Final
Initial Study/Mitigated Negative Declaration

Berth 182 Slope Repair Project

Port of Los Angeles

APP No. 190903-119 SCH No. 2020049018

Prepared By:

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

with assistance from:

Environmental Compliance Solutions, Inc.
171 Pier Avenue #337
Santa Monica, CA 90405

THE PORT OF LOS ANGELES

June 2020

This page left
intentionally blank

Table of Contents **Page**

List of Figures

List of Tables

Appendices

FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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

PROPOSED PROJECT

The Los Angeles Harbor Department (LAHD) has prepared this Initial Study (IS)/Mitigated Negative Declaration (ND) or IS/MND to address the environmental effects of the proposed Berth 182 slope repair project located in the Port of Los Angeles (ie. proposed Project). LAHD is the lead agency under the California Environmental Quality Act.

Based on recent Port of Los Angeles field inspections, the slope at Berth 182 is eroding and is affecting sections of the adjacent Fries Avenue road pavement. The erosion is the result of deterioration of an old wooden cut-off wall and from vessels at berth at the adjacent berths. The proposed Project would shore up and strengthen the in-water slope underneath Berth 182. The Project affects Fries Avenue and is accessible from Fries Avenue. The slope must be repaired to stop further erosion and avoid additional damage to the road. Work will include placing quarry run and clean rip rap over approximately 210 linear feet of slope area. This work will be performed by the Port's Construction and Maintenance Division.

DETERMINATION

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

FINAL IS/MND ORGANIZATION

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

Responses to Comments: This section describes the distribution of the Draft IS/MND for public review, comments received on the Draft IS/MND by LAHD and LAHD's responses to these comments. Table RTC-1 lists the two comment letters received. Following the table are the letters and LAHD's responses.

Clarifications and Modifications: There were no modifications to the document that constitute a significant change or significant new information. Therefore, no recirculation is required.

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

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

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

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

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

Section 5. Proposed Finding. This section provides a proposed finding for the IS/MND.

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

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

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

Appendices. Appendices are provided as was provided in the Draft IS/MND.

RESPONSE TO COMMENTS

Distribution of the Draft IS/MND

In accordance with the CEQA statues and Guidelines, the Draft IS/MND was circulated for a period of 30 days for public review and comment. The public review period for the Draft IS/MND began on April 9, 2020 and closed on May 8, 2020.

The Draft IS/MND was specifically distributed to approximately 85 interested and/or involved public agencies, organizations, neighbors, and private individuals for review. The Draft IS/MND was also made available for public review online at: https://www.portoflosangeles.org.

In addition, the Draft IS/MND was filed with the Los Angeles County Clerk, City of Los Angeles Clerk, and the State Clearinghouse.

Comments on the Draft IS/MND

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

Table RTC-1: Comment Letters Received

Code	Date	Organization/Entity
DOT-1	April 21, 2020	CALTRANS/DOT
CHP-1	April 20, 2020	California Highway Patrol

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0067
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

April 21, 2020

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

RE: Berth 182 Slope Repair Roadway Improvement Project – Mitigated Negative Declaration (MND)
SCH# 2020049018
GTS# 07-LA-2020-03231
Vic. LA-110 PM 2.738

Dear Erin Sheehy,

DOT-1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project involves in-water slope repairs to Berth 182 and asphalt road repairs near the corner Water Street. Project construction is expected to take approximately 10 months.

The nearest State facility to the proposed project is I-110. After reviewing the MND, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03231.

Sincerely,

Miya Edmonson

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

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

Comment Letter #1: CALTRANS/DOT

DOT-1 Thank you for your comment. While we don't currently anticipate the need for oversized-transport vehicles on state highways, we thank you for the reminder regarding the Caltrans transportation permit requirement.

From: CHP-50AADesk <50AADesk@chp.ca.gov>
Sent: Monday, April 20, 2020 2:23 PM
To: OPR State Clearinghouse
Cc: Enciso, Blanca@CHP
Subject: 063 – BE. - SCH# 2020049018 - Environmental Document Review - Due to Lead by 05/08/20

Good afternoon,

CHP-1 After a thorough review of the attached Environmental Impact Documents, no impact to the South Los Angeles Area's local operations and/or public safety by SCH# 2020049018 was identified. Should you have further questions or concerns, please feel free to contact me directly.

Respectfully,

J.P. Beay, #14635
Administrative Sergeant

California Highway Patrol
South Los Angeles Area
19700 Hamilton Avenue
Torrance, CA 90502
(424) 551-4000 – Office
(310) 323-5411 – Fax
JMDiaz@chp.ca.gov

From: Enciso, Blanca@CHP
Sent: Thursday, April 16, 2020 10:01 AM
To: Diaz, Jose M@CHP <JMDiaz@chp.ca.gov>
Cc: Johnson, Tariq@CHP <TAJohnson@chp.ca.gov>; Hammond, Melissa@CHP <MEHammond@chp.ca.gov>
Subject: 063 – BE. - SCH# 2020049018 - Environmental Document Review - Due to Lead by 05/08/20

Good morning,

Special Projects Section (SPS) recently received the referenced "Notice of Environmental Impact" document from the State Clearinghouse outlined in the following Website:

https://ceqanet.opr.ca.gov/2020049018/2

Due to the project's geographical proximity to the South Los Angeles Area, please use the attached checklist to assess its potential impact to local Area/Section operations and public safety.

CC to Division FYI only

Please feel free to e-mail me if you have any questions.

Thank you!

1

Comment Letter #2: California Highway Patrol

CHP-1 Thank you for your comment.

1.0 Introduction

The Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Mitigated Declaration (IS/MND) to address potential environmental effects of the proposed Berth 182 Slope Repair Project (Project), located at Berth 182, Wilmington, in the Port of Los Angeles (POLA). LAHD is the Lead Agency under the California Environmental Quality Act (CEQA).

The Project would reinforce and strengthen the slope at Berth 182 by adding approximately 210 linear feet of additional rip rap underneath the berth adjacent to Fries Avenue. The objectives of the Project are to rebuild the slope, stop further erosion underneath Fries Avenue, and repair the existing road. Construction would take approximately six months.

1.1 CEQA Process

This document was prepared in accordance with the California Environmental Quality Act (CEQA), the California Public Resources Code Section 21000 et seq., the CEQA Guidelines (14 CCR 15000 et seq.), and the City of Los Angeles CEQA Guidelines (2006). One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision-makers. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. This IS/MND includes a discussion of the Project's potential effects on the existing environment.

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

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

This IS/MND meets CEQA content requirements by including a project description; a description of the environmental setting, potential environmental impacts, discussion of consistency with plans and policies; and names of the document preparers.

In accordance with CEQA and the CEQA Guidelines, this IS/MND will be circulated for a period of 30 days for public review and comment. The public review period for this IS/MND is scheduled to begin on April 9, 2020 and will conclude on May 8, 2020. This IS/MND has specifically been distributed to interested or involved public agencies, organizations, and private individuals for review. The document is also available online at https://www.portoflosangeles.org/environment/environmental-documents.

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

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential project impacts on the environment. Comments on the IS/MND should be submitted in writing prior to the end of the 30-day public review period and must be postmarked by May 8, 2020.

Please submit written comments to:

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

Written comments may also be sent via email to ceqacomments@portla.org. All correspondence, through mail or email, should include the project title "Berth 182 Slope Repair Project" in the subject line.

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

1.2 Document Format

This IS/MND contains the following sections:

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

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

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

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

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

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

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

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

The environmental analysis included in Section 4, Impacts and Mitigation Measures, is consistent with the CEQA Initial Study format presented in Section 3, Initial Study Checklist. Impacts are

separated into the following categories:

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

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

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

No Impact. This category applies when a Project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency that show that the impact does not apply to the specific project. A "No Impact" answer should be explained where it is based on project-specific factors and general standards.

2.0 Project Description

2.1 Project Overview

This Initial Study (IS)/Mitigated Negative Declaration (MND) is being prepared to evaluate the potential environmental impacts that may result from completing in-water slope repairs under Berth 182. The Project site is accessible from Fries Avenue. The objectives of the Project are to repair the slope in order to stop further erosion and avoid additional damage to the road. Work will include placing quarry run and clean rip rap over approximately 210 linear feet. After the slope repair is completed, the affected roadway and sidewalk on Fries Avenue will be repaired, repaved and striped.

The Port's Construction and Maintenance Division will complete the project. Construction is expected to last approximately six months.

This section discusses the location, description, background, and objectives of the Project. This document has been prepared in accordance with the California Environmental Quality Act (CEQA - California Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.).

2.1.1 Project Location

Regional Setting
The Port is located in San Pedro Bay, 20 miles south of downtown Los Angeles. Figure 2-1, Regional Location Map, shows the Port relative the Los Angeles and Orange County area. The Port encompasses 7,500 acres and 43 miles of waterfront and provides a major gateway for international goods and services. With approximately 24 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities, the Port handled about approximately 194 million metric revenue tons of cargo in fiscal year 2018 (July 2017– June 2018) (POLA, 2019). In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, boat repair facilities, as well as recreational, community, and educational facilities. The Port also provides slips for approximately 3,800 recreational vessels, 78 commercial fishing boats, 35 miscellaneous small-service crafts, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants primarily located along the west side of the Main Channel. It also accommodates recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

Project Setting
The Project site is bounded by Water Street to the north, Fries Avenue to the west, Berth 183 to the north, Berth 181 to the south and Slip 5 to the east (Figure 2-2, Project Vicinity Map).

Overall access to the Project (and most of the Port) is provided through SR-47, the Harbor Freeway (Interstate (I) 110) to the west, the Long Beach Freeway (I-710) to the east, and the San Diego Freeway (I-405) to the north. The Project site consists of a paved roadway near the corner of Water Street (Figure 2-3, Project Site Map).

Land Use and Zoning
The Project is located in the Port of Los Angeles, City of Los Angeles Community Plan Area. The Project site has a General Plan designation of General/Bulk Cargo (Non Hazardous Industrial and Commercial) (City of Los Angeles 2019). The Port Master Plan (PMP) establishes policies and guidelines to direct the future development of the Port (POLA 2018). The original Master Plan became effective in April 1980 after it was approved by the Board of Harbor Commissioners and

certified by the California Coastal Commission. The updated PMP (POLA 2018) includes five planning areas. The Project is located in the PMP's Planning Area 2. Planning Area 2 encompasses the West Basin and Wilmington areas, and includes Berths 96-204. The Wilmington Waterfront land uses provide public access to the waterfront at Berths 183-186. The Project site has PMP land use designations of Institutional, Open Space, and Breakbulk. The project is consistent with the primary land use designation of the project area according to the PMP and would not require a change to the current zoning, General Plan, or the existing land use designation of the Project site within the Port Master Plan.

The Project site is designated as a [Qualified] Heavy Industrial Zone ([Q]M3-1) and is within the Harbor Gateway State Enterprises Zone (ZI-2130) (City of Los Angeles 2019). The site itself is not a parcel with any operational or industrial activity; but rather, a public roadway that is deteriorating due to the in-water slope deterioration below it.

2.1.2 Existing Conditions

As mentioned above, the Project would shore up and strengthen the in-water slope underneath Berth 182. The Project affects Fries Avenue and is accessible from Fries Avenue. The objectives of the Project are to repair the slope in order to stop further erosion and prevent further damage to Fries Avenue.

Based on recent Port of Los Angeles field inspections, the slope at Berth 182 is eroding and is affecting sections of the adjacent Fries Avenue road pavement. The erosion is the result of deterioration of an old wooden cut-off wall and from vessels at berth at the adjacent berths. The slope must be repaired to stop further erosion and avoid additional damage to the road. Work will include placing quarry run and clean rip rap over approximately 210 linear feet of slope area. This work will be performed by the Port's Construction and Maintenance Division.

Figure 2-1, Regional Location Map

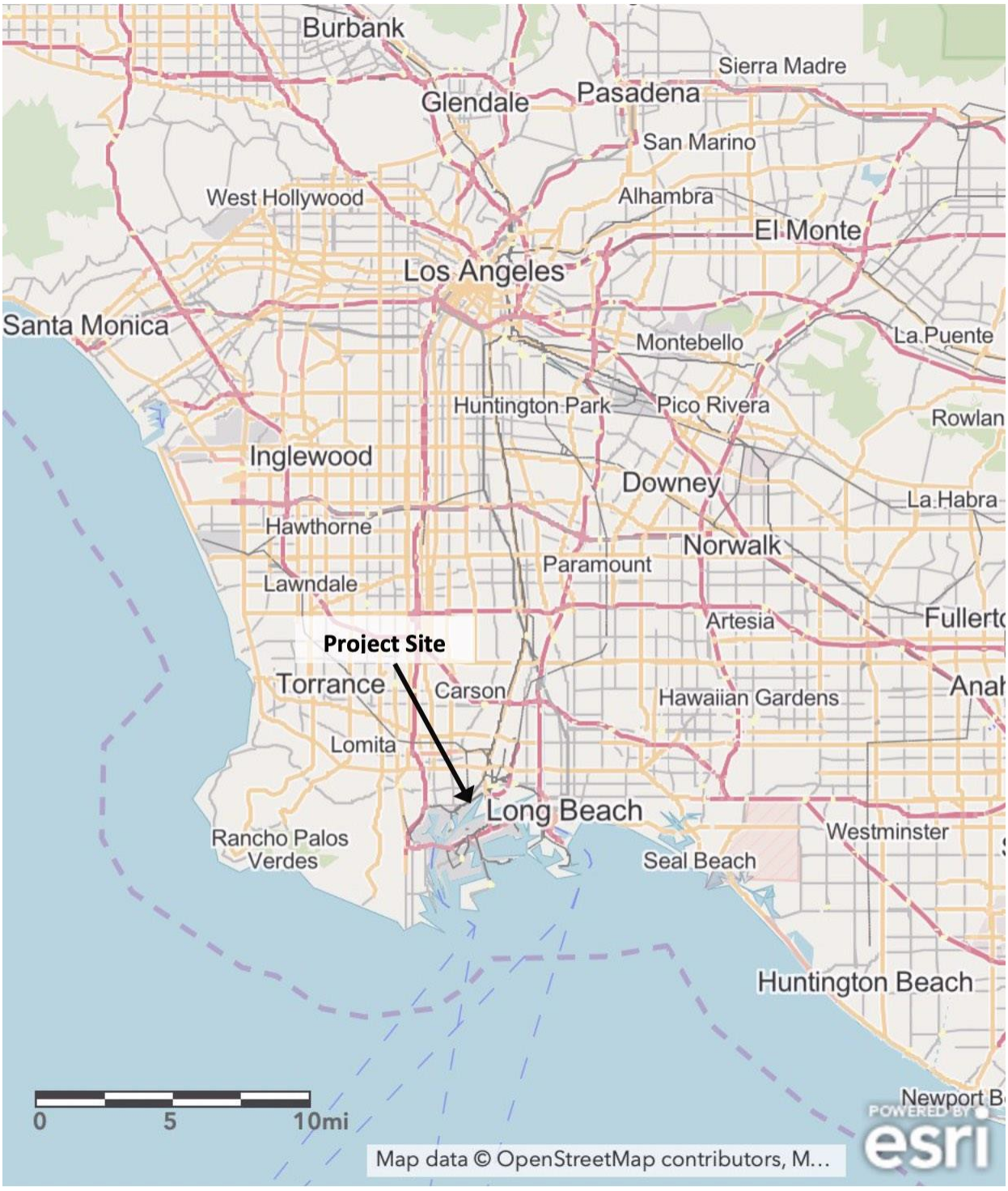


Figure 2-2, Project Vicinity Map

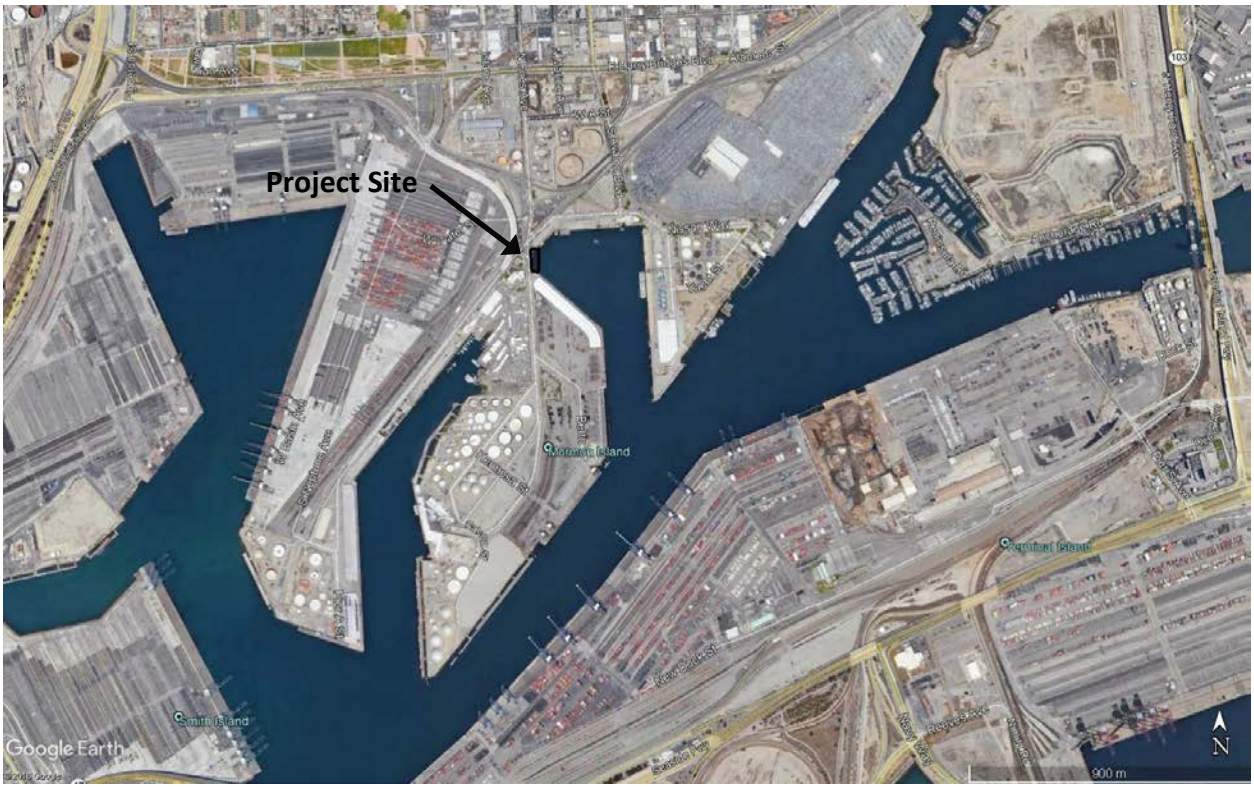


Figure 2-3, Project Site Map

2.1.3 Project Background and Objectives

The Project includes placing of quarry run and clean rip rap over approximately 210 linear feet of slope area, constructing a new slope that is less steep than the original by extending the slope to the top of the pavement, and repairing the damaged road asphalt above it.

The objectives of the Project are to repair the slope in order to stop further erosion and avoid further damage to Fries Avenue.

2.2 Project Description

2.2.1 Construction

Key construction tasks include, but are not limited to the following:

- Cut 11 timber piles off at the mud line and remove any remnants of the former pier;
- Construct quarry run and new rip rap slopes at a 1 ¾:1 ratio over the existing eroded slope to stabilize and reinforce the existing slope;
- Fill new slope beyond the existing as-built slope; and
- Repair the Fries Avenue roadway and sidewalk with new paving and striping.

Because the new slope will be built slightly beyond the size of the existing slope, the project will produce a slight net loss (0.013 acres) of navigable waters of the U.S. This area is classified as a Constrained Harbor Habitat and the loss will be compensated for through use of credits in the POLA Harbor Habitat Bank. No dredging is expected to be involved in this project.

Construction equipment and activity assumptions are presented in Appendix A. Figures 2-4 and 2-5 show views of the project site.

Figure 2-4, Project Location, Fries Avenue and Berth 182

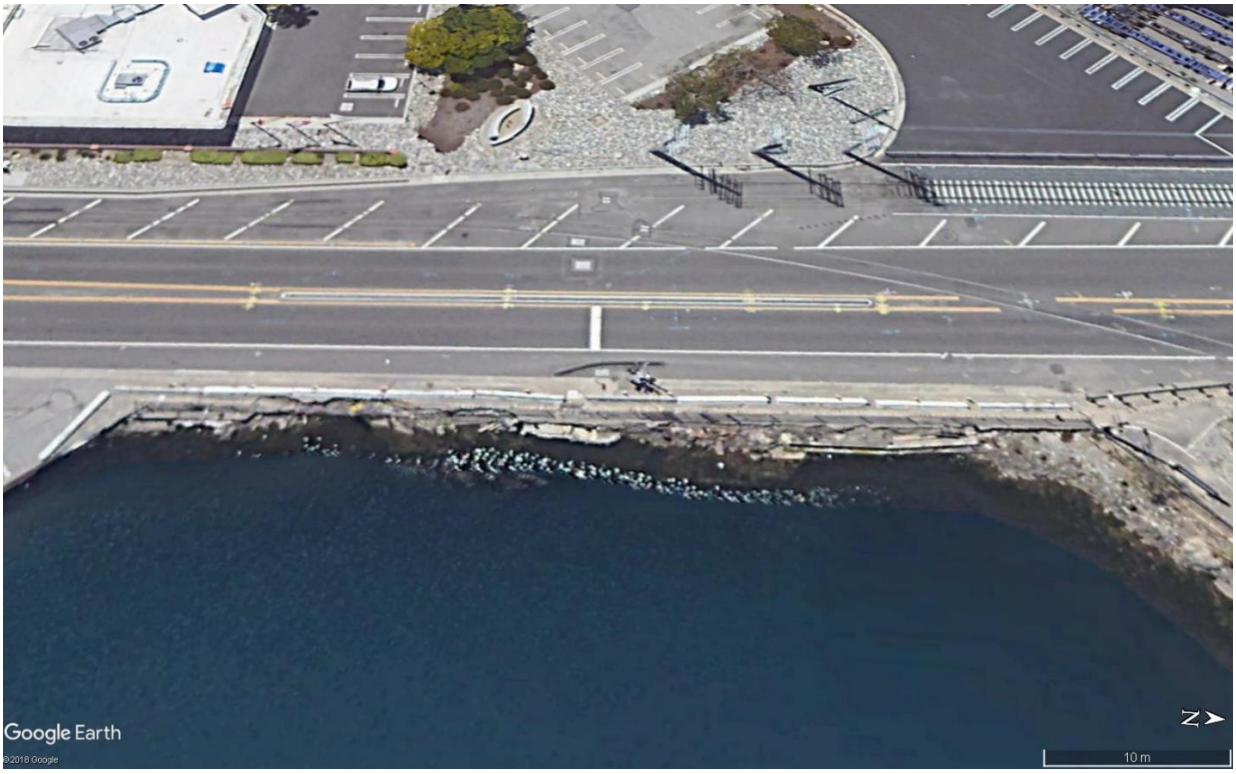
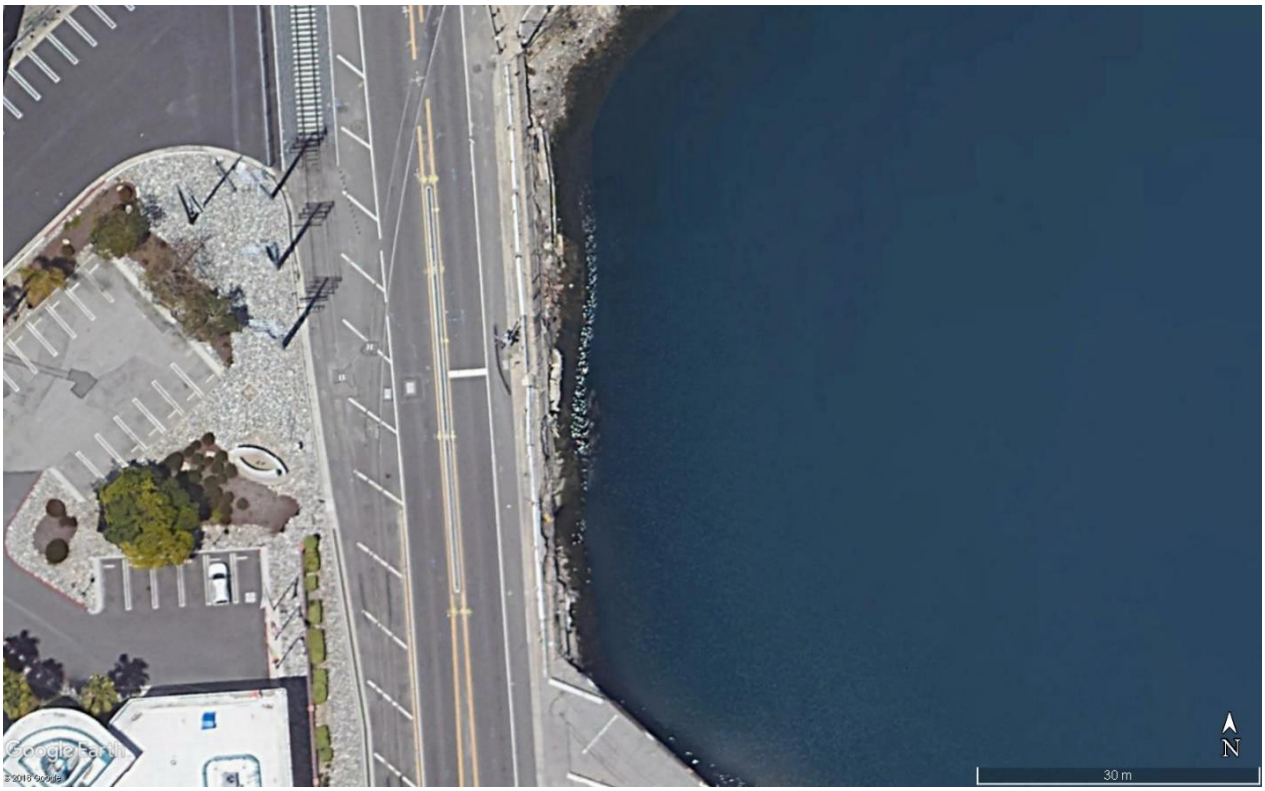


Figure 2-5, Project Site, Fries Avenue



2.2.2 Operation

The Project would not change Berth 182's operational activity level and does not add additional roadway lanes.

2.3 Project Permits and Approvals

Under CEQA, the Lead Agency is the public agency with primary responsibility over approval of a Project. Pursuant to the State CEQA Guidelines (14 CCR 15367), the CEQA lead agency for the Project is the Los Angeles Harbor Department.

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

- LAHD Harbor Engineers Permit
- LAHD Level II Coastal Development Permit
- City of Los Angeles Building Permits (including paving permits)
- City of Los Angeles B Permits (for in-street utility work, if required)
- Los Angeles Regional Water Quality Control Board (LARWQCB) Stormwater Pollution Prevention Plan (SWPPP) (General Permit for Discharges of Stormwater Associated with Construction Activity)
- U.S. Army Corps of Engineers Section 10 Rivers and Harbors Act and Section 404 Clean Water Act Permits
- U.S. Army Corps of Engineers Nationwide Permit 3 - Maintenance

3.0 Initial Study Checklist

1	**Project Title:**	Berth 182 Slope Repair Project
2	**Lead Agency Name and Address:**	Los Angeles Harbor Department (LAHD) Environmental Management Division 425 S. Palos Verdes St., San Pedro, CA 90731
3	**Contact Person and Phone Number:**	Erin Sheehy, Project Manager, Environmental Management Division, LAHD (310) 732-7693
4	**Project Location:**	Berth 182
5	**Port Master Plan Designation:**	Planning Area 2, Port of Los Angeles
6	**Zoning:**	Qualified Heavy Industrial Zone ([Q]M3-1)
7	**Description of Project:**	Shore up and strengthen the slope underneath Berth 182 and repair the roadway
8	**Surrounding Land Uses/Setting**	The Project site is bounded by Water Street to the north, Pier "A" Street to the west and South Avalon Boulevard to the east. The surrounding land use is port-related activities.
9	**Other Public Agencies Whose Approval Is Required**	City of Los Angeles Building Permits (including paving permits) City of Los Angeles B Permits (for in-street utility work, if required) Los Angeles Regional Water Quality Control Board (LARWQCB) Stormwater Pollution Prevention Plan (SWPPP) (General Permit for Discharges of Stormwater Associated with Construction Activity) U.S. Army Corps of Engineers Section 10 Rivers and Harbors Act and Section 404 Clean Water Act Permits U.S. Army Corps of Engineers Nationwide Permit 3 for Maintenance

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

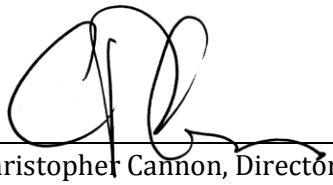
The environmental factors checked below will be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. These issues will be further analyzed in the EIR to determine if, in fact, the impact is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

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

Determination:

On the basis of this initial evaluation:

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



April 3, 2020

Christopher Cannon, Director of Environmental Management Division	Date

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "no impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially significant impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.

4. "Mitigated Negative Declaration: less than significant with mitigation incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "potentially significant impact" to a "less than significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Mitigated Negative Declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:

   (a) Earlier analysis used. Identify and state where earlier analyses are available for review.

   (b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation measures. For effects that are "less than significant with mitigation incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting information sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   (a) the significance criteria or threshold, if any, used to evaluate each question, and

   (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

10. The evaluations with this Initial Study assume compliance with all applicable federal, state, and local laws, regulations, rules, and codes. In addition, the evaluation assumes that all conditions in applicable agency permits are complied with, including but not limited to local permits, air quality district permits, water quality permits and certifications, United States Army Corps of Engineers (USACE) permits, and other agency permits, as applicable.

ENVIRONMENTAL IMPACTS	(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

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

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

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

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
X.	HYDROLOGY AND WATER QUALITY. Would the project:				
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i. result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
	ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☐	☒
	iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
	iv. impede or redirect flood flows?	☐	☐	☐	☒
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

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

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

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

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	projects, the effects of other current projects, and the effects of probable future projects).				
c.	Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

4.0 Impacts and Mitigation Measures

I. AESTHETICS.

Except as provided in Public Resources Code Section 21099, would the project:

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

No Impact. There are no protected or designated scenic vistas visible from the Project site. The Project site is located within the working Port environment. The Project site consists of a berth and associated roadway. Existing structures on the Project site include a paved roadway and sidewalk.

Since the project is to repair an existing wharf, it is consistent with the surrounding port uses and would not materially alter views of the Port and ocean available from public and private vantages. The Project would be similar in nature to the existing visual landscape and would visually blend into the panorama of the working port uses and activities. Because no protected or designated scenic vistas are available from the Project site, no impacts to scenic vistas would occur as a result of the proposed physical berth and roadway improvements. Therefore, no impacts to a scenic vista would result from the Project and no mitigation is required.

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

No Impact. The Project site and surrounding vicinity would not be visible from any state scenic highways that have been designated or determined eligible by the California Department of Transportation (Caltrans). The nearest officially designated state scenic highway is located approximately 26 miles northwest of the Project (State Highway 27 post miles 1.0-3.5) (Caltrans 2018). The nearest eligible state scenic highway is approximately 11 miles southeast of the Project site (State Highway 1 from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) (Caltrans 2018).

Construction activities would be short-term (approximately six months) and minor in nature. The existing wharf and roadway would be repaired. There are no scenic resources, including but not limited to trees, rock outcroppings, or historic buildings, within a state scenic highway that could be substantially damaged by the Project. No impact would occur and no mitigation is required

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

No Impact. The Project is located in an urbanized area. It is characterized by an existing wharf and roadway. Construction activities associated with the proposed project would temporarily introduce construction equipment that may temporarily disrupt views within the vicinity of the Project site. However, construction activities would not permanently disrupt the existing character or quality of the Project site and its surrounding vicinity, which it typified by industrial and light industrial uses.

These improvements would be consistent with the existing infrastructure in the surrounding vicinity, which includes industrial development.

This project would not conflict with applicable zoning and land use regulations governing the scenic

quality. The Project site is currently zoned for heavy industrial use and the Project would not require any changes to the existing zoning. Use of the existing berth and roadway would continue into the future. No impacts to existing visual character or quality would result from the Project and it would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur and no mitigation is required.

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

No Impact. As described in the noise section below, project construction activities will be consistent with the City of Los Angeles (Ordinance No. 144.331; LAMC Section 41.40, Noise Due to Construction Excavation Work – When Prohibited). The hours of construction would be restricted to 7:00 AM to 9:00 PM on weekdays and 8:00 AM and 6:00 PM on weekends. No construction- related nighttime lighting is expected to be needed.

The current lighting environment within the Project site and vicinity consists mainly of street lights. The major source of illumination at the Port is the extensive system of down lights and floodlights attached to the tops of the tall light standards throughout the terminals. High intensity boom lights are attached on top of shipping cranes along the edge of the terminals and channels along the Los Angeles Harbor.

The Project would not include the installation of any new light poles. Because the nature of the Project is similar to the surrounding land uses, all lighting sources as a result of the Project would be similar and consistent with existing nighttime lighting in the Project area. While the amount and level of lighting at the Project site may increase from existing conditions, it would not be such as to adversely affect nighttime views because of the dominance of existing surrounding lighting throughout the Port, which operates 24 hours a day. The Project is not anticipated to have any components that might create new sources of glare affecting daytime views. No impact would occur and no mitigation is required.

II. AGRICULTURE AND FORESTRY RESOURCES.

Would the project:

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

No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies categories of agricultural resources that are significant and require special consideration. According to the Farmland Map, the Project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed Project would not involve the conversion of farmland to non-agricultural use. Therefore, no impact would occur and no mitigation is required.

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

No Impact. The Williamson Act, also known as the California Land Conversion Act of 1969 (California Government Code Section 51200 et seq.), preserves agricultural and open space lands from the conversion to urban land uses by establishing a contract between local governments and private landowners to voluntarily restrict their land holdings to agricultural or open space use.

The Project site is neither zoned for agricultural uses nor under a Williamson Act contract.

Additionally, no lands zoned for agriculture are located within the immediate vicinity. The Project site is currently designated as [Qualified] Heavy Industrial Zone ([Q]M3-1) and does not support agricultural uses (City of Los Angeles 2019). As such, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur and no mitigation is required.

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

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

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

No Impact. The Project site is not designated as and no loss or conversion of forest land would result from the implementation of the proposed Project. No impact would occur and no mitigation is required.

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

No Impact. No farmlands exist within or in the immediate vicinity of the Project site; therefore, these road improvements would have no effect on farmland. No impact would occur and no mitigation is required.

III. AIR QUALITY.

This section includes a description of existing air quality conditions in the Project area and analyses of construction-related and operational air quality emissions associated with the proposed project.

Would the project:

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

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

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

The 2016 AQMP (adopted March 2017) proposed emission-reduction measures designed to bring the Basin into attainment with the national and state air quality standards. The Clean Air Act requires that the state collectively include all AQMPs into the State Implementation Plan (SIP) which is the plan to demonstrate how air quality standards will be achieved, maintained and enforced. This is required of all non-attainment areas and is submitted to EPA for review.

Project construction activities are subject to all applicable local, state and federal air quality regulations designed to reduce emissions from on-road trucks, off-road construction equipment, marine engines, paving activities, and fugitive dust. Project construction is expected to last approximately six months so very minimal, short-term emissions are anticipated. Operational emissions from cars and trucks using the road are expected to be the same as the current scenario.

Therefore, the proposed Project would not conflict with or obstruct implementation of the AQMP, the SIP, and the CAA. Impacts would be less than significant and no mitigation is required.

Clean Air Action Plan

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

Thus, the proposed Project is not expected to conflict with the CAAP's emission reduction goals and initiatives. Impacts would be less than significant and no mitigation is required.

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

Less-than-Significant Impact. The Basin is designated as a federal nonattainment area for ozone and PM2.5, and a state nonattainment area for ozone, PM10, and PM2.5. As outlined below, the Project's criteria pollutant emissions are significantly below SCAQMD's established CEQA significance thresholds.

Construction Impacts

Project construction is expected to take approximately six months. Construction activities would include berth repair, rip rap installation, and sidewalk and roadway repair.

SCAQMD's CEQA Air Quality Handbook requires that maximum daily construction emissions be compared to their published CEQA thresholds shown in Table 4.3-1 (SCAQMD, 1993). If emissions are greater than the thresholds, the project is deemed to have significant air quality impacts.

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

Daily Emission	
Air	**Construction Threshold (lbs/day)**
VOC	75
NO_X	100
SO_X	150
PM10	150
PM2.5	55
Ambient Pollutant Concentration Thresholds	
Air	**Ambient Concentration Thresholds**
Nitrogen dioxide (NO_2)[a] 1-hour average Annual average	 0.18 ppm (state) 0.0534 ppm (federal) 0.03 ppm (state)
Particulate matter (PM10)[b] 24-hour average Annual average	 10.4 µg/m^3 (construction) 1.0 µg/m^3
Particulate matter (PM2.5)[b] 24-hour average	 10.4 µg/m^3 (construction)
Sulfur oxide (SOx) 1-hour average 24-hour average	 0.25 ppm (state) and 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)
Carbon monoxide (CO)[a] 1-hour average 8-hour average	 20 ppm (state) 9.0 ppm (state/federal)

Source: SCAQMD 2019.

[a] The NO_2 and CO thresholds are absolute concentration thresholds, meaning that the maximum predicted Project incremental concentration relative to baseline is added to the background concentration for the Project vicinity, with the total concentration compared to the threshold.

[b] The PM10 and PM2.5 thresholds are incremental concentration thresholds, meaning that the maximum predicted Project incremental concentration relative to baseline is compared directly to the threshold without adding the background concentration.

SCAQMD's CEQA Air Quality Handbook requires that maximum daily construction emissions be compared to their published CEQA thresholds (SCAQMD, 1993). If emissions are greater than the thresholds, the project is deemed to have significant air quality impacts.

Table 4.3-2 below shows peak daily construction emissions are below SCAQMD's CEQA maximum daily significance thresholds.

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

	NO_x	VOC	SO_X	CO	PM_{10}	$PM_{2.5}$
Peak Daily Total Construction	48	3	2	15	5	2
SCAQMD Max. Daily CEQA Significance Threshold[1]	100	75	150	550	150	55
Exceeds CEQA Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Prepared by: Environmental Compliance Solutions, Inc.
[1] SCAQMD 2015

In addition to CEQA maximum daily emission thresholds, SCAQMD has developed a voluntary program to determine whether or not projects trigger the need for air dispersion modeling. SCAQMD's Localized Significance Thresholds (LST) methodology is based on maximum daily allowable emissions, the area of the emissions source, and the distance to the nearest exposed individual. The LST is set up as a series of look-up tables for emissions of NOx, CO, PM10, and PM2.5. If calculated emissions are below the LST look-up table levels then the proposed activity is considered to not violate or substantially contribute to an existing or projected air quality standard. The closest homes are approximately 2,900 feet (more than one half mile) away.

Table 4.3-3 below shows onsite peak daily construction emissions would not exceed SCAQMD's LSTs.

Table 4.3-3
Peak Daily Onsite Construction Emissions (pounds per day)

	NO_x	VOC	SO_X	CO	PM_{10}	$PM_{2.5}$
Peak Daily Onsite Construction	11	1	<1	14	4	2
SCAQMD Localized Significance Threshold (LST) [1]	142	NA	NA	7,558	158	93
Exceeds CEQA Threshold?	**No**	**NA**	**NA**	**No**	**No**	**No**

Prepared by: Environmental Compliance Solutions, Inc.
[1] SCAQMD Localized Significance Thresholds Guidance, July 2008 – Final Localized Significance Threshold Methodology, Tables C-1, C-2, C-4, and C-6 based on Source Receptor Area 4 (South Coastal Los Angeles County). Assumes one-acre site area, nearest sensitive receptor > 500 meters away.
[1] SCAQMD Localized Significance Thresholds Guidance, July 2008 – Final Localized Significance Threshold Methodology, Tables C-1, C-2, C-4, and C-6 based on Source Receptor Area 4 (South Coastal Los Angeles County). Assumes one-acre site area, nearest sensitive receptor > 500 meters away.

The Project involves improvements to an existing wharf and roadway which is not expected to change any port activities or operations.

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

The Project's peak daily construction emissions do not exceed applicable significance thresholds, indicating short-term air quality impacts would not violate air quality standards. The project is short-

term in nature and is not expected to result in any cumulatively significant air quality impacts.

Less-than-significant impact would occur and no mitigation is required.

c. Expose sensitive receptors to substantial pollutant concentrations?

No Impact. The Project would not expose sensitive receptors to substantial pollutant concentrations. The Project's air pollutant emissions are below SCAQMD's CEQA significance thresholds, including the LST thresholds used as surrogates for pollutant concentration modeling. In addition, the construction emissions would be short-term, occurring over a six month period.

The closest residential homes are approximately 2,900 feet from Berth 182. Emissions associated with construction would be temporary.

The nearest school is George De La Torre Junior Elementary School which is approximately 0.7 miles away. Due to the short-term duration of construction and emissions that would be significantly below SCAQMD standards, no impact would occur and no mitigation is required.

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

Less-than-Significant Impact. Short-term operation of diesel-fueled vehicles during construction activities could generate odors at the Project site, but no objectionable odors are anticipated to affect a substantial number of people given the nearest sensitive receptors are located more than one quarter of a mile away. Less-than-significant impact would occur and no mitigation is required.

IV. BIOLOGICAL RESOURCES.

Would the project:

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

Less-than-Significant Impact. As discussed within the Port Master Plan (POLA 2018a), most of the area within the Port contains facilities and infrastructure such as buildings, roads, and paved container storage areas that are highly disturbed and have limited habitats.

Listed and other sensitive species in the Port that could use the water surface and shoreline and potentially be displaced or affected during construction include: seals and sea lions California sea lions are common in the Port and harbor seals can occasionally be seen resting on riprap or buoys in various locations throughout the port. All marine mammals are protected under the Marine Mammal Protection Act (MMPA) of 1972, and some are protected by the Endangered Species Act (ESA) of 1973. These species may forage in the Port but do not breed here. Both California sea lion (Zalophus californianus) and Pacific harbor seals (Phoca vitulina vitulina) were observed in the most recent surveys near the Project site (Port of Los Angeles and Port of Long Beach, 2016).

The California least tern is considered endangered and breeds on a portion of Pier 400 over two miles south of the project site. This species also uses the Seaplane Lagoon, southwest of the Project site, for fish-foraging. However, the Project site does not contain any suitable habitats for least tern nesting. Also, the California least tern is present only in the Port area during its breeding season, April to September.

Project-related construction activities would be short-term and temporary and would not result in a loss of individual or substantial loss of habitat for any federal endangered, threatened, candidate species, state list species or other special status species.

Any waterside construction improvements that are part of this project would be temporary and nature and limited in extend and therefore would not significantly affect candidate, sensitive or special status marine wildlife. For the aforementioned reasons, no impacts associated with candidate, sensitive, or special-status species as identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS are expected and no mitigation is required.

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

Less-than-Significant With Mitigation Incorporated. As mentioned above, the Project site is an existing wharf and roadway which does not contain riparian habitat. The addition of rock quarry over the existing slope will result in the loss of approximately 0.013 acres of waters of the U.S., which is designated as essential fish habitat in Los Angeles Harbor. This loss of Constrained Harbor Habitat will be will be compensated for through use of credits in the POLA Harbor Habitat Mitigation Bank.

The following mitigation measure would reduce potentially significant impacts to less than significant levels:

MM BIO-1: Apply Habitat Mitigation Credits. The LAHD shall compensate for the loss of 0.013 acres of Constrained Harbor Habitat in waters of the U.S., which is also Essential Fish Habitat, due to the slope repair under Berth 182 by debiting the required number of available credits from the Port of Los Angeles Harbor Habitat Mitigation Bank (Bank), per the terms and conditions in the Port of Los Angeles Harbor Habitat Bank Enabling Instrument (December 2017).

With application of MM BIO-1, there will be no residual impacts associated with riparian habitat or any other sensitive natural community.

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

Less-than-Significant With Mitigation Incorporated. The addition of rock quarry over the existing slope will result in the loss of approximately 0.013 acres of waters of the U.S. The loss of Constrained Harbor Habitat will be compensated for through MM BIO-1, use of credits available in the POLA Harbor Habitat Mitigation Bank.

With application of MM BIO-1, there will be no residual impacts from loss of waters of the U.S.

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

Less-than-Significant Impact. The project is along an existing road, there is currently no suitable habitats on-site to support native resident or migratory fish or wildlife species. The Port Complex occurs between dense, urban development and ocean waters; therefore, natural corridors (topographic or habitat pathways) supporting terrestrial wildlife movement do not occur (POLA 2018). Part of the existing wharf and roadway would be widened and the unpaved portion would be paved. The addition of rock quarry will be placed over existing riprap and therefore not interfere

with the movement of migratory fish. Construction is expected to be temporary and less than significant impacts would be expected. No mitigation is required.

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

No Impact. The Project would not conflict with any local policies protecting biological resources. The only biological resources protected by the City ordinance (Ordinance No. 177404) pertain to certain tree species. Therefore, no conflict with the City's native tree protection and relocation ordinance would occur. There would be no impact and no mitigation is required.

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

Less-than-Significant Impact. No adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan overlay the Project site. The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan, which is located approximately 5 miles west of the Project site (City of Rancho Palos Verdes 2018). The County of Los Angeles (County) has established official, designated areas, referred to as Significant Ecological Areas (SEAs), within the County that contain rare or unique biological resources. The Terminal Island (Pier 400) California least tern nesting site is the only SEA in the Port. The Project site is over two miles from the Terminal Island SEA and nesting site and this SEA would not be affected by the construction or operation of the Project. Outside of the Port, the County has the creation of the Palos Verdes Peninsula SEA; however, the boundary of the proposed SEA would be approximately 4 miles southwest of the Project site and would not be affected by the construction or operation of the Project. Since the Project is not in the vicinity of any existing or proposed SEAs, no impact would occur and no mitigation is required.

V. CULTURAL RESOURCES.

Would the project:

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

No Impact. A historical resource is defined in CEQA Guidelines Section 15064.5(a)(3) as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historic resources are further defined as being associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, the lives of persons important in our past, embodies the distinctive characteristics of the type, period, region or method of construction, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for inclusion in the National Register of Historic Places, California Register of Historical Resources, or another local register, and/or otherwise identified as significant in a historic resource survey, are also considered historical resources under CEQA. As further described in Section 4.5(b), the Project site is a current slope beneath a berth with an existing roadway on the street level. The project does not involve making the footprint larger, but rather repairing the damaged area. The area is underlain by urban fill soils, substantially limiting the potential for the proposed Project to uncover buried cultural resources. Therefore, no impact would occur and no mitigation is required.

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

No Impact. The Project site is currently a paved roadway. There is an extremely low potential for encountering native soils and discovering archaeological or ethnographic cultural resources. For these reasons, Project activities are not expected to encounter archeological resources; therefore, no impacts are anticipated and no mitigation is required.

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

No Impact. There are no human remains known to exist within the Port boundary. Activities associated with the Project will occur at or near the surface within the footprint of previous construction activity and does not have the potential to disturb any human remains. Phase I of construction would include the demolition of two buildings, which may necessitate excavation; however, the potential to encounter human remains is extremely unlikely. Therefore, no impact would occur and no mitigation is required.

VI. ENERGY.

Would the project:

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

Less-than-Significant Impact. The Project would not use energy resources in a wasteful or inefficient manner during construction or operation. The Project would require the use of non-renewable resources, primarily diesel and gasoline, to fuel equipment during construction activities. Construction activities are expected to occur for approximately six months. For construction activities, estimated total fuel consumption would be less than 9,844 gallons (less than 8,788 gallons diesel and less than 1,056 gallons gasoline). See Appendix A for fuel consumption calculations.

Table 4.6-1 below shows total fuel use during project construction.

Table 4.6-1 - Fuel Use During Construction

Source Category	Fuel	Fuel Use (gal)
Marine Vessels	Marine Diesel	918
Equipment	Diesel	6,217
Trucks	Diesel	1,653
Workers	Gasoline	1,056
Total Fuel Consumption	----	**9,844**

The Project's energy use would have a less-than-significant impact and no mitigation is required.

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

No Impact. Construction would be consistent with the policies in the Port's Clean Air Action Plan. As described above in response to 4.6-a, the proposed Project would have only short-term, minimal impacts on energy resources during construction activities. Future development would be required to comply with state and local plans for renewable energy and energy efficiency. Therefore, no impact would occur, and no mitigation is required.

VII. GEOLOGY AND SOILS.

Would the project:

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

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

No Impact. The Project site is located in a region with several active fault lines. The Palos Verdes Fault Zone traverses the Port in a general northwest to southeast manner from the West Turning Basin to Pier 400 and beyond (POLA 2018). The Palos Verdes Fault Zone roughly encompasses a 50-mile-long area that travels through the communities of San Pedro, Palos Verdes Estates, Torrance, and Redondo Beach (California Institute of Technology 2013). According to Figure 2, Palos Verdes Fault Zone, of the 2018 Port Master Plan, the Palos Verdes Fault crosses the Project area. In addition to the Palos Verdes Fault Zone, the northern terminus of the Wilmington blind thrust fault line is located immediately adjacent to and just northeast of the Project. According to the 2017 Activity and Earthquake Potential of the Wilmington Blind Thrust, Los Angeles, CA Final Technical Report submitted to the US Geological Survey, the fault line is located between Cannery Street and the Project site (Wolfe et al 2017). The proposed project would involve construction activities only.

Thus, although the Project could experience strong seismic ground shaking (see Section VII (a)(ii)), the Project site is not likely susceptible to surface rupture. In addition, the Project would not include the construction of any new habitable structures. Therefore, impacts associated with the risk of surface rupture due to faulting would be less-than-significant and no mitigation is required.

ii. Strong seismic ground shaking?

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

iii. Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction is the loss of soils strength or stiffness due to a buildup of pore-

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

iv. Landslides?

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

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

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

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

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

The Project features would not cause or accelerate geologic hazards and would be constructed in accordance with design and engineering criteria and applicable building and safety requirements for roads. This impact would be less-than-significant and no mitigation is required

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

No Impact. Expansive soils are characterized by their potential shrink-swell behavior. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the process of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near surface soils, the higher the potential for substantial expansion. Clay minerals in geologic deposits within the Project area could be expansive, and previously imported fill soils could be expansive as well.

Although the Project could be located on expansive soil, the Project would not include the construction of any new habitable structures. Therefore, impacts associated with the risk of expansive soil would be less-than-significant and no mitigation is required.

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

No Impact. The Project would not require a septic or alternative wastewater disposal system. Existing sewers would be used for the disposal of wastewater. Therefore, no impact would occur and no mitigation is required.

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

No Impact. The Project would not destroy a unique paleontological site. There is already an existing wharf and roadway present. The project is designed to upgrade the road with wider lanes for safety and paving of an unpaved portion. The site possesses no known unique geologic features. For these reasons, no impact is anticipated to paleontological resources and no mitigation is required.

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

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

Less-than-Significant Impact. This section summarizes potential greenhouse gas (GHG) emissions associated with construction of the proposed Project. The proposed Project would install new exterior lighting around the perimeter of the Project site and would result in new operational GHG emissions (e.g., from electricity consumption). However, as mentioned above, prior to implementation of the proposed Project, So Cal Ship Services operations would be discontinued at the Project site. Operational GHG emissions from lighting would be minor and substantially less than existing conditions. Accordingly, a net reduction in operational GHG emissions is expected from the proposed Project, and this analysis focuses on short-term construction-related GHG emissions.

Construction-related GHG emissions from on-road vehicles and off-road diesel construction equipment were calculated and included as Appendix A, Air Quality and Greenhouse Gas Supporting Documentation. Emissions of carbon dioxide equivalent (CO_2e) were quantified for construction of the proposed Project using CalEEMod. Sources contributing to GHG emissions during construction are described in detail Section 4.3, *Air Quality*.

CEQA Significance Thresholds

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

- The extent to which a project may increase or reduce GHG emissions compared with the existing environmental setting;

- Whether project emissions exceed a threshold of significance that the lead agency determines applicable to a project; and

- The extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

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

  The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year (MT/yr) of CO_2e for industrial projects where SCAQMD is the lead agency (SCAQMD 2008). This IS/MND used this threshold to evaluate the proposed Project's GHG emissions under CEQA. Estimated GHG emissions below this threshold would be considered to have less-than-significant impacts on GHG levels.

  LAHD has determined that the SCAQMD-adopted interim industrial threshold of 10,000 MT/yr CO_2e is suitable for the proposed Project for the following reasons:

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

- The SCAQMD industrial source threshold is appropriate for projects with mobile emission sources, such as the proposed Project. California Air Pollution Control Officers Association (2008) guidance considers industrial projects to include substantial GHG emissions associated with mobile sources. SCAQMD, on industrial projects for which it is the lead agency, uses the 10,000 MT/yr threshold to determine CEQA significance by combining a project's stationary source and mobile source emissions. Although the threshold was originally developed for stationary sources, SCAQMD staff views the threshold as conservative for projects with both stationary and mobile sources because it is applied to a larger set of emissions and therefore captures a greater percentage of projects than would be captured if the threshold was only used for stationary sources (SCAQMD 2008b).

- The SCAQMD industrial-source threshold is appropriate for projects with sources that use primarily diesel fuel. Although most of the sources that were considered by the SCAQMD in development of the 10,000 MT/yr threshold were natural gas-fueled, both natural gas and diesel

combustion produce CO_2 as the dominant GHG (The Climate Registry 2019). Furthermore, the conversion of all GHG into CO_2e ensures all GHG emissions are weighted equitably.

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

- Generates direct and indirect GHG emissions that exceed 10,000 metric tons per year of CO_2e.

Project GHG Emissions

Table 4.8-1 shows the proposed Project's annual GHG emissions. The table shows that the total estimated annual GHG emissions from project demolition would be 634 MT/yr CO_2e, which is well below the SCAQMD significance threshold of 10,000 MT/yr CO_2e. Increases in emissions of GHGs associated with implementation of the proposed Project would be short term and less than significant. No mitigation is required.

Table 4.8-1
Annual GHG Emissions Associated with Project Construction (metric tons/year)

	GHG (CO_2e) (metric tons/yr)
Construction Emissions	100
Amortized Emissions[1]	3.3
Significance Threshold[2]	10,000
Exceeds Threshold?	**No**

Environmental Compliance Solutions, Inc.

1 metric ton = 1,000 kg = 2,205 lbs = 1.1 U.S. (short) tons. CO2e = the carbon dioxide equivalent of all GHGs combined.

[1] SCAQMD protocol requires amortizing construction emissions over 30 years

[2] SCAQMD 2015

For details, see Appendix A – Air Quality Emission Calculations.

The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year (MT/yr) of carbon dioxide equivalent (CO2e) (MT/yr CO2e) for industrial projects where SCAQMD is the lead agency (SCAQMD 2008a). For the purpose of this IS/MND, this threshold was used to evaluate the Project's GHG emissions under CEQA. If estimated GHG emissions remain below this threshold, they would be expected to produce less-than-significant impacts.

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

- The SCAQMD interim threshold used as the basis for its development, Governor Schwarzenegger's November 1, 2005 Executive Order S-3-05 which set emission reduction targets of reducing GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050 (SCAQMD 2008a). The 2020 target is the core of the California Global Warming Solutions Act of 2006, widely known as Assembly Bill (AB) 32.

- The Project's primary GHG source is construction equipment. The SCAQMD industrial source threshold is appropriate for projects with mobile emission sources. California Air Pollution Control Officers Association (CAPCOA) guidance considers industrial projects to include substantial GHG emissions associated with mobile sources (CAPCOA 2008). SCAQMD, on industrial projects for which it is the lead agency, uses the 10,000 MT/yr threshold to determine CEQA significance by combining a project's stationary source and mobile source emissions. Although the threshold was originally developed for stationary sources, SCAQMD staff views the threshold as conservative for projects with both stationary and mobiles source because it is applied to a larger set of emissions and therefore captures a greater percentage of projects than would be captured if the threshold was only used for stationary sources.

- The SCAQMD industrial source threshold is appropriate for projects with sources that use primarily diesel fuel. Although most of the sources that were considered by the SCAQMD in the development of the 10,000 MT/yr threshold are natural gas-fueled, both natural gas and diesel combustion produce carbon dioxide (CO2) as the dominant GHG (The Climate Registry 2016). Furthermore, the conversion of all GHG species into a CO2e ensures that the GHG emissions from any source, regardless of fuel type, can be evaluated equitably.

Table 4.8-1 above shows the Project's construction GHG emissions would be well below SCAQMD's CEQA significance threshold. No operational emissions are expected as a result of this project.

Less-than-significant impact would occur and no mitigation is required.

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

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

Several state, regional, and local plans have been developed that set goals for the reduction of GHG emissions over the next few years and decades. Some of these plans and policies (notably, EO S-3-05 and AB 32) were taken into account by the SCAQMD in developing the 10,000 MT/yr CO2e threshold.

However, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects, within the meaning of CEQA Guidelines Section 15064.4(b) (3). (See *Center for Biological Diversity v. Cal. Dept. of Fish and Wildlife* [Newhall Ranch] [2015] 62 Cal.4th 204, 223.) Consequently, no CEQA significance assessment based on compliance with such regulations or requirements can be made for the proposed Project. Nevertheless, for the purpose of disclosure, LAHD has considered, for informational purposes only, whether the proposed Project's activities and features would be consistent with federal, state, or local plans, policies, or regulations for the reduction of GHG emissions, as set forth below.

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

- Senate Bill (SB) 32

  1990 levels by 2020
  40 percent below 1990 levels by 2030

- AB 32

  80 percent below 1990 levels by 2050

- City of Los Angeles Sustainable City Plan

  40 percent below 1990 levels by 2030
  80 percent below 1990 levels by 2050

- City of Los Angeles Green New Deal (4-Year Update to the Sustainable City Plan)

  Reduce Port-related GHG emissions by 80 percent by 2050

The LAHD has been tracking GHG emissions, in terms of CO_2e, since 2005 through the LAHD municipal GHG inventory and the annual inventory of air emissions. Port-related GHG emissions started making significant reductions in 2006, reaching a maximum reduction in CO_2e of 15 percent below 1990 levels in 2013 (Figure 4.8-1). Subsequently, 2014 and 2015 saw GHG levels rise due to a period of Port congestion that arose from circumstances outside of the control of either the LAHD or its tenants. Emissions have dropped slightly since the 2015 peak, despite record-breaking cargo throughput over the last few years. As of 2018, Port-related GHG emissions are 3% below 1990 levels. Figure 4.8-2 is a visual representation of current GHG emissions compared to future compliance with SB 32, AB 32, and the City of Los Angeles Green New Deal.

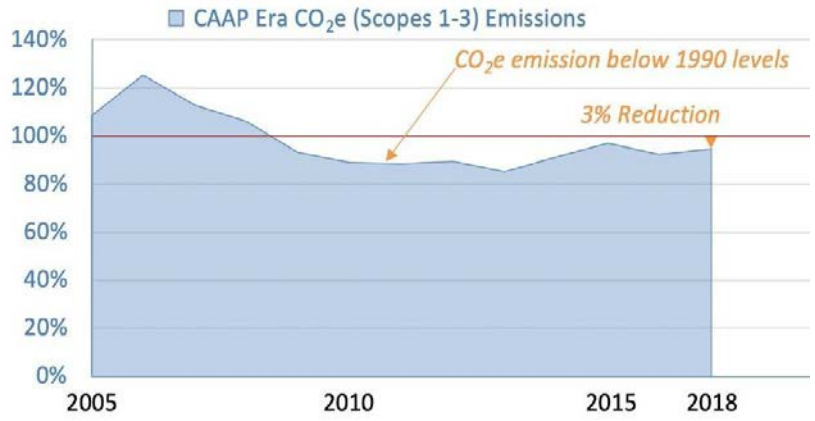


Figure 4.8-1 GHG Emissions, 2005–2018

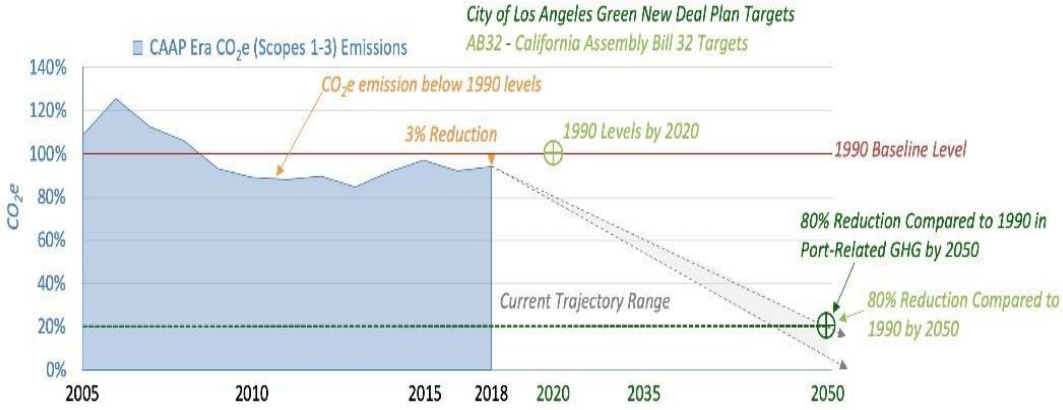


Figure 4.8-2 - Actual GHG Emissions, 2005–2018 and 2018 GHG Compliance Trajectory

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

Nevertheless, with the very aggressive targets shown in Figure 4.8-2 above, and the interconnected nature of GHG emissions, it is not possible at this time to determine whether Port-wide emissions or any particular project applicant will be able to meet the compliance trajectory shown. Compliance will depend upon future regulations or requirements that may be adopted, future technologies that have not been identified or fully developed at this time, or any other Port-wide GHG reduction

strategies that may be established. Although it is unclear if the Port-wide GHG reduction goals and timeline can be met due to future regulations or requirements that may be adopted, or future technologies that have not been identified or fully developed at this time, the proposed Project is not expected to conflict with any GHG reduction initiative that is developed to help the City and LAHD meet the above GHG reduction goals. The impact would be less than significant, and no mitigation is required.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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

Less-than-Significant Impact. Construction activities associated with building the proposed road improvements would not involve the handling of significant amounts of hazardous materials beyond those needed for construction vehicle operations and typical construction activities. The main hazardous material in use would be diesel and gasoline in construction equipment. There could be small amounts of hazardous materials, including solvents and lubricants used to maintain construction equipment. Asphalt and other paving materials are also expected to be used. Therefore, construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and no mitigation is required.

Operation of the proposed Project (ie. improved berth and roadway) would not involve the transport, use or disposal of hazardous materials. With compliance with applicable regulations, construction of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As such, impacts would be less-than- significant and no mitigation is required.

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

Less-than-Significant Impact. As discussed under Section IX (a) above, construction activities associated with the Project would involve relatively small quantities of hazardous substances associated with the operation of equipment and vehicles. Construction vehicles onsite may require refueling or maintenance that could result in minor releases of oil, diesel fuel, transmission fluid or other materials. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated. Accident prevention and containment would be the responsibility of the construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. Additionally, the limited quantities of hazardous materials that would be associated with construction and maintenance would not represent a significant hazard to the public or environment in the case of an accidental release. Mandatory compliance with all federal, state, and local regulations on the transport, use, and disposal of hazardous materials would reduce potential for any impacts.

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

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

No Impact. There are no existing or proposed schools located within 0.25 mile of the Project. The nearest schools are George De La Torre Junior Elementary School and Wilmington Park Elementary School, both approximately 0.7 miles from the Project site. No impact would occur and no mitigation is required.

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

No Impact. While the road itself is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., "Cortese List") maintained by the California DTSC (CALEPA 2019), the area immediately adjacent to the road may be impacted with hydrocarbons and heavy metals. While construction activities in the immediate vicinity of the project site may be impacted with hydrocarbons and heavy metals, and concentrations of these contaminants at some locations could potentially render soil and groundwater as hazardous waste. Project construction would require minimal excavation related to removal of existing road infrastructure. Further, to minimize the potential exposure of on-site construction workers during this ground disturbance, a Health and Safety plan would be implemented during all construction and temporary installation activities. If contaminated materials are suspected or encountered, standard regulatory practices would be applied and construction workers would follow procedures as outlined in the Health and Safety Plan.

No impact would occur and no mitigation is required.

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

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

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

No Impact. The Project would be fully located within a previously developed roadway site. Roadway repairs would not require the closure of a public road nor would it restrict access to or around the Project site. Therefore, construction and operation of the Project is not anticipated to interfere with an adopted emergency response plan or emergency evacuation plan. No impacts are anticipated and no mitigation is required.

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

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

X. HYDROLOGY AND WATER QUALITY.

Would the project:

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

Less-than-Significant Impact. The Project would not violate any water quality standards or waste discharge requirements. Repair of the slope beneath Berth 182 would result in sediment resuspension during sub-seafloor removal of rip rap. The construction contractor will be required to adhere to water quality requirements issued from LARWQCB (WDRs/Section 401 water quality certification). This would limit the potential for violations of water quality standards to below a level of significance. Leaving the existing piles in place would help minimize suspension of sediments which could be contaminated and potential turbidity plumes.

Landside construction activities part of the project would be subject to the requirements of the NPDES Stormwater Program, which requires coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity which is General Construction Permit 2009-009-DWQ. Waterside placement of rock quarry will be permitted by US Army Corps of Engineers and Los Angeles Regional Water Quality Control Board and will be subject to permit conditions and required water quality monitoring.

Accidental spills of fuels, lubricants, or hydraulic fluids associated with construction could also occur. However, large volumes of these materials are not expected to be stored on site and SWPPP requirements would include standard conditions, such as the required use of secondary spill containment.

With adherence to these permit requirements, potential construction- and operational-related impacts related to water quality standards and waste discharges would be less-than- and no mitigation is required.

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

No Impact. The proposed project's construction activities would occur primarily in and adjacent to harbor waters. Landside activities would not adversely affect groundwater recharge because the Project area consists of a street and sidewalk and there are no drinking water supplies on site. The proposed Project would not install any new groundwater wells, and groundwater extraction would not occur as part of the proposed Project.

The Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. The Project is located on an industrial area that does not support groundwater recharge. Groundwater in the harbor area is south of the Dominquez Gap Barrier and generally impacted by saltwater intrusion (salinity) and is, therefore, unsuitable for use as drinking water.

Therefore, implementation of the Project would not affect the location or rate of groundwater recharge. The proposed Project would have no impact with respect to groundwater and no mitigation is required.

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

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

No Impact. There are no streams or rivers located nearby that would be affected by the Project. The Project would not substantially alter the existing drainage pattern of the site or area and would not alter the course of a stream or river. The Project is not expected to increase the amount of imperious surfaces as the road repairs are not expected to alter the size as the current roadway. Runoff from the Project site would enter the adjacent Harbor through surface flow or via the storm drain system; there are no downstream rivers that could be adversely affected. No impact would occur and no mitigation is required.

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

No Impact. The Project would not substantially alter the existing drainage pattern of the site or area, would not alter the course of a stream or river, and would not substantially increase the rate or amount of surface runoff. As discussed in Section X (c)(i), there are no streams or rivers located nearby that would be affected by the Project. The Project would not increase the amount of impervious surfaces; therefore, it would not have a significant impact on the rate or volume of stormwater runoff that could result in on- or off-site flooding. Furthermore, the Project would use existing drainage infrastructure. No impact would occur and no mitigation is required.

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

No Impact. Portions of the Project site are currently paved or used for port-related activities. Implementation of the Project would include earthwork and an increase in impervious surfaces (pavement) that could contribute to runoff water; however, it would not have a significant impact on the rate or volume of stormwater runoff that could adversely affect the storm flow system, as the Project site is located close to the discharge points. Furthermore, the Project would install drainage infrastructure as needed. Runoff from the Project would be managed by infrastructure similar to existing conditions. No impact would occur and no mitigation is required.

iv. Impede or redirect flood flows?

No Impact. The Project would not impede or redirect flood flows. The Project site is not located within a Federal Emergency Management Agency 100-year or 500-year flood zone (FEMA 2008). No impact would occur and no mitigation is required.

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

Less-than-Significant Impact. The slope beneath Berth 182 is in severe disrepair as is the roadway above. The goal of this project is to fix both and provide a safer route for vehicles utilizing the roadway. No risk of release of pollutants due to inundations is expected.

With respect to potential flood hazard or tsunami due to potential sea level rise, Assembly Bill (AB) 691 required POLA, as a local trustee of the lands granted by the State Lands Commission, to address the impacts of Sea Level Rise (SLR) for all of its granted public trust lands. Per that requirement, POLA's Engineering Division developed a Sea Level Rise Adaptation Study (SLR Adaptation Study, September 2018). The study identifies all areas of port property and estimates potential increased

water intrusion/flooding due to SLR in 2030, 2050 and in 80 years from now in 2100.

According to the National Oceanic and Atmospheric Administration (NOAA), sea level rise of approximately 4" has occurred in Los Angeles County over the past 100 years. The Port's report estimates that sea level risk of levels of up to 12" of coastal flooding may occur during the next 30 years and between 37'-66' over the next 80 years.

It should be noted that future SLR level estimates may change as climate science continues to evolve. Therefore, state guidance requires updates every 5 years to reevaluate vulnerabilities based on the most current information.

The area specifically referenced for Berth 182 indicates that overtopping flooding could occur with 24" of SLR coupled with storm tides. [Figure E-4 and page 31] The report further explains that road materials are not very sensitive to damage as a result of temporary flooding. If roads are submerged by a depth of more than a few inches, vehicle movement will stop (depending on vehicle size), but should be able to resume quickly after waters have receded. It should be noted that high velocity flows of floodwater may cause erosion of the road foundation. [page 52]

The Project would not construct any habitable structures. Less-than-significant impact would occur and no mitigation is required.

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

No Impact. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As discussed in Section X (b), the Project will be a paved roadway located in a developed, industrial Port area. No impact would occur and no mitigation is required.

XI. LAND USE AND PLANNING.

Would the project:

a. Physically divide an established community?

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

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

No Impact. The Project does not conflict with any land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental impact. The Project site is zoned for heavy industrial uses; the Project would be consistent with that land use designation.

The City General Plan Land Use Element is comprised of the City's 35 community plans. The Project

falls under the Port of Los Angeles Community Plan Area, which designates the Project site for General/Bulk Cargo (Non Hazardous Industrial and Commercial). The Project site is located in Planning Area 2 of the PMP, which designates the site for Institutional, Open Space, and Breakbulk.

Implementation of the Project would protect the site from further erosion and maintain the existing wharf and roadway, which would be consistent with existing uses in Planning Area 2 and nearby land use designations. The wooden pier (according to aerial photographs) was present when the current Master Plan was prepared. As such, this pier was included as part of the institutional land use designation for this area and LAHD is relying on its existing boundary to demonstrate that no Master Plan amendment would be required for this project.

Therefore, the Project would not conflict with an applicable land use plan, policy, or regulation. No impact would occur and no mitigation is required.

XII. MINERAL RESOURCES.

Would the project:

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

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

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

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

XIII. NOISE.

Would the project result in:

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

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

- Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

- Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

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

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

There are no sensitive receptors located within 500 feet of this location. As mentioned above, the nearest residential receptors are more than one half mile away. Surrounding Harbor District property is zoned as Heavy Manufacturing. The nearby Los Angeles Department of Public Works Harbor Generating Station is zoned for Public Facilities (City of Los Angeles 2019) and so the presumed ambient noise level as set forth in LAMC Section 111.03 is 65 dBA.

Construction activity would temporarily increase ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type, direction of use, and presence or absence of noise attenuation barriers. Therefore, no substantial temporary or permanent increases in ambient noise levels would occur. Impacts would be less-than-significant and no mitigation is required.

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

Less-than-Significant Impact. As stated above, Project noise levels would be less than significant. Roadway repair construction activities could generate vibration from operation of equipment like backhoes, rollers, pavers, and various trucks, but this is expected to be very short term (approximately three months of the six month construction schedule). The City of Los Angeles does not specify a significance criterion of vibration, but Caltrans developed guidelines for construction activities and estimates that vibration levels exceeding 0.3 inches per second (in/sec) can damage older residential structures and cause annoyance to humans (Caltrans 2013). As mentioned above, the nearest residential structures are more than one quarter mile away. Impact would be less-than-significant and no mitigation is required.

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

No Impact. The Project is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the Project would not expose people in the Project area to excessive noise levels. No impact would occur and no mitigation is required.

XIV. POPULATION AND HOUSING.

Would the project:

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

No Impact. The Project site consists of a berth and associated existing roadway. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the Project. As such, it is not anticipated that people would relocate into the area due to the Project.

The Project would not construct new or extend utilities, roads, or other infrastructure into areas not currently served by such improvements. Thus, the Project would not induce population growth. No impact would occur and no mitigation is required.

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

No Impact. The Project site consists of a berth and associated existing roadway. There is no housing within the Project boundaries that would be displaced as a result of the Project. There is no formal housing within the Port, although there are liveaboard boat residents in some marinas within the Port. No replacement housing would be needed due to the Project. No impact would occur and no mitigation is required.

XV. PUBLIC SERVICES.

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

a. Fire protection?

No Impact. The Los Angeles Fire Department (LAFD) provides fire protection and emergency services to the Project site and surrounding area. LAFD facilities in the Port include land-based fire stations and fireboat companies. The nearest station is Fire Station No. 49 (400 Yacht Street), approximately 0.6 miles from the project site.

The Project site is already within the service area of the LAFD. During construction, emergency access to the Project vicinity would be maintained for emergency service vehicles. Following the completion of the Project, there would be no substantial adverse impacts for new or altered fire protection services. The Project would continue to be served by the LAFD. Additionally, as previously discussed under Section XIV (a) above, the Project would not directly or indirectly induce population growth in the City. The Project would not increase the demand for fire services and would neither require the expansion of existing facilities nor the construction of new fire facilities. Overall, it is anticipated that the Project would be adequately served by existing LAFD facilities, equipment, and personnel. Less-than-significant impact would occur and no mitigation is required.

b. Police protection?

No Impact. The Los Angeles Port Police (Port Police) is the primary law enforcement agency within the Port. The Port Police are responsible for patrol and surveillance of Port property including 12 square miles of landside property and 43 miles of waterfront. Port Police headquarters are located at 330 S. Centre Street (between 3rd and 5th Streets), approximately 2 miles southwest of the Project site. Dive Unit facility boats and offices/lockers are located on 954 South Seaside Avenue, approximately 2 miles south of the Project site. The Los Angeles Police Department (LAPD) provides police protection to the entire City of Los Angeles, including San Pedro. The Project site is located within the LAPD Harbor Division Area, which covers 27.5 square miles including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island.

Similar to fire protection services, the Project site is already within the service area of the Port Police and LAPD, and once operational, they would continue to serve the Project site. Additionally, the Project would not directly or indirectly induce population growth in the City. The Project use is similar with the existing use of the area. The Project would not increase the demand for police services and would require neither the expansion of existing facilities nor the construction of new police facilities. No impact would occur and no mitigation is required.

c. Schools?

No Impact. Public kindergarten through high school education in the City is provided by the Los Angeles Unified School District. As previously discussed in Section XIV (a), the Project would not directly or indirectly induce population growth in the City. As such, an increase in school-age children requiring public education is not expected to occur as a result of the Project. No impact would occur and no mitigation is required.

d. Parks?

No Impact. As discussed in Section XVI (a), the Project does not include parks, residential uses, or other land uses typically associated with directly inducing population growth. Therefore, there would be no increase in residential use, and an increase in patronage at park facilities is not expected to result. No impact would occur and no mitigation is required.

e. Other public facilities?

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

XVI. RECREATION.

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

No Impact. The proposed Project would not directly or indirectly result in physical deterioration of parks or other recreational facilities. Therefore, no impacts associated with parks or other recreational facilities would occur and no mitigation is required.

No impact would occur and no mitigation is required.

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

No Impact. The proposed Project would not include recreational facilities or new residential development that would require construction or expansion of recreational facilities. Therefore, no new or expanded recreational facilities would be construction. No impacts would occur and no mitigation is required.

XVII. TRANSPORTATION.

Would the project:

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

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

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

The Project site is bounded by Water Street to the north, Fries Avenue to the west, Berth 183 to the north, Berth 181 to the south and Slip 5 to the east. Access to the proposed Project is provided from the Harbor Freeway (I-110), the Long Beach Freeway (I-710), and the San Diego Freeway (I-405). The Los Angeles Mobility Plan 2035, which is the City's General Plan Transportation Element, includes numerous functional classifications to define standard roadway dimensions. The Seaside Freeway (SR-47), which is approximately one mile south of the Project site, is designated as Boulevard II. The Boulevard II designation corresponds to 110 feet of right-of-way and 80 feet of roadway width. The Los Angeles Mobility Plan 2035 does not provide classifications for any other streets within the Project vicinity. The Seaside Freeway would be a main route for construction trips. The proposed Project would not require closures or permanent modifications to the public right-of-way. One lane of Fries Avenue will be closed during road repair and paving.

The Project site is less than ½ acre in total gross area. The project frontage along Fries Avenue is less than 250 feet and does not encompass an entire block.

Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

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

The proposed project does not include any modifications to the public right-of-way.

2) Is the project on a lot that is ½ acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard 250 feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard?

The Project site is bounded by Sardine Street to the north, Earle Street to the east, Marina Street to the south, and Ways Street to the west. Access to the proposed Project is provided from the Seaside Freeway (SR-47), the Harbor Freeway (I-110), the Long Beach Freeway (I-710), and the San Diego Freeway (I-405). The Los Angeles Mobility Plan 2035, which is the City's General Plan Transportation Element, includes numerous functional classifications to define standard roadway dimensions. The Seaside Freeway (SR-47), which is approximately 0.75 mile north of the Project site, is designated as Boulevard II. The Boulevard II designation corresponds to 110 feet of right-of-way and 80 feet of roadway width. The Los Angeles Mobility Plan 2035 does not provide classifications for any other

streets within the Project vicinity. The Seaside Freeway would be a main route for construction trips. The proposed Project would not require any modifications or closures to the public right-of-way. There would be no in-street construction activities. There are two parking lots immediately adjacent to the proposed Project site, along Ways Street to the west and along Marina Street to the south. No parking spaces would be affected from implementation of the proposed Project.

While the proposed project site is not located along a street classified as an Avenue or Boulevard, it is located on a lot that is greater than ½ acre in total gross area. However, the proposed project is within an industrialized area and there are no bicycle or pedestrian facilities within Terminal Island or Fish Harbor. With no bicycle or pedestrian facilities within the area, no effect to such facilities is possible. Additionally, there are no transit lines, bus stops, transit stations, or transit facilities within a 0.25-mile radius of the Project site.

Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

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

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

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

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

As discussed above in Section 4.17.a, the proposed Project would result in no more than 10 construction trips on any one day (this includes up to five construction workers for each phase). Once construction of the proposed Project is complete, there would be no increase in daily vehicle trips. Therefore, the proposed Project would not generate a net increase totaling 250 or more daily vehicle trips.

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

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

No Impact. The proposed Project does not make any changes to the roadway and therefore does not alter any geometric design features at or near the project vicinity. In addition, the Project is in an industrial area, so the construction-related vehicles and equipment are compatible with the Project vicinity. Therefore, no impact would occur and no mitigation is required.

d. Result in inadequate emergency access?

No Impact. The proposed Project would not alter or close existing roadways or emergency access ways. One lane of Fries Avenue for a length of 210 feet would be closed during road repair and repaving. Because existing emergency access features and procedures would not be altered and the proposed Project would not increase traffic or alter traffic patterns, emergency access would remain adequate. No impact would occur, and no mitigation is required.

XVIII. TRIBAL CULTURAL RESOURCES.

Would the project:

This section evaluates impacts related to tribal cultural resources associated with the implementation of the Project. Pursuant to Assembly Bill (AB) 52, a lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the Project if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area. As part of Native American consultation associated with the Project, the Native American Heritage Commission (NAHC) was contacted and a consultation list received of tribes that are traditionally and culturally affiliated with the geographic area of the Project. On November 13, 2019, pursuant to Public Resources Code Section 21080.3.1(d), five tribes were sent AB 52 formal notification of the Project. One tribe, the Gabrieleno Band of Mission Indians – Kizh Nation, requested consultation for the Project.

Harbor Department staff met with the Gabrieleno Band of Mission Indians – Kizh Nation via teleconference on April 1, 2020 to discuss the B182 Slope Erosion Repair Project. After reviewing the project's proposed ground disturbance activities and the project's location historically being in the inner bay, the tribe concluded that the Project had a low potential to impact Tribal Cultural Resources (TCR). Therefore, the tribe determined that additional mitigation for monitoring for TCR's was not necessary for this project and officially concluded AB 52 consultation for this project.

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

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

No Impact. As discussed in Section X, Cultural Resources, the potential to discover an unknown tribal cultural resource within the Project site is very low as the site is already an existing heavily traveled road. Implementation of the Project would include repair of an existing roadway. Minor earthwork, such as grading and paving, would disturb the surface and subsurface soils, but these areas were disturbed to create the current road. For these reasons, no impact would and no mitigation is required.

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1,

the lead agency shall consider the significance of the resource to a California Native American tribe?

No Impact. As discussed in Section XVIII (a), the Project would have very low potential to discover an unknown or buried tribal resource because the Project site is already an existing road. As no known tribal resources have been identified on the site, it is anticipated no impact would occur and no mitigation is required.

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

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

Less-than-Significant Impact. The Project consists of improvements to an existing wharf and roadway. The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects. Less-than-significant impact would occur, and no mitigation is required.

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

No Impact. The Project would have sufficient water supplies available and would not create new water demand. There is currently minimal water usage associated with the Project and this would continue to be the case. No impact would occur and no mitigation is required.

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

No Impact. The Project would not require wastewater treatment. Therefore, no impact would occur and no mitigation is required.

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

No Impact. The Project would not generate solid waste in excess of State or local standards or impair solid waste reduction goals. Solid waste generated during construction activities would be less-than-significant quantities and temporary. Less-than-significant impact would occur and no mitigation is required.

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

No Impact. Further, there is minimal solid waste associated with Project-related construction activities. No demolition is expected to occur, but rather an existing wharf and roadway lane will be widened. Once the road is constructed, no solid waste is expected to be generated. No impact would occur and no mitigation is required.

XX. WILDFIRE.

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

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

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

No impact would occur and no mitigation is required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.

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

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

Any waterside construction improvements that are part of this project would be temporary in nature and limited in extent and therefore would not significantly affect candidate, sensitive or special status marine wildlife. For the aforementioned reasons, no impacts associated with candidate, sensitive, or special-status species as identified in local or regional plans, policies or regulations or by the CDFW

or the USFWS are expected.

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

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

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

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

Less-than-Significant with Mitigation Incorporated. Based on the analysis in this IS/MND, the construction and operation of the Project is not anticipated to have significant impacts that would cause substantial adverse effects on human beings, either directly or indirectly. Less-than-significant impacts would occur and no mitigation is required.

5.0 Proposed Finding

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

6.0 Preparers and Contributors

Port of Los Angeles

Christopher Cannon, Director of Environmental Management Division
Lisa Wunder, Marine Environmental Manager
Shirin Sadrpour, Marine Environmental Supervisor
Kat Prickett, Marine Environmental Supervisor
Erin Sheehy, Environmental Management Division Project Manager
Tara Tisopulos, Environmental Specialist
Melissa Harne, Engineering
Shozo Yoshikawa, Goods Movement
Chris Brown, Engineering Supervisor
Long Nguyen, Engineering
Derek Jordan, Assistant Director of Planning & Strategy

7.0 Acronyms and Abbreviations

AB	Assembly Bill
AQMP	Air Quality Management Plan
BMPs	best management practices
CAA	Clean Air Act
CAAP	Clean Air Action Plan
CAL FIRE	California Department of Forestry and Fire Protection
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Los Angeles
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO2e	carbon dioxide equivalent
County	County of Los Angeles

dBA	A-weighted sound level
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
GHG	greenhouse gas
I-	Interstate
IS	Initial Study
IS/MND	Initial Study/ Mitigated Negative Declaration
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAMC	Los Angeles Municipal Code
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
NAHC	Native American Heritage Commission
NOX	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
PMP	Port Master Plan
PM10	directly emitted diesel-emitted particulate matter less than 10 microns
PM2.5	directly emitted particulate matter less than 2.5 microns
Port	Port of Los Angeles
POLA	Port of Los Angeles
Port Police	Los Angeles Port Police
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Area
SIP	State Implementation Plan
SOX	sulfur oxides
SR-	State Route
SWPPP	Stormwater Pollution Prevention Plan
USEPA/EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VOC	volatile organic compound

8.0 References

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended. [Accessed November 2019]

CalEPA (California Environmental Protection Agency). 2019. "Cortese List: Section 65962.5(a)." Accessed November 2019. Available at: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/.

CAL FIRE (California Department of Forestry and Fire Protection). 2019. "Fire Hazard Severity Zones in SRA." Adopted November 2007. Accessed November 2019.

California Natural Resources Agency. 2019. "CEQA: The California Environmental Quality Act: New 2018 Amendments and Additions to the State CEQA Guidelines." Accessed November 2019. Available at: http://resources.ca.gov/ .

California Public Resources Code, Sections 21000–21177. California Environmental Quality Act (CEQA), as amended.

California State Parks. 2019. California Register of Historical Resources. Accessed November 2019.

California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual. Accessed November 2019. Available at http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf

Caltrans. 2018. "List of eligible and officially designated State Scenic Highways." Last updated August 2, 2018. Available at: http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html.[Accessed October 2019]

City of Los Angeles. 1996. Safety Element of the Los Angeles City General Plan. Accessed November 2019. Available athttps://planning.lacity.org/cwd/gnlpln/saftyelt.pdf

City of Los Angeles. 1998. Noise Element of the Los Angeles City General Plan. Accessed November 2019. Available athttps://planning.lacity.org/cwd/gnlpln/noiseElt.pdf

City of Los Angeles. 2001. Conservation Element of the City of Los Angeles General Plan. Adopted September 26, 2001. Approved March 10, 2001. Accessed November 2019. http://planning.lacity.org/ cwd/gnlpln/consvelt.pdf.

City of Los Angeles. 2006. L.A. CEQA Thresholds Guide Your Resource for Preparing CEQA Analyses in Los Angeles. Available online at http://planning.lacity.org/Documents/MajorProjects/CEQAThresholdsGuide.pdf [Accessed October 2019]. https://www.dtsc-ssfl.com/files/lib_ceqa/ref_draft_peir/Chap4_6-GrnhouseGas/68341_LA_2006_-_CEQA_Guidance.pdf

Climate Registry. 2016 Climate Registry Default Emission Factors. Accessed November 2019.

County of Los Angeles (Department of Regional Planning). 2015. "Significant Ecological Areas and Coastal Resource Areas Figure 9.3." February 2015. Accessed November 2019. Available at: http://planning.lacounty.gov/assets/upl/sea/Criteria_Table_13.pdf.

County of Los Angeles (Department of Regional Planning). 2018. "Criteria Table 13 Palos Verdes Peninsula and Coastline: A, B, C, D, E, F." Accessed November 2019. Available at:

http://planning.lacounty.gov/sea/proposed.

DOC (California Department of Conservation). 2016. "Los Angeles County." 2016. Accessed November 2019. Available at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx.

DTSC (Department of Toxic Substances Control). 2019. "EnviroStor." Accessed November 2019. Available at: https://www.envirostor.dtsc.ca.gov/public/

FEMA (Federal Emergency Management Agency). 2008. FEMA Flood Mao Service Center: 06037C1965F. Accessed November 2019. Available at: https://msc.fema.gov/portal/search?AddressQuery=895%20Reeves%20Ave%2C%20Los%20Ang eles%2C%20CA#searchresultsanchor.

LADPW (Department of Public Works). 2019. "Los Angeles County Operation Area Disaster Routes, South Los Angeles County." Accessed November 2019. Available at: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/disaster_rdm-South.pdf.

LAFD (Los Angeles Fire Department). 2019. "Station List." Available at: http://www.lafd.org/fire-stations/find-your-station .[Accessed October 2019]

LAPD/LAPP (Los Angeles Police Department/ Los Angeles Port Police). 2019. LAPD / LAPP Tsunami Evacuation Map - Harbor Area –Terminal Island. Available at: https://data.lacity.org/A-Safe-City/Port-of-Los-Angeles-Tsunami-Evacuation-Routes-Sign/xsnc-uga6/data.[Accessed October 2019]

Metro (Los Angeles County Metropolitan Transportation Authority). 2010. 2010 Congestion Management Program. Accessed November 2019. Available at: http://media.metro.net/projects_studies/cmp/images/Final_Draft_2010.pdf. [Accessed October 2019]

POLA. 2019. Terminals Map. https://kentico.portoflosangeles.org/getmedia/07e1377d-b452-4ecb-a629- 9a0c69410805/pola_terminals_map_2019 [Accessed November 2019]

POLA. 2016. "Los Angeles County Important Farmland." Available at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx.

POLA. 2018. Port Master Plan – Port of Los Angeles. September 2018. Available at: https://kentico.portoflosangeles.org/getmedia/adf788d8-74e3-4fc3-b774-c6090264f8b9/port- master-plan-update-with-no-29_9-20-2018.[Accessed October 2019]

POLA and POLB. 2016. 2013-2014 Biological Surveys of Long Beach and Los Angeles Harbors. [Accessed December 2019]

POLA. 2019. "Biological Baseline Surveys." Available at: https://www.portoflosangeles.org/environment/biological-resources/biological-baseline-surveys.

POLA. 2019. Tonnage Data (1971-2018) In Million Metric Revenue Tons (MMRT) by Fiscal Year (July 1 through November 30). Available at: https://www.portoflosangeles.org/business/statistics/tonnage-statistics.[Accessed October 2019]

SWRCB (State Water Resources Control Board). 2016. "State Water Resources Control Board GeoTracker." March 2016. Accessed November 2019.

https://geotracker.waterboards.ca.gov/.

USGS Activity and Earthquake Potential of the Wilmington Blind Thrust, Los Angeles, California Final Technical Report [Accessed December 2019]

Wolfe, Franklin; Shaw, John H.; Plesch, Andreas. 2017 Activity and earthquake potential of the Wilmington blind thrust, Los Angeles, CA. Final Technical Report. Submitted to the U.S. Geological Survey. USGA Award numbers: G17AP00008 and G17AP00009. Available: https://earthquake.usgs.gov/cfusion/external_grants/reports/G17AP00008.pdf. [Accessed December 2019]

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

Berth 182 Slope Repair Project

Construction Emissions

December 2019

Prepared by: Environmental Compliance Solutions, Inc.

Berth 182 Slope Repair
Construction Emissions (December 2019)
Construction Emissions Summary

	Max. Daily Construction Emissions						
	(lb/day)						(MT/yr)
Activity	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**CO2e**
Demolition/Hauling	13.0	1.3	14.6	4.8	2.8	0.0	17.1
Marine Delivery of Rocks	47.6	2.7	9.3	1.5	1.4	1.8	11.7
Install Rip Rap	6.1	0.7	8.7	0.5	0.4	0.0	18.1
Concrete and Road Preparation	5.1	0.6	7.3	4.5	2.4	0.0	12.8
Concrete Pour	2.5	0.2	1.7	0.3	0.2	0.0	7.8
Road Paving	6.7	1.1	8.3	0.6	0.5	0.0	16.4
Fencing, Railroad Crossing, Lights	11.6	1.0	8.1	1.3	0.8	0.0	32.1
Project	**47.6**	**2.7**	**14.6**	**4.8**	**2.8**	**1.8**	**116.0**
CEQA Significance Threshold (1)	100	75	550	150	55	150	-
Significant?	No	No	No	No	No	No	-

(1) SCAQMD Air Quality Significance Thresholds (rev Apr '19), http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook
CO2e = Carbon dioxide equivalent = greenhouse gases (includes CO2, CH4, and N2O emisisons).
NOx = nitrogen oxides, VOC = volatile organic compounds, CO = carbon monoxide, PM10 = particulate matter 10 microns and less, PM2.5 = particulate matter 2.5 microns and less, SO2 = sulfur dioxide.

Construction Annual CO2e Emissions (Max. Annual)

Activity	**Max. Annual Construction CO2e Emissions (metric tons/year)**
Project Max. Annual	< 116
Project Max. Annual amortized over 30 Years	< 3.9
CEQA Significance Threshold (1)	10,000
Significant?	No

(1) SCAQMD Air Quality Significance Thresholds (rev Mar 2015), http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook
30-year amortization per SCAQMD's Draft Oct 2008 Interim CEQA Greenhouse Gas (GHG) Significance Threshold Guidance Document
There are no CEQA annual significance thresholds for NOx, VOC, CO, PM10, PM2.5, or SO2.

Construction Total Fuel Consumption (Max. Project)

Equipment Type	**Fuel**	**Total Fuel Consumption (gallons)**
Off-road Construction Equipment and On-Road Construction Vehicles	Diesel	< 9,451
Worker vehicles	Gasoline	< 1,056
Marine	Marine Diesel	< 918
Total		< 11,426

Berth 182 Slope Repair

Construction Emissions (December 2019)

Tasks

Berth 182 Slope Repair extension will place quarry run and clean rip rap over approximately 210 linear feet of slope area, constructing a new slope that is less steep than the original slope by extending the slope to the top of the pavement, and repairing the damaged road asphalt.

Construction duration is 6 months.

Task, Duration, and Schedule					Max. Daily Construction Emissions (lb/day)						(MT/yr)
ID	Task Name	Duration (days)	Approx. Start Date	Approx. End Date	NOx	VOC	CO	PM10	PM2.5	SO2	CO2e
1	Demolition/Hauling	14	7/1/2020	7/20/2020	13.0	1.3	14.6	4.8	2.8	0.0	17.1
2	Marine Delivery of Rocks	7	7/21/2020	7/31/2020	47.6	2.7	9.3	1.5	1.4	1.8	11.7
3	Install Rip Rap	30	8/1/2020	8/31/2020	6.1	0.7	8.7	0.5	0.4	0.0	18.1
4	Concrete and Road Preparation	25	9/1/2020	9/30/2020	5.1	0.6	7.3	4.5	2.4	0.0	12.8
5	Concrete Pour	25	10/1/2020	10/31/2020	2.5	0.2	1.7	0.3	0.2	0.0	7.8
6	Road Paving	25	11/1/2020	11/30/2020	6.7	1.1	8.3	0.6	0.5	0.0	16.4
7	Fencing, Railroad Crossing, Lights	25	12/1/2020	12/31/2020	11.6	1.0	8.1	1.3	0.8	0.0	32.1
Maximum Daily Criteria Pollutants and Annual GHG					47.6	2.7	14.6	4.8	2.8	1.8	116.0

Max. daily emissions assume tasks do not overlap.

Berth 182 Slope Repair
Construction Emissions (December 2019)
Demolition/Hauling
DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

							Max. Daily Construction Emissions (lb/day)							Fuel	
Equipment/Activity	**Vehicle Type**	**#**	**Hr/ day**	**HP**	**Load Factor**	**mi/ day**	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**GHG**	type	(gal/day)
Excavator	Offroad	1	8	158	0.38	-	2.859	0.318	3.918	0.233	0.214	0.005	563	DSL	24.83
Loader	Offroad	1	8	203	0.36	-	3.48	0.387	4.769	0.193	0.178	0.006	686	DSL	30.22
Concrete Saw	Offroad	1	8	81	0.73		3.285	0.365	3.859	0.313	0.288	0.005	555	DSL	24.45
Air Compressor	Offroad	1	4	78	0.48		1.04	0.116	1.222	0.099	0.091	0.002	176	DSL	7.74
Haul truck (10-wheel)	Onroad	3	-	-	-	56	2.28	0.097	0.383	0.148	0.079	0.005	571	DSL	25.14
Utility truck	Onroad	1	-	-	-	1	0.02	6E-04	0.005	1E-03	5E-04	3E-05	3	DSL	0.10
Worker commute	Onroad	5	-	-	-	40	0.029	0.015	0.432	0.091	0.026	0.001	136	GAS	7.00
Fugitive Dust / VOC	-	-	-	-	-	-				3.8	2.0				
Total							13.0	1.3	14.6	4.8	2.8	0.0	2,690	DSL	112.48
														GAS	7.00

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])
See Offroad Diesel Equipment Details for emissions assumptions.
See Onroad Vehicle Details for emissions assumptions.

Task total duration: 14 day

Berth 182 Slope Repair
Construction Emissions (December 2019)
Marine Delivery of Rocks
DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

							Max. Daily Construction Emissions (lb/day)							Fuel	
Equipment/Activity	**Vehicle Type**	**#**	**Hr/ day**	**HP**	**Load Factor**	**mi/ day**	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**GHG**	type	(gal/day)
Excavator	Offroad	1	8	158	0.38	-	2.85905	0.3177	3.918	0.233	0.2143	0.005288	563	DSL	24.83
Worker commute	Onroad	5	-	-	-	40	0.02871	0.0152	0.4324	0.0911	0.0263	0.001287	136	GAS	7.00
Ocean Tug - Prop	Marine						39.04	1.96	4.09	0.97	0.97	1.60	2,426	MDO	107.20
Ocean Tug - Aux	Marine						1.81	0.10	0.21	0.06	0.06	0.11	155	MDO	6.86
Ocean Tug - Prop	Marine						2.86	0.14	0.30	0.07	0.07	0.12	178	MDO	7.86
Ocean Tug - Aux	Marine						0.17	0.01	0.02	0.01	0.01	0.01	15	MDO	0.66
Assist Tug - Prop	Marine						0.77	0.16	0.33	0.08	0.08	0.00	194	MDO	8.56
Assist Tug - Aux	Marine						0.05	0.01	0.02	0.01	0.01	0.00	15		
Fugitive Dust / VOC	-	-	-	-	-	-									
Total							47.6	2.7	9.3	1.5	1.4	1.8	3,682	DSL	24.83
														GAS	7.00
														MDO	131.14

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])
See Offroad Diesel Equipment Details for emissions assumptions.
See Onroad Vehicle Details for emissions assumptions.

Task total duration: 7 days

Berth 182 Slope Repair
Construction Emissions (December 2019)
Install Rip Rap
DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

							Max. Daily Construction Emissions (lb/day)							Fuel	
Equipment/Activity	**Vehicle Type**	**#**	**Hr/ day**	**HP**	**Load Factor**	**mi/ day**	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**GHG**	type	(gal/day)
Excavator	Offroad	1	8	158	0.38	-	2.859	0.3177	3.918	0.233	0.2143	0.0053	563	DSL	24.83
Crane	Offroad	1	8	231	0.29	-	3.19	0.3544	4.3715	0.1772	0.163	0.0059	629	DSL	27.70
Worker commute	Onroad	5	-	-	-	40	0.0287	0.0152	0.4324	0.0911	0.0263	0.0013	136	GAS	7.00
Fugitive Dust / VOC	-	-	-	-	-	-									
Total							6.1	0.7	8.7	0.5	0.4	0.0	1,328	DSL	52.53
														GAS	7.00

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])
See Offroad Diesel Equipment Details for emissions assumptions.
See Onroad Vehicle Details for emissions assumptions.

Task total duration: 30 days

Berth 182 Slope Repair

Construction Emissions (December 2019)

Concrete and Road Preparation

DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

							Max. Daily Construction Emissions (lb/day)							Fuel	
Equipment/Activity	**Vehicle Type**	**#**	**Hr/ day**	**HP**	**Load Factor**	**mi/ day**	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**GHG**	type	(gal/day)
Bulldozer	Offroad	1	4	212	0.43	-	2.1705	0.2412	2.9744	0.1206	0.1109	0.004	428	DSL	18.85
Excavator	Offroad	1	8	158	0.38	-	2.859	0.3177	3.918	0.233	0.2143	0.0053	563	DSL	24.83
Utility truck	Onroad	1	-	-	-	1	0.0125	0.0005	0.0022	0.0009	0.0005	2E-05	2	DSL	0.10
Worker commute	Onroad	5	-	-	-	40	0.0287	0.0152	0.4324	0.0911	0.0263	0.0013	136	GAS	7.00
Fugitive Dust / VOC	-	-	-	-	-	-				4.0	2.1				
Total							5.1	0.6	7.3	4.5	2.4	0.0	1,130	DSL	43.78
														GAS	7.00

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])

See Offroad Diesel Equipment Details for emissions assumptions.

See Onroad Vehicle Details for emissions assumptions.

Task total duration: 25 days

Berth 182 Slope Repair
Construction Emissions (December 2019)
Concrete Pour
DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

							Max. Daily Construction Emissions (lb/day)							Fuel	
Equipment/Activity	**Vehicle Type**	**#**	**Hr/ day**	**HP**	**Load Factor**	**mi/ day**	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**GHG**	type	(gal/day)
Pump	Offroad	1	2	84	0.74	-	0.8633	0.0959	1.0141	0.0822	0.0756	0.0014	146	DSL	6.43
Concrete mixer truck	Onroad	1	-	-	-	120	1.6109	0.0686	0.2646	0.1059	0.0561	0.0038	406	DSL	17.96
Worker commute	Onroad	5	-	-	-	40	0.0287	0.0152	0.4324	0.0911	0.0263	0.0013	136	GAS	7.00
Fugitive Dust / VOC	-	-	-	-	-	-									
Total							2.5	0.2	1.7	0.3	0.2	0.0	688	DSL	24.38
														GAS	7.00

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])
See Offroad Diesel Equipment Details for emissions assumptions.
See Onroad Vehicle Details for emissions assumptions.

Task total duration: 25 days

Berth 182 Slope Repair
Construction Emissions (December 2019)
Road Paving
DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

							Max. Daily Construction Emissions (lb/day)							Fuel	
Equipment/Activity	**Vehicle Type**	**#**	**Hr/ day**	**HP**	**Load Factor**	**mi/ day**	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**GHG**	type	(gal/day)
Paver	Offroad	1	6	130	0.42	-	1.95	0.2167	2.6722	0.1589	0.1462	0.0036	384	DSL	16.93
Roller	Offroad	1	6	80	0.38	-	1.2667	0.1407	1.4878	0.1206	0.111	0.002	214	DSL	9.43
Excavator	Offroad	1	6	158	0.38		2.1443	0.2383	2.9385	0.1747	0.1607	0.004	423	DSL	18.62
Air Compressor	Offroad	1	2	78	0.48		0.52	0.0578	0.6108	0.0495	0.0456	0.0008	88	DSL	3.87
Haul truck (10-wheel)	Onroad	1	-	-	-	60	0.8132	0.0347	0.1362	0.053	0.0281	0.0019	204	DSL	8.98
Worker commute	Onroad	5	-	-	-	40	0.0287	0.0152	0.4324	0.0911	0.0263	0.0013	136	GAS	7.00
Fugitive Dust / VOC	-	-	-	-	-	-		0.4							
Total							6.7	1.1	8.3	0.6	0.5	0.0	1,448	DSL	57.83
														GAS	7.00

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])
See Offroad Diesel Equipment Details for emissions assumptions.
See Onroad Vehicle Details for emissions assumptions.

Task total duration: 25 days

Berth 182 Slope Repair
Construction Emissions (December 2019)
Fencing, Railroad Crossing, Lights
DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

							Max. Daily Construction Emissions (lb/day)							Fuel	
Equipment/Activity	**Vehicle Type**	**#**	**Hr/ day**	**HP**	**Load Factor**	**mi/ day**	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**GHG**	type	(gal/day)
Generator	Offroad	1	8	84	0.74	-	3.45	0.38	4.06	0.33	0.30	0.0055	583	DSL	25.70
Air Compressor	Offroad	1	8	78	0.48	-	2.08	0.23	2.44	0.20	0.18	0.0033	351	DSL	15.48
Utility truck	Onroad	5	-	-	-	120	4.42	0.25	0.87	0.56	0.28	0.0127	1,351	DSL	59.95
Haul truck (10-wheel)	Onroad	1	-	-	-	60	0.8132	0.0347	0.1362	0.053	0.0281	0.0019	204	DSL	8.98
Concrete mixer truck	Onroad	1	-	-	-	60	0.8132	0.0347	0.1362	0.053	0.0281	0.0019	204	DSL	8.98
Worker commute	Onroad	5	-	-	-	40	0.03	0.02	0.43	0.09	0.03	0.0013	136	GAS	7.00
Fugitive Dust / VOC	-	-	-	-	-	-				0.00	0.00				
Total							11.61	0.95	8.08	1.28	0.85	0.03	2,829	DSL	119.09
														GAS	7.00

Offroad equipment emissions = (#) * (Hr/day) * (Hp) * (Load Factor) * (Emission Factor [g/hp-hr])
See Offroad Diesel Equipment Details for emissions assumptions.
See Onroad Vehicle Details for emissions assumptions.

Task total duration: 25 days

Berth 182 Slope Repair
Construction Emissions (December 2019)
Offroad Diesel Equipment Details
DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

								Exhaust Emission Factor (g/hp-hr)						
Equipment Description	**CARB Off-Road Category (for Load Factor)**	**Load Factor**	**Engine Rating (hp)**	**Fuel**	**Engine Model Year**	**CHrs (hr)**	**Fuel Use (gal/hr)**	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**CO2e**
Loader	Rubber Tired Loaders	0.36	203	DSL	2014	5,000	3.78	2.70	0.30	3.70	0.150	0.138	5.0E-03	532.14
Bulldozer	Crawler Tractors	0.43	212	DSL	2014	5,000	4.71	2.70	0.30	3.70	0.150	0.138	5.0E-03	532.14
Excavator	Excavators	0.38	158	DSL	2014	5,000	3.10	2.70	0.30	3.70	0.220	0.202	5.0E-03	532.14
Grader	Graders	0.41	187	DSL	2014	5,000	3.96	2.70	0.30	3.70	0.150	0.138	5.0E-03	532.14
Crane	Cranes	0.29	231	DSL	2014	5,000	3.46	2.70	0.30	3.70	0.150	0.138	5.0E-03	532.14
Concrete Saw	Concrete/Industrial Saws	0.73	81	DSL	2014	5,000	3.06	3.15	0.35	3.70	0.300	0.276	5.0E-03	532.14
Roller	Rollers	0.38	80	DSL	2014	5,000	1.57	3.15	0.35	3.70	0.300	0.276	5.0E-03	532.14
Backhoe	Tractors/Loaders/Backhoes	0.37	97	DSL	2014	5,000	1.86	3.15	0.35	3.70	0.300	0.276	5.0E-03	532.14
Air Compressor	Air Compressors	0.48	78	DSL	2014	5,000	1.94	3.15	0.35	3.70	0.300	0.276	5.0E-03	532.14
Generator	Generator Sets	0.74	84	DSL	2014	5,000	3.21	3.15	0.35	3.70	0.300	0.276	5.0E-03	532.14
Pump	Pumps	0.74	84	DSL	2014	5,000	3.21	3.15	0.35	3.70	0.300	0.276	5.0E-03	532.14
Rough Terrain Forklift	Rough Terrain Forklifts	0.40	100	DSL	2014	5,000	2.07	2.70	0.30	3.70	0.220	0.202	5.0E-03	532.14
Paving Equipment	Paving Equipment	0.36	132	DSL	2014	5,000	2.46	2.70	0.30	3.70	0.220	0.202	5.0E-03	532.14
Paver	Pavers	0.42	130	DSL	2014	5,000	2.82	2.70	0.30	3.70	0.220	0.202	5.0E-03	532.14

Notes:

Load factors from CARB's 2010 OFFROAD model (Table D-7: https://www.arb.ca.gov/regact/2010/offroadlsi10/offroadappd.pdf) or CalEEMod Defaults
NOx, NMHC, CO, and PM10 diesel emission factors from EPA Off-Road Diesel Engine Tiers
For NMHC+NOx standards NOx/NMHC ratio assumed 90%.
VOC assumed to equal NMHC
PM2.5 calculated from PM10 assuming PM2.5 = 0.92 * PM10 for diesel (CARB, https://www.arb.ca.gov/msei/ordiesel/pm25_pm10reference.pdf).
SO2 EF calculated from fuel sulfur content and engine BSFC. Details below.
CO2 EF calculated from EPA CO2 EF for mobile diesel sources and engine BSFC. Details below.
CH4 and N2O calculated from EPA CH4 and N2O factors for diesel construction equipment and engine BSFC. Details below.
Fuel use calculated from CO2 emission factor.

SO2 emission factor calculated from sulfur content of fuel and estimated engine BSFC:

Parameter	Value		Basis
Engine BSFC:	0.367	lb/hp-hr	CARB OFFROAD2011 model. Assumes same BSFC across all HP ranges.
Diesel max. sulfur content:	15	ppmw as S	ULSD max. is 15 ppmw as S.
SO2 EF:	0.005	g/hp-hr	Calc

GHG emission factor calculated as follows:

Parameter	Value		Basis
Engine BSFC:	0.367	lb/hp-hr	CARB OFFROAD2011 model. Assumes same BSFC across all HP ranges.
CO2 EF for diesel:	10.21	kg/gal	Table A-1, EPA's Mobile Combustion CO2 Emission Factors, "emission-factors_nov_2015_v2.pdf"
CO2 EF:	527.75634	g/hp-hr	diesel density = 7.1 lb/gal.
CH4 EF	0.57	g/gal	Table 5, EPA's Mobile Combustion CH4 and N2O Emission Factors for Non-Road Vehicles.
	0.0294634	g/hp-hr	diesel density= 7.1 lb/gal, BSFC=0.367 lb/hp-hr
N2O EF:	0.26	g/gal	Table 5, EPA's Mobile Combustion CH4 and N2O Emission Factors for Non-Road Vehicles.
	0.0134394	g/hp-hr	diesel density 7.1 lb/gal, BSFC=0.367 lb/hp-hr
CO2 GWP	1		2014 IPCC Fifth Assessment Report (AR5), http://www.ipcc.ch/report/ar5/
CH4 GWP:	28		2014 IPCC Fifth Assessment Report (AR5), http://www.ipcc.ch/report/ar5/
N2O GWP:	265		2014 IPCC Fifth Assessment Report (AR5), http://www.ipcc.ch/report/ar5/
CO2e EF:	532	g/hp-hr	CO2e = GWP*CO2 + GWP*CH4 + GWP*N2O

Berth 182 Slope Repair
Construction Emissions (December 2019)
Marine Details
DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

										Emission Factors						
Phase	Tugboat Classification	Engine	Engine Tier	Fuel	# Engines	Engine Rating (hp)	Engine Rating (kW)	Load Factor	peratic (hr/da	NOx g/kW-hr	VOC g/kW-hr	CO (g/kW-hr	PM10 g/kW-h	PM2.5 g/kW-h	SOx g/kW-h	CO2 g/kW-h
Transit	Ocean Tug	Propulsion	2	0.1% S	2	1,070	798	0.41	2.60	10.50	0.5265	1.1	0.26	0.26	0.43	649
Transit	Ocean Tug	Auxiliary	2	0.1% S	2	64	48	0.43	2.60	7.7	0.4212	0.9	0.26	0.26	0.46	656
Maneuvering	Ocean Tug	Propulsion	2	0.1% S	2	1,070	798	0.31	0.25	10.50	0.5265	1.1	0.26	0.26	0.43	649
Maneuvering	Ocean Tug	Auxiliary	2	0.1% S	2	64	48	0.43	0.25	7.7	0.4212	0.9	0.26	0.26	0.46	656
Maneuvering	Tug	Propulsion	3	15 ppm S	3	777	579	0.31	0.25	2.60	0.527	1.1	0.26	0.26	0.007	649
Maneuvering	Tug	Auxiliary	3	15 ppm S	2	64	48	0.43	0.25	2	0.421	0.9	0.26	0.26	0.007	656

Emission Subtotals

SOURCE: Ocean tug parameters from Connolly Pacific Fleet Information

Emission Factors

Marine Propulsion				NOx	VOC	CO	PM10	PM2.5	SOx	CO2
Engine Type	**Model**	**Tier**	**Fuel**	(g/kW-hr	g/kW-hr	(g/kW-hr	g/kW-h	g/kW-h	g/kW-h	g/kW-h
Slow Speed Diesel	<=1999	Tier 0	0.1%S	17.00	0.632	1.4	0.26	0.26	0.39	589
Medium Speed Diesel	<=1999	Tier 0	0.1%S	13.20	0.527	1.1	0.26	0.26	0.43	649
Slow Speed Diesel	2000-2010	Tier 1	0.1%S	16.00	0.632	1.4	0.26	0.26	0.39	589
Medium Speed Diesel	2000-2010	Tier 1	0.1%S	12.20	0.527	1.1	0.26	0.26	0.43	649
Medium Speed Diesel	2000-2010	Tier 1	15 ppm S	12.20	0.527	1.1	0.26	0.26	0.006	649
Slow Speed Diesel	2011-2015	Tier 2	0.1%S	14.40	0.632	1.4	0.26	0.26	0.39	589
Medium Speed Diesel	2011-2015	Tier 2	0.1%S	10.50	0.527	1.1	0.26	0.26	0.43	649
Medium Speed Diesel	2011-2015	Tier 2	15 ppm S	10.50	0.527	1.1	0.26	0.26	0.006	649
Slow Speed Diesel	2016+	Tier 3	0.1%S	3.40	0.632	1.4	0.26	0.26	0.39	589
Medium Speed Diesel	2016+	Tier 3	0.1%S	2.60	0.527	1.1	0.26	0.26	0.43	649
Medium Speed Diesel	2016+	Tier 3	15 ppm S	2.60	0.527	1.1	0.26	0.26	0.006	649
Medium Speed Diesel	2020+	Tier 4	15 ppm S	1.8	0.200	5	0.04	0.04	0.006	652

Note: 2014 Inventory, Starcrest, Table 3.7 (Tier 0 - Tier 3, 0.1%S)
VOC = 1.053 x HC per Conversion Factors for Hydrocarbon Emission Components, EPA-420-R-10-015, July 2010.
EPA Emission Standards for Harbor Craft Emissions (Tier 4) www.epa.gov/otaq/marine.htm

Marine Auxiliary		**Tier**	**Fuel**	**NOx**	**VOC**	**CO**	**PM10**	**PM10**	**SOx**	**CO2**
Engine Type	**Model**			**(g/kW-h**	**(g/kW-h**	**(g/kW-h**	**(g/kW**	**(g/kW-**	**(g/kW-**	**(g/kW-**
Aux High Speed Diesel	<=1999	Tier 0	0.1%S	10.9	0.421	0.9	0.26	0.26	0.46	656
Aux Med Speed Diesel	<=1999	Tier 0	0.1%S	13.8	0.421	1.1	0.26	0.26	0.46	686
Aux High Speed Diesel	<=1999	Tier 0	15 ppm S	10.9	0.421	0.9	0.26	0.26	0.007	656
Aux High Speed Diesel	2000-2010	Tier 1	0.1%S	9.8	0.421	0.9	0.26	0.26	0.46	656
Aux Med Speed Diesel	2000-2010	Tier 1	0.1%S	12.2	0.421	1.1	0.26	0.26	0.46	686
Aux High Speed Diesel	2000-2010	Tier 1	15 ppm S	9.8	0.421	0.9	0.26	0.26	0.007	656
Aux High Speed Diesel	2011-2015	Tier 2	0.1%S	7.7	0.421	0.9	0.26	0.26	0.46	656
Aux Med Speed Diesel	2011-2015	Tier 2	0.1%S	10.5	0.421	1.1	0.26	0.26	0.46	686
Aux High Speed Diesel	2011-2015	Tier 2	15 ppm S	7.7	0.421	0.9	0.26	0.26	0.007	656
Aux High Speed Diesel	2011-2015	Tier 3	0.1%S	2	0.421	0.9	0.26	0.26	0.46	656
Aux Med Speed Diesel	2011-2015	Tier 3	0.1%S	2.6	0.421	1.1	0.26	0.26	0.46	686
Aux High Speed Diesel	2011-2015	Tier 3	15 ppm S	2	0.421	0.9	0.26	0.26	0.007	656
Boiler	all	na	0.1%S	2	0.098	0.2	0.14	0.14	0.61	922
Boiler	all	na	15 ppm S	2	0.098	0.2	0.14	0.14	0.009	922

Note: 2014 Inventory, Starcrest, Table 3.8 (Tier 0 - Tier 3, 0.1%S)
2014 Inventory, Starcrest, Table 3.7 (Boilers, 0.1%S)
VOC = 1.053 x HC per Conversion Factors for Hydrocarbon Emission Components, EPA-420-R-10-015, July 2010. For boilers VOC assumed as HC - CH4.

CO2e EF: GWP*CO2 + GWP*CH4 + GWP*N2O

Berth 182 Slope Repair
Construction Emissions (December 2019)
Marine Details
DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

Global Warming Potential (GWP) for CO2, CH4, and N2O:

	Value	Basis
CO2 GWP	1	2014 IPCC Fifth Assessment Report (AR5), http://www.ghgprotocol.org/calculation-tools
CH4 GWP:	28	2014 IPCC Fifth Assessment Report (AR5), http://www.ghgprotocol.org/calculation-tools
N2O GWP:	265	2014 IPCC Fifth Assessment Report (AR5), http://www.ghgprotocol.org/calculation-tools

	Value		Basis
Gasoline CO2 EF:	8.78	kg/gal	Table 2, EPA Mobile Combustion CO2 Emission Factors, "emission-factors_nov_2015_v2.pdf", https://www.epa.gov/
Diesel CO2 EF:	10.21	kg/gal	Table A-1, EPA Mobile Combustion CO2 Emission Factors, "emission-factors_nov_2015_v2.pdf", https://www.epa.gov/

Berth 182 Slope Repair
Construction Emissions (December 2019)
Onroad Vehicle Details
DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

Vehicle Description	EMFAC Vehicle Category	Engine Model Year	Fuel
Haul truck (10-wheel)	T7 Single	Aggregated	DSL
Utility truck	T6 instate small	Aggregated	DSL
Water truck	T7 Single	Aggregated	DSL
Concrete mixer truck	T7 Single	Aggregated	DSL
Worker commute	LDA	Aggregated	GAS

	Exhaust Emission Factors (g/mile)							Fugitive Dust: Brake and Tire Wear Factors (grams/mile)				Fugitive Dust: Road Dust (grams/mile)		
Vehicle Description	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**CO2e**	**PM10-Tire Wear**	**PM10-Brake Wear**	**PM2.5-Tire Wear**	**PM2.5-Brake Wear**	**PM10**	**PM2.5**	**Fuel Use (gal/mile)**
Haul truck (10-wheel)	6.030	0.256	0.971	0.142	0.136	0.014	1528	0.036	0.062	0.009	0.026	0.16	0.04	0.15
Utility truck	3.321	0.191	0.658	0.117	0.112	0.010	1020	0.012	0.130	0.003	0.056	0.16	0.04	0.10
Water truck	6.030	0.256	0.971	0.142	0.136	0.014	1528	0.036	0.062	0.009	0.026	0.16	0.04	0.15
Concrete mixer truck	6.030	0.256	0.971	0.142	0.136	0.014	1528	0.036	0.062	0.009	0.026	0.16	0.04	0.15
Worker commute	0.059	0.018	0.922	0.002	0.002	0.003	307	0.008	0.037	0.002	0.016	0.16	0.04	0.03

	Idling Emission Factors (g/hr)							Startup/Hotsoak/Runloss Emission Factors (g/trip/vehicle)						
Vehicle Description	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**CO2e**	**NOx**	**VOC**	**CO**	**PM10**	**PM2.5**	**SO2**	**CO2e**
Haul truck (10-wheel)	31.53	2.238	21.070	0.140	0.134	0.040	4273	1.786	0	0	0	0	0	0
Utility truck	7.12	0.124	2.171	0.034	0.033	0.006	676	1.15	0	0	0	0	0	0
Water truck	31.53	2.238	21.070	0.140	0.134	0.040	4273	1.786	0	0	0	0	0	0
Concrete mixer truck	31.53	2.238	21.070	0.140	0.134	0.040	4273	1.786	0	0	0	0	0	0
Worker commute	0	0	0	0	0	0	0	0.227	0.669	2.335	0.0022	0.0020	0.0006	59.1

Notes:
NOx, VOC, CO, PM10, PM2.5, SO2, and CO2 emission factors (except road dust) from CARB's EMFAC2017 (v1.0.2) model for South Coast Air Basin, calendar year aggregated speeds and model years.
Road dust emission factors calculated using EPA's AP42 entrained road dust equation (see below).
Daily emissions (DSL vehicles) = (miles/day) * (EF [g/mile]) + (idling time [min/day]) / (60 [min/hr]) * (Idling EF [g/hr])
Daily emissions (GAS vehicles) = (miles/day) * (EF [g/mile]) + (2 [trips/day]) * (EF [g/trip/vehicle])
For worker commute vehicles, 2 trips/day assumed for startup/hotsoak/runloss emissions.
LDA = Light-duty automobile
CalEEMod default Home-Work trip length in South Coast Air Basin is 19.8 miles (Rural) and 14.7 miles (Urban). Emissions estimates assume 40 miles roundtrip.
Fuel use estimated from CO2 emissions.

Fugitive dust for PAVED roads:
EPA's AP42, Chapter 13.2.1 (Paved Roads, 1/2011):
PM10 EF (g/mile) = 1 * (sL)^(0.91) * (W)^(1.02)

Berth 182 Slope Repair

Construction Emissions (December 2019)

Onroad Vehicle Details

DRAFT - ATTORNEY CLIENT PRIVILEGE - PRIVILEGED AND CONFIDENTIAL

PM2.5 EF (g/mile) = 0.25 * (sL)^(0.91) * (W)^(1.02)

where sL = surface silt loading (g/m2), W = average vehicle weight (ton)

Parameter	Value		Basis/Assumption
sL:	0.050	g/m2	Road mix estimate for Los Angeles Co.: 20% Freeway @ 0.015 g/m2 , 50% Major/Collector @ 0.013 g/m2. 30% Local @ 0.135 g/m2. sL from CARB, Methodology 7.9 (Entrained Road Travel, Paved Road Dust) Nov 2016, Table 3, https://www.arb.ca.gov/ei/areasrc/fullpdf/full7-9_2016.pdf
W:	2.4	tons	CalEEMod v2016.3.2 default. Estimated avg weight of ALL vehicles traveling on roads.
PM10:	0.160	g/mile	
PM2.5:	0.040	g/mile	

Per AP42, paved road EF Is applied using fleet avg weight of ALL vehicles traveling on road (not applied by vehicle weight class).

Road dust emissions assume no credit/reduction for precipitation.

Fugitive dust for UNPAVED roads:

None for South Coast Air Basin per CalEEMod Appendix D (Table 4.1 Road Characteristics): South Coast Air Basin default is 100% paved roads for Construction Worker, Construction Hauling, and Construction Vendor trips.

CO2e EF: GWP*CO2 + GWP*CH4 + GWP*N2O

CH4 and N2O emission factors:

Vehicle type	CH4 (g/mile)	N2O (g/mile)
DSL	0.0051	0.0048
GAS	0.0358	0.0473

Table B-1, https://www.epa.gov/sites/production/files/2016-03/documents/mobileemissions_3_2016.pdf

DSL EFs are for Medium and Heavy Duty Diesel and assumed to apply to all on-road diesel vehicles identified above.

GAS EFs are for 1995 model year gasoline passenger car (25-year old vehicle is conservative assumption) and are assumed to apply to all on-road gasoline vehicle

Global Warming Potential (GWP) for CO2, CH4, and N2O:

	Value	Basis
CO2 GWP	1	2014 IPCC Fifth Assessment Report (AR5), http://www.ghgprotocol.org/calculation-tools
CH4 GWP:	28	2014 IPCC Fifth Assessment Report (AR5), http://www.ghgprotocol.org/calculation-tools
N2O GWP:	265	2014 IPCC Fifth Assessment Report (AR5), http://www.ghgprotocol.org/calculation-tools

CO2 emission factor

	Value		Basis
Gasoline CO2 EF:	8.78	kg/gal	Table 2, EPA Mobile Combustion CO2 Emission Factors, "emission-factors_nov_2015_v2.pdf", https://www.e
Diesel CO2 EF:	10.21	kg/gal	Table A-1, EPA Mobile Combustion CO2 Emission Factors, "emission-factors_nov_2015_v2.pdf", https://ww