzing transportation impacts. The guidelines state that a significant impact may occur if VMT exceed an applicable threshold of significance.

The intent of CEQA Guidelines Section 15064.3 and Threshold T-2.1 in the 2022 LADOT Transportation Assessment Guidelines is to assess whether a land use project would have a potential impact on transportation. The 2022 LADOT Transportation Assessment Guidelines include the following screening criteria to evaluate VMT generated by a project (LADOT 2022):

- (i) Would the land use project generate a net increase of 250 or more daily vehicle trips?
- (ii) Would the project generate a net increase in daily VMT?

The LADOT threshold of 250 daily vehicle trips was proposed for automobiles (the Office of Planning and Research [OPR] does not require VMT analysis of commercial trucks in CEQA documents). OPR has confirmed that heavy-duty truck trips do not need to be included in this transportation analysis but need to be analyzed in other resource areas, such as air quality, GHG emissions, energy, and noise (OPR 2020).

Construction of the Proposed Project would generate approximately 100 daily one-way vehicle trips. Therefore, the Proposed Project would not generate a net increase of 250 or more daily one-way vehicle trips (i.e., automobile or light-duty vehicle trips) during construction or operation. Therefore, no impacts would occur.

Increase Hazards Due to a Geometric Design Feature

The 2022 LADOT Transportation Assessment Guidelines provide two screening criteria questions that must be answered to assess whether the Proposed Project would result in impacts due to geometric design hazards or incompatible uses:

- (i) Is the project proposing new driveways or introducing new vehicle access to the property from the public right-of-way?
- (ii) Is the project proposing to, or required to, make any voluntary or required modifications to the public right-of-way (e.g., street dedications or reconfigurations of curb line)?

The Proposed Project is not proposing new driveways or introducing new vehicle access to the Project site from the public right-of-way. Also, the Proposed Project does not include any voluntary or required modifications to the public right-of-way.

Inadequate Emergency Access

The Proposed Project would remove an existing Los Angeles Fire Department access point to the adjacent World Cruise Terminal area. The Applicant would coordinate with the Los Angeles Fire Department to reestablish access to the cruise terminal area prior to construction to ensure adequate emergency access is provided. Proposed Project construction would comply with 2012 certified EIR mitigation measure TRA-1 that would reduce potential impacts because the traffic management plan includes stipulations to ensure emergency vehicle access is provided at all times. Therefore, the Proposed Project would not result in inadequate emergency access within the surrounding area.

In summary, the Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.18 Tribal Cultural Resources

The 2012 certified EIR did not evaluate impacts on tribal cultural resources. However, this resource area is evaluated in the Addendum to comply with changes in CEQA law that have occurred since certification of the 2012 EIR. Although the 2012 certified EIR did not specifically address potential impacts of the Approved Project on tribal cultural resources, Chapter 5, Section 5.3, Cultural Resources, concluded that the Approved Project would have no impacts on cultural resources because it would not cause a substantial adverse change in the significance of a historical or archaeological resource, destroy a unique paleontological resource or site or unique geologic feature, or disturb any human remains. No eligible or listed historic resources have been recorded within the Project site. Additionally, the Project site consists of artificial fill and previously disturbed soils, which have a low potential for containing archaeological or ethnographic cultural resources. Impacts were determined to be less than significant.

Although the possibility of construction activities encountering unknown archaeological resources is considered low, the 2012 certified EIR noted that standard archaeological monitoring provisions would be implemented to ensure that the Approved Project would not damage any previously unknown archaeological resources. To ensure consistency with the standard archaeological monitoring provisions included in the 2012 certified EIR, the Proposed Project includes PF-2 (Inadvertent Discovery of Cultural Resources) that would minimize potential impacts on any previously unknown tribal cultural resources during construction. Implementation of PF-2 would require construction activities to cease in the area if prehistoric and/or archaeological resources are encountered during construction. Therefore, the Proposed Project would result in less than significant impacts on tribal cultural resources. Furthermore, because there would be little possibility of encountering tribal cultural resources during construction, the Proposed Project would not make a cumulatively considerable contribution to a significant cumulative impact.

3.19 Utilities and Service Systems

The 2012 certified EIR (Chapter 5, Section 5.14, Utilities and Service Systems) concluded that the Approved Project would not generate volumes of wastewater that would exceed the capacity of the existing wastewater treatment facilities or require the construction of new water or wastewater treatment facilities or expansion of existing facilities, generate stormwater volumes that would result in the construction of new stormwater drainage facilities or expansion of an existing system, or generate volumes of solid wastes that would exceed the capacity of local landfills. Impacts were determined to be less than significant.

The elements of the Proposed Project would be largely unchanged from those of the Approved Project with respect to utilities and service systems. The Proposed Project would be within the scope of impacts that were analyzed in the 2012 certified EIR. In addition, the Proposed Project would not result in a potentially significant cumulative impact not discussed in the 2012 certified EIR. Therefore, the Proposed Project would not result in new significant impacts, new cumulative impacts, or a substantial increase in the severity of previously identified impacts.

3.20 Wildfire

The 2012 certified EIR did not evaluate impacts on wildfire. California Public Resources Code 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 (Office of the State Fire Marshal 2025). Accordingly, the Proposed Project would not impair an emergency evacuation plan, exacerbate fire risks, require the installation or maintenance of associated infrastructure, or expose people or structures to significant risks related to wildfires. Therefore, no impacts on wildfire would occur.

4.0 CONCLUSION

The Proposed Project would construct a park and visitor center pavilion at the USS *Iowa* berth (Berth 87) within the Port. The Proposed Project would be similar to the Approved Project evaluated in the 2012 certified EIR but includes additional details for the design and construction of the visitor center that were only conceptually evaluated as part of the Approved Project. The Proposed Project would update the size of the visitor center to be approximately 17,161 sq ft, revise construction activities to include the installation of piles, and include approximately 50,000 sq ft of renovated park space. The Proposed Project would also include the removal of the portion of the U.S. Navy surge line below the proposed visitor center. These construction activities were not anticipated in the 2012 certified EIR. Based on the findings in Section 3.0, Environmental Analysis, the Proposed Project would not result in any new significant impacts, new cumulative impacts, or a substantial increase in the severity of impacts previously identified in the 2012 certified EIR. In addition, the Proposed Project would not result in any of the conditions stipulated in CEQA Guidelines Section 15162 that would require preparation of a subsequent EIR. Therefore, an addendum is the appropriate CEQA document for the Proposed Project.

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Appendix A Air Quality

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	USS Iowa Pavilion Project, Port of Los Angeles
Construction Start Date	12/2/2025
Operational Year	2027
Lead Agency	Port of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.50
Precipitation (days)	7.20
Location	33.741432, -118.27839234446061
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4642
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
City Park	1.10	Acre	1.50	0.00	10,000	10,000	—	—

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Library	18.0	1000sqft	0.75	18,000	1,000	—	—	—
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.56	10.6	30.3	0.05	0.79	0.37	0.99	0.74	0.09	0.78	—	5,827	5,827	0.24	0.09	1.79	5,863
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.56	10.6	23.6	0.03	0.79	0.37	0.99	0.74	0.08	0.78	—	3,386	3,386	0.14	0.07	0.03	3,410
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.25	1.48	4.91	0.01	0.09	0.08	0.18	0.09	0.02	0.11	—	799	799	0.03	0.01	0.15	804
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.27	0.90	< 0.005	0.02	0.02	0.03	0.02	< 0.005	0.02	—	132	132	0.01	< 0.005	0.02	133

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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2026	1.56	10.6	30.3	0.05	0.79	0.37	0.99	0.74	0.09	0.78	—	5,827	5,827	0.24	0.09	1.79	5,863
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.56	10.6	23.6	0.03	0.79	0.37	0.99	0.74	0.08	0.78	—	3,386	3,386	0.14	0.07	0.03	3,410
2027	0.72	0.62	3.44	0.01	0.01	0.12	0.13	0.01	0.03	0.04	—	723	723	0.03	0.02	0.01	730
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.25	1.48	4.91	0.01	0.09	0.08	0.18	0.09	0.02	0.11	—	799	799	0.03	0.01	0.15	804
2027	0.12	0.10	0.56	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	118	118	< 0.005	< 0.005	0.04	119
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05	0.27	0.90	< 0.005	0.02	0.02	0.03	0.02	< 0.005	0.02	—	132	132	0.01	< 0.005	0.02	133
2027	0.02	0.02	0.10	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	19.5	19.5	< 0.005	< 0.005	0.01	19.7

3. Construction Emissions Details

3.1. Demolition and Site Clearing (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	1.47	16.2	0.03	0.06	—	0.06	0.06	—	0.06	—	2,988	2,988	0.12	0.02	—	2,998
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—

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Demolition	—	—	—	—	—	0.14	0.14	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	81.9	81.9	< 0.005	< 0.005	—	82.1
Dust From Material Movement:	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.6	13.6	< 0.005	< 0.005	—	13.6
Dust From Material Movement:	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.69	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	161	161	0.01	0.01	0.01	163
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Hauling	< 0.005	0.30	0.11	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	—	238	238	0.01	0.04	0.01	250
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.46	4.46	< 0.005	< 0.005	0.01	4.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.52	6.52	< 0.005	< 0.005	0.01	6.85
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.74	0.74	< 0.005	< 0.005	< 0.005	0.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.08	1.08	< 0.005	< 0.005	< 0.005	1.13

3.3. Final Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.53	6.51	0.01	0.02	—	0.02	0.02	—	0.02	—	1,082	1,082	0.04	0.01	—	1,086
Dust From Material Movement:	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	< 0.005	0.01	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.8	14.8	< 0.005	< 0.005	—	14.9
Dust From Material Movement:	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.45	2.45	< 0.005	< 0.005	—	2.46
Dust From Material Movement:	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	102	102	< 0.005	< 0.005	0.34	103
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	40.8	40.8	< 0.005	0.01	0.09	42.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.34	1.34	< 0.005	< 0.005	< 0.005	1.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.56	0.56	< 0.005	< 0.005	< 0.005	0.59
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	< 0.005	0.22

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Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.09	0.09	< 0.005	< 0.005	< 0.005	0.10

3.5. Steel Erection and Exterior 1 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.37	1.91	19.1	0.04	0.07	—	0.07	0.07	—	0.07	—	3,876	3,876	0.16	0.03	—	3,889
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	42.5	42.5	< 0.005	< 0.005	—	42.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.03	7.03	< 0.005	< 0.005	—	7.06
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.49	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	102	102	< 0.005	< 0.005	0.35	104

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Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	92.0	92.0	< 0.005	0.01	0.25	96.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.08	1.08	< 0.005	< 0.005	< 0.005	1.09
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.01	1.01	< 0.005	< 0.005	< 0.005	1.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.18
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.17	0.17	< 0.005	< 0.005	< 0.005	0.17
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Interior Finishes (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.56	1.55	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	218	218	0.01	< 0.005	—	219
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.56	1.55	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	218	218	0.01	< 0.005	—	219

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.09	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	35.9	35.9	< 0.005	< 0.005	—	36.0	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	< 0.005	0.02	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.94	5.94	< 0.005	< 0.005	—	5.96	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.03	0.03	0.49	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	102	102	< 0.005	< 0.005	0.35	104	
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	92.0	92.0	< 0.005	0.01	0.25	96.2	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.03	0.03	0.42	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	97.1	97.1	< 0.005	< 0.005	0.01	98.3	
Vendor	< 0.005	0.11	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	92.0	92.0	< 0.005	0.01	0.01	96.0	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.2	16.2	< 0.005	< 0.005	0.02	16.4	
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.1	15.1	< 0.005	< 0.005	0.02	15.8	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

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Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.68	2.68	< 0.005	< 0.005	< 0.005	2.72
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.50	2.50	< 0.005	< 0.005	< 0.005	2.62
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Exterior and Interior Details (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	3.01	0.01	0.01	—	0.01	0.01	—	0.01	—	538	538	0.02	< 0.005	—	540
Architectural Coatings	0.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.5	30.5	< 0.005	< 0.005	—	30.6
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.05	5.05	< 0.005	< 0.005	—	5.07

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Architect Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.42	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	97.1	97.1	< 0.005	< 0.005	0.01	98.3
Vendor	< 0.005	0.11	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	92.0	92.0	< 0.005	0.01	0.01	96.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.59	5.59	< 0.005	< 0.005	0.01	5.67
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.22	5.22	< 0.005	< 0.005	0.01	5.45
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.93	0.93	< 0.005	< 0.005	< 0.005	0.94
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.86	0.86	< 0.005	< 0.005	< 0.005	0.90
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Exterior and Interior Details (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	3.01	0.01	0.01	—	0.01	0.01	—	0.01	—	538	538	0.02	< 0.005	—	540
Architectural Coatings	0.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	87.3	87.3	< 0.005	< 0.005	—	87.6
Architectural Coatings	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.5	14.5	< 0.005	< 0.005	—	14.5
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.38	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	95.2	95.2	< 0.005	< 0.005	0.01	96.4

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Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	90.2	90.2	< 0.005	0.01	0.01	94.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15.7	15.7	< 0.005	< 0.005	0.02	15.9
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	14.7	14.7	< 0.005	< 0.005	0.02	15.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.60	2.60	< 0.005	< 0.005	< 0.005	2.63
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.43	2.43	< 0.005	< 0.005	< 0.005	2.53
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Steel Erection and Exterior 2 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.27	3.82	0.01	0.01	—	0.01	0.01	—	0.01	—	544	544	0.02	< 0.005	—	546
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.9	14.9	< 0.005	< 0.005	—	15.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.47	2.47	< 0.005	< 0.005	—	2.48
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.49	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	102	102	< 0.005	< 0.005	0.35	104
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	92.0	92.0	< 0.005	0.01	0.25	96.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.70	2.70	< 0.005	< 0.005	< 0.005	2.74
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.52	2.52	< 0.005	< 0.005	< 0.005	2.63
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	< 0.005	0.45
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	< 0.005	0.44
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Steel Erection and Exterior 3 (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.41	5.78	0.01	0.02	—	0.02	0.02	—	0.02	—	824	824	0.03	0.01	—	827
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.01	0.05	0.70	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	99.3	99.3	< 0.005	< 0.005	—	99.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	< 0.005	0.01	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.4	16.4	< 0.005	< 0.005	—	16.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.03	0.03	0.49	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	102	102	< 0.005	< 0.005	0.35	104
Vendor	< 0.005	0.10	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	92.0	92.0	< 0.005	0.01	0.25	96.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.9	11.9	< 0.005	< 0.005	0.02	12.0

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Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.1	11.1	< 0.005	< 0.005	0.01	11.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.97	1.97	< 0.005	< 0.005	< 0.005	1.99
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	1.92
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Pile Driving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	10.5	22.8	0.03	0.79	—	0.79	0.74	—	0.74	—	3,174	3,174	0.13	0.03	—	3,185
Dust From Material Movement:	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	10.5	22.8	0.03	0.79	—	0.79	0.74	—	0.74	—	3,174	3,174	0.13	0.03	—	3,185
Dust From Material Movement:	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.15	2.50	< 0.005	0.09	—	0.09	0.08	—	0.08	—	348	348	0.01	< 0.005	—	349
Dust From Material Movement:	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.21	0.46	< 0.005	0.02	—	0.02	0.01	—	0.01	—	57.6	57.6	< 0.005	< 0.005	—	57.8
Dust From Material Movement:	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.97	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.69	206
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.40	3.40	< 0.005	< 0.005	0.01	3.58
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.40	3.40	< 0.005	< 0.005	< 0.005	3.57
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Worker	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.4	21.4	< 0.005	< 0.005	0.03	21.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	0.39
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.55	3.55	< 0.005	< 0.005	0.01	3.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.06

3.19. Foundations (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.83	9.42	0.02	0.03	—	0.03	0.03	—	0.03	—	1,693	1,693	0.07	0.01	—	1,699
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.2	23.2	< 0.005	< 0.005	—	23.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.84	3.84	< 0.005	< 0.005	—	3.85

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.32	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	67.7	67.7	< 0.005	< 0.005	0.23	68.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.89	0.89	< 0.005	< 0.005	< 0.005	0.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.15	0.15	< 0.005	< 0.005	< 0.005	0.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition and Site Clearing	Site Preparation	1/2/2026	1/15/2026	5.00	10.0	—
Final Grading	Grading	4/15/2026	4/21/2026	5.00	5.00	—
Steel Erection and Exterior 1	Building Construction	7/2/2026	7/7/2026	5.00	4.00	—

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Interior Finishes	Building Construction	9/9/2026	12/1/2026	5.00	60.0	—
Exterior and Interior Details	Building Construction	12/3/2026	3/24/2027	5.00	80.0	—
Steel Erection and Exterior 2	Building Construction	7/2/2026	7/15/2026	5.00	10.0	—
Steel Erection and Exterior 3	Building Construction	7/2/2026	9/1/2026	5.00	44.0	—
Pile Driving	Trenching	2/5/2026	4/1/2026	5.00	40.0	—
Foundations	Trenching	6/3/2026	6/9/2026	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition and Site Clearing	Excavators	Diesel	Tier 4 Final	1.00	6.00	210	0.60
Demolition and Site Clearing	Excavators	Diesel	Tier 4 Final	1.00	6.00	159	0.60
Demolition and Site Clearing	Rubber Tired Loaders	Diesel	Tier 4 Final	1.00	4.00	386	0.60
Demolition and Site Clearing	Rubber Tired Loaders	Diesel	Tier 4 Final	1.00	2.00	215	0.60
Demolition and Site Clearing	Skid Steer Loaders	Diesel	Tier 4 Final	1.00	1.00	93.0	0.60
Final Grading	Graders	Diesel	Tier 4 Final	1.00	6.00	148	0.41
Final Grading	Rollers	Diesel	Tier 4 Final	1.00	5.00	220	0.40
Final Grading	Rubber Tired Loaders	Diesel	Tier 4 Final	1.00	4.00	84.0	0.37
Steel Erection and Exterior 1	Cranes	Diesel	Tier 4 Final	1.00	6.00	350	0.55
Steel Erection and Exterior 1	Cranes	Diesel	Tier 4 Final	1.00	6.00	450	0.55

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Steel Erection and Exterior 1	Cranes	Diesel	Tier 4 Final	1.00	4.50	280	0.55
Interior Finishes	Aerial Lifts	Diesel	Tier 4 Final	1.00	6.00	82.0	0.20
Interior Finishes	Welders	Diesel	Tier 4 Final	1.00	4.00	46.0	0.45
Exterior and Interior Details	Cranes	Diesel	Tier 4 Final	1.00	3.00	367	0.29
Exterior and Interior Details	Aerial Lifts	Diesel	Tier 4 Final	1.00	6.00	82.0	0.20
Exterior and Interior Details	Welders	Diesel	Tier 4 Final	1.00	2.00	46.0	0.45
Steel Erection and Exterior 2	Aerial Lifts	Diesel	Tier 4 Final	1.00	6.00	130	0.60
Steel Erection and Exterior 3	Aerial Lifts	Diesel	Tier 4 Final	1.00	5.20	130	0.60
Steel Erection and Exterior 3	Aerial Lifts	Diesel	Tier 4 Final	1.00	6.00	84.0	0.60
Pile Driving	Cranes	Diesel	Tier 4 Final	1.00	10.0	266	0.30
Pile Driving	Other Construction Equipment	Diesel	Tier 1	1.00	8.00	100	0.75
Pile Driving	Forklifts	Diesel	Tier 4 Final	1.00	10.0	260	0.40
Pile Driving	Off-Highway Trucks	Diesel	Average	1.00	10.0	250	0.10
Pile Driving	Bore/Drill Rigs	Diesel	Tier 4 Final	1.00	2.00	40.0	0.10
Pile Driving	Excavators	Diesel	Tier 4 Final	1.00	6.30	50.0	0.10
Foundations	Excavators	Diesel	Tier 4 Final	1.00	8.00	210	0.60
Foundations	Skid Steer Loaders	Diesel	Tier 4 Final	1.00	8.00	93.0	0.60

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition and Site Clearing	—	—	—	—

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Demolition and Site Clearing	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition and Site Clearing	Vendor	—	10.2	HHDT,MHDT
Demolition and Site Clearing	Hauling	3.50	20.0	HHDT
Demolition and Site Clearing	Onsite truck	—	—	HHDT
Pile Driving	—	—	—	—
Pile Driving	Worker	15.0	18.5	LDA,LDT1,LDT2
Pile Driving	Vendor	—	10.2	HHDT,MHDT
Pile Driving	Hauling	0.05	20.0	HHDT
Pile Driving	Onsite truck	—	—	HHDT
Steel Erection and Exterior 1	—	—	—	—
Steel Erection and Exterior 1	Worker	7.56	18.5	LDA,LDT1,LDT2
Steel Erection and Exterior 1	Vendor	2.95	10.2	HHDT,MHDT
Steel Erection and Exterior 1	Hauling	0.00	20.0	HHDT
Steel Erection and Exterior 1	Onsite truck	—	—	HHDT
Interior Finishes	—	—	—	—
Interior Finishes	Worker	7.56	18.5	LDA,LDT1,LDT2
Interior Finishes	Vendor	2.95	10.2	HHDT,MHDT
Interior Finishes	Hauling	0.00	20.0	HHDT
Interior Finishes	Onsite truck	—	—	HHDT
Exterior and Interior Details	—	—	—	—
Exterior and Interior Details	Worker	7.56	18.5	LDA,LDT1,LDT2
Exterior and Interior Details	Vendor	2.95	10.2	HHDT,MHDT
Exterior and Interior Details	Hauling	0.00	20.0	HHDT
Exterior and Interior Details	Onsite truck	—	—	HHDT
Foundations	—	—	—	—
Foundations	Worker	5.00	18.5	LDA,LDT1,LDT2
Foundations	Vendor	—	10.2	HHDT,MHDT
Foundations	Hauling	0.00	20.0	HHDT

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Foundations	Onsite truck	—	—	HHDT
Steel Erection and Exterior 2	—	—	—	—
Steel Erection and Exterior 2	Worker	7.56	18.5	LDA,LDT1,LDT2
Steel Erection and Exterior 2	Vendor	2.95	10.2	HHDT,MHDT
Steel Erection and Exterior 2	Hauling	0.00	20.0	HHDT
Steel Erection and Exterior 2	Onsite truck	—	—	HHDT
Steel Erection and Exterior 3	—	—	—	—
Steel Erection and Exterior 3	Worker	7.56	18.5	LDA,LDT1,LDT2
Steel Erection and Exterior 3	Vendor	2.95	10.2	HHDT,MHDT
Steel Erection and Exterior 3	Hauling	0.00	20.0	HHDT
Steel Erection and Exterior 3	Onsite truck	—	—	HHDT
Final Grading	—	—	—	—
Final Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Final Grading	Vendor	—	10.2	HHDT,MHDT
Final Grading	Hauling	0.60	20.0	HHDT
Final Grading	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Apply dust suppressants to unpaved roads	84%	84%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Exterior and Interior Details	0.00	0.00	10,000	1,000	—

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5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition and Site Clearing	0.00	100	0.40	100	—
Final Grading	0.00	20.0	2.00	0.00	—
Pile Driving	0.00	10.0	0.20	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
City Park	0.00	0%
Library	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	690	0.05	0.01
2027	0.00	690	0.05	0.01

Appendix B Noise and Vibration Analysis

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B-1 INTRODUCTION

This appendix describes the methods and input parameters used to assess noise and vibration impacts associated with the United States Ship (USS) *Iowa* Visitor Center Pavilion Project (Proposed Project) construction.

B-2 NOISE ANALYSIS

Noise levels at the closest noise-sensitive location (i.e., residences approximately 300 feet away from the Project site) were calculated using methods described in the City of L.A. Construction Noise and Vibration Updates to Thresholds and Methodology (“Updated L.A. Construction Thresholds”) (City of Los Angeles 2024). Impacts were assessed against an 80 decibels (dB) 8-hour equivalent noise levels (Leq(8-hour)) threshold using the following equation:

$$\text{Leq}(8 \text{ hour})_{\text{equip}} = \text{Lmax}_{\text{ref}} - 20 \times \log(D/50) + 10 \times \log(UF)$$

Where: Leq(8 hour)_{equip} = equipment Leq at sensitive location

L_{max,ref} = maximum noise level (L_{max}) at 50-foot reference distance

D = distance to closest noise-sensitive location

UF = usage factor is the percentage of the workday during which equipment is generating highest noise levels

Reference noise levels and usage factor values, which are shown in Table B-1, were taken from the Updated L.A. Construction Thresholds document and the Federal Highway Administration’s Roadway Construction Noise Model User’s Handbook (FHWA 2006, City of Los Angeles 2024). To ensure conservative assessment results, all equipment was assumed to be operating at the closest location on the construction site to the nearest noise-sensitive location. Because the Proposed Project construction site is relatively small, this approach is not considered to be grossly overconservative. Additional noise level reductions due to ground effects, standing vegetation, and other factors related to the sound transmission path were assumed to be negligible and were not included in calculations. Because pile driving would be the loudest activity conducted during the Proposed Project, noise levels associated with that phase of the Project were calculated. Noise levels experienced during other Proposed Project activities (i.e., demolitions and grading, foundations, and steel erection) would be lower than noise levels during pile driving.

Table B-1. Construction Equipment Noise Levels

Equipment Type	L _{max,ref} at 50 feet from source (dB) ¹	Acoustic Usage Factor (%) ¹	Leq(8 hour) at Closest Noise-Sensitive Location (dB)
Mobile Crane	81	16	57
Pile Driver (impact)	101	20	78
Forklift	75	20	52
Pickup Truck	79	22	57
Excavator	81	40	61

Table B-1. Construction Equipment Noise Levels

Equipment Type	L _{max,ref} at 50 feet from source (dB) ¹	Acoustic Usage Factor (%) ¹	Leq(8 hour) at Closest Noise-Sensitive Location (dB)
Backhoe	78	40	58
Overall Leq(8 hour) ²			79

Key: % = percent; dB = decibel; Leq(8 hour) = equivalent sound level over 8-hour period; L_{max,ref} = maximum sound level at reference distance

Notes:

¹ Impact pile driver reference noise level and usage factors are from the Roadway Construction Noise Model User's Handbook (FHWA 2006). All other reference noise levels and usage factors are from the City of L.A. Construction Noise and Vibration Updates to Thresholds and Methodology (City of Los Angeles 2024). Values listed for "drill rig truck" were used to represent a pickup truck, and "man lift" equipment values were used to represent a forklift.

² Overall Leq(8-hour) was calculated using decibel summation of Leq contributions from all equipment types.

B-3 VIBRATION

Vibration intensities at the closest structure (i.e., Ralph J. Scott Fire Boat Museum approximately 50 feet away from the Project site) were estimated using the calculation methods described in the Updated L.A. Construction Thresholds (City of Los Angeles 2024). The Updated L.A. Construction Thresholds do not establish a numeric threshold for human annoyance caused by vibration. Potential for damage to the museum was assessed against a 0.25 inches per second (in/sec) peak particle velocity (PPV) threshold, as specified for historic buildings, using the following formula:

$$PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$$

Where: PPV_{equip} = peak particle velocity of the equipment adjusted for distance

PPV_{ref} = peak particle velocity at reference distance of 25 feet

D = distance from the vibration source to the receptor in feet

PPV values for equipment expected to be used in the pile-driving phase of the Proposed Project, which are listed in Table B-2, were taken from the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual (Federal Transit Administration 2018). In instances where specific equipment types were not available, surrogate vibration sources were selected with similar weight and operational modes. Seismic wave vibrations attenuate more rapidly in soft soils than in hard soils or rock, as described in Transportation Research Board's Dynamic Effects of Pile Installations on Adjacent Structures (Transportation Research Board 1997). An attenuation factor of 1.5 was used to reflect soils at the Project site being of intermediate hardness.

Table B-2. Construction Equipment Vibration Intensities

Equipment ¹	PPV _{ref} at 25 ft (in/sec)	PPV _{equip} (in/sec)
Mobile Crane	0.089	0.031
Pile Driver (impact)	0.644	0.228
Forklift	0.076	0.027
Pickup Truck	0.076	0.027

Table B-2. Construction Equipment Vibration Intensities

Equipment ¹	PPV _{ref} at 25 ft (in/sec)	PPV _{equip} (in/sec)
Excavator	0.089	0.031
Backhoe	0.076	0.027

Key: ft = feet; in/sec = inches per second; PPV_{equip} = peak particle velocity of the equipment adjusted for distance; PPV_{ref} = peak particle velocity at reference distance

Notes:

¹ Equipment types listed are representative of equipment types expected to be used on the Proposed Project that would generate the most intense vibrations. Vibration reference intensities were selected from values available in the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual; where specific equipment types were not available, surrogate sources were selected with similar weight and operational modes. Specifically, the mobile crane and excavator were represented by a "large bulldozer," while forklift, pickup truck, and backhoe were represented with "small bulldozer."

² Calculations use a vibration attenuation factor of 1.5.

B-4 REFERENCES

- City of Los Angeles (City of Los Angeles Department of City Planning). 2024. Construction Noise and Vibration Updates to Thresholds and Methodology.
- FHWA (Federal Highway Administration). 2006. Roadway Construction Noise Model User's Manual.
- Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment.
- Sheet Piling UK. 2024. Latest News: Commissioning Bespoke Shroud Solved Sheet Piling Noise Reduction Dilemma. [Online]: <https://www.sheetpilinguk.com/commissioning-bespoke-shroud-solved-sheet-piling-noise-reduction-dilemma/>. Accessed October 22, 2025.
- Transportation Research Board. 1997. Synthesis of Highway Practice 253: Dynamic Effects of Pile Installations on Adjacent Structures.

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