



**THE PORT  
OF LOS ANGELES**

Executive Director's  
Report to the  
Board of Harbor Commissioners

**DATE: FEBRUARY 17, 2026**

**FROM: ENVIRONMENTAL MANAGEMENT**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ - CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE JOHN S. GIBSON TRUCK AND CHASSIS PARKING LOT PROJECT (LOS ANGELES HARBOR DEPARTMENT APPLICATION FOR PORT PERMIT NO. 230315-056; STATE CLEARINGHOUSE NO. 2023100743)**

**SUMMARY:**

Staff requests certification of the Final Environmental Impact Report (EIR) for the John S. Gibson Truck and Chassis Parking Lot (Project) prepared in accordance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, §§ 21000 et seq., CEQA Guidelines, § 1500 et. seq.).

The proposed Project is located on privately owned land located at 1599 John S. Gibson Boulevard that is within the California Coastal Zone. The owner would like to develop the 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The privately owned land is located within the California Coastal Zone and consequently requires coastal development permitting. A portion of the site is located within the Los Angeles Harbor Department's (Harbor Department) Port Master Plan area, which is under the Harbor Department's jurisdiction. The remaining portion of the site is under the coastal zone jurisdiction of the City of Los Angeles (City), who will also rely on this document when issuing their own Coastal Development Permit (CDP). The Harbor Department has been designated the Lead Agency under CEQA because a Port Master Plan (PMP) Amendment is required to change the location's designation under the PMP from Open Space to Maritime Support before a CDP can be issued for the Project.

In this action, the Board of Harbor Commissioners (Board) will need to independently review and consider the adequacy of the Final EIR and, if deemed adequate under CEQA, certify the EIR and adopt a Findings of Fact (Findings), and Mitigation Monitoring and Reporting Program (MMRP). With the application of mitigation measures, the proposed Project would not result in significant impacts.

Total cost associated with the review and oversight of the environmental document to date is estimated at \$150,000. The applicant, Howard Industrial Partners is financially responsible for reimbursing the Harbor Department for all costs associated with the preparation of the environmental documents under Agreement No. 22-9967-RC.

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**RECOMMENDATION:**

It is recommended that the Board:

1. Certify that the Final Environmental Impact Report for the John S. Gibson Truck and Chassis Parking Lot Project (a) has been completed in compliance with CEQA (Public Resources Code §21000 et seq.), with the CEQA Guidelines (14 Cal. Code Regs. §15000 et. seq.), and the City of Los Angeles California Environmental Quality Act Guidelines; (b) was presented to the Board for independent review and the Board considered the information contained in the Final Environmental Impact Report prior to approving the proposed Project; and (c) reflects the independent judgment and analysis of the City of Los Angeles Harbor Department, and that all required procedures have been completed;
2. Find that, in accordance with the information contained in the Final Environmental Impact Report, the proposed Project will have no significant environmental effects as defined by Public Resources Code Sections 21068 and 21082.2, and the State California Environmental Quality Act Guidelines, Sections 15064, 15064.3, 15064.4, 15064.5, and 15382;
3. Find that in accordance with the provisions of the CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project, which substantially lessen or avoid the significant adverse environmental impacts identified in the Final Environmental Impact Report;
4. Find that all information added to the Final Environmental Impact Report after public notice of the availability of the Draft Environmental Impact Report for public review but before certification, merely clarifies, amplifies, or makes insignificant modifications to an adequate Environmental Impact Report and recirculation is not necessary;
5. Adopt the Findings of Fact;
6. Adopt the Mitigation Monitoring and Reporting Program (MMRP) as required by Public Resources Code, Section 21081.6. The Mitigation Monitoring and Reporting Program is designed to ensure compliance with the mitigation measures adopted to avoid or lessen significant effects on the environment, and identifies the responsibilities of the City of Los Angeles Harbor Department, as lead agency, to monitor and verify project compliance with those mitigation measures;
7. Approve the proposed Project identified in the Environmental Impact Report including all feasible mitigation measures with consideration of the Findings of Fact and the Mitigation Monitoring and Reporting Program;

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8. Authorize the Environmental Management Division to file a Notice of Determination with the Governor's Office of Land Use and Climate Innovation and the Los Angeles County Clerk; and
9. Adopt Resolution No. \_\_\_\_\_.

**DISCUSSION:**

Background/Context – The owner intends to construct a new truck and container parking lot to provide additional storage of containers on chassis for trucks operating within the Port of Los Angeles (Port). The proposed Project site is not located on Harbor Department property and is currently vacant with vegetation. The proposed Project would include the installation of a fully paved, striped, and fenced approximately 393-stall container parking lot to be used for parking of trucks and shipping containers on chassis, as well as an extensive planted landscape area. Howard Industrial Partners is planning to develop the existing approximately 18.63-acre property, then lease or sell the property to an operator. The proposed Project would also include retaining walls up to approximately 30 feet in height to reduce existing slopes on site.

Project Objectives - The primary objectives of the Project are to:

- Increase the efficiency of goods movement by providing off-terminal maritime support to help meet the demands of current and anticipated containerized cargo from the various San Pedro Bay port marine terminals;
- Provide a facility that increases the efficiency of terminal operations by providing storage and staging of trucks and chassis;
- Provide a facility that alleviates truck traffic congestion and illegal parking by providing trailer parking; and
- To develop an underutilized property located in the vicinity of the I-110 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement facilities within Southern California.

Project Description – The Project owner is requesting a Coastal Development Permit and a Port Master Plan (PMP) Amendment from the Harbor Department (Lead Agency) to change the designation of three parcels within the Project site from Open Space to Maritime Support. In addition, the proposed Project would require a Coastal Development Permit and additional ministerial permits from the City. The California Coastal Commission will also ultimately have to approve the change in designation. The owner for the proposed Project is proposing to develop the 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The proposed Project includes paving of approximately 405,602 square feet (SF) of the site and striping of around 393 truck and chassis stalls. The proposed Project would be implemented in one development phase. See Figure 3-5, Conceptual Site Plan contained in the Draft EIR.

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**ENVIRONMENTAL ASSESSMENT:**

CEQA Responsibilities – The Harbor Department is the CEQA lead agency for the proposed Project. As such, the Board is responsible for reviewing and considering the Final EIR and, at its discretion, certifying that the Final EIR has been completed in accordance with CEQA, the State CEQA Guidelines, and the City CEQA Guidelines; has been presented to the Board for review and the Board considered the information contained in the Final EIR, and ensuring that it reflects the independent judgment and analysis of the Harbor Department. Certification of the Final EIR (Transmittal 1) must precede the Project approval. Project approval requires that the Board first independently review and certify the Final EIR as adequate; then adopt the Findings (Transmittal 2) for the proposed Project and the feasibility of mitigation measures and alternatives; and lastly, adopt a MMRP (included as Chapter 4 of the Final EIR).

Scope and Content of Environmental Document – The Draft EIR, released November 15, 2024, incorporates, as appropriate, information received on the Notice of Preparation for the proposed Project, assesses environmental impacts of the proposed Project, and analyzes mitigation measures to reduce or avoid significant environmental effects. The Final EIR clarifies and amplifies the Draft EIR, incorporates modifications and corrections, contains responses to all public comments made on the Draft EIR, and contains records of the public process.

Intended Uses of the EIR – The EIR informs public agency decision-makers and the general public of the significant environmental effects of the proposed Project and recommends mitigation measures to minimize the significant effects. The EIR assesses the potential impacts, including cumulative impacts, related to the proposed Project. The analysis in the EIR supports future potential discretionary actions of the Board. For the Harbor Department, these actions could include but are not limited to, a Port Master Plan Amendment and issuance of a coastal development permit(s).

Environmental Documentation Process and Public Involvement – The proposed Project was subject to the required environmental documentation process that included public disclosure as required by CEQA. The procedural steps of the process are described below.

1. Notice of Preparation (NOP) – In accordance with the City CEQA Guidelines, Article VI, Section 1.5, and the State CEQA Guidelines, Section 15082, the responsible agencies, participating City agencies, and other concerned parties were consulted through an NOP released on October 26, 2023 and a public scoping meeting held on November 14, 2023 via Zoom.

Public notification stating that the NOP was available for review were published in five newspapers: Press Telegram, Random Lengths News, Torrance Daily Breeze, Metropolitan News – Enterprise, and La Opinión.

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No comments were received during the scoping meeting and a total of 15 written comment letters were received from various agencies and the public during the comment period, which closed on December 11, 2023. Copies of the NOP were available for review online at [www.portoflosangeles.org/ceqa](http://www.portoflosangeles.org/ceqa) and at the Harbor Department's Environmental Management Division office.

2. Draft EIR – The Draft EIR was released for public review on November 15, 2024. The document was made available on the Port website and notices were mailed and emailed to over 100 interested parties. The 45-day comment period was extended to an 80-day comment period per public request and closed on February 4, 2025.

Public notices of availability stating that the Draft EIR was available for review were published in five newspapers: Press Telegram, Random Lengths News, Torrance Daily Breeze, Metropolitan News – Enterprise, and La Opinión.

A public hearing was held on December 11, 2024 via Zoom to present the findings of the environmental analysis and accept oral comments. No oral comments were received at the public hearing. A total of 11 written comments were received from various agencies and the public with 52 copies of a template letter from various residents during the 80-day public comment period which expressed concern about the proposed Project's impacts.

3. Responses to Comments – As required by Public Resources Code Section 21092.5, all public responsible and trustee agencies who commented on environmental issues in the Draft EIR were provided with proposed responses to those comments at least 10 days prior to the Final EIR being submitted to the Board for certification.
4. Final EIR – In accordance with the City CEQA Guidelines, Article I, and the State CEQA Guidelines, Section 15088, comments received on the Draft EIR were evaluated. The comment letters, public meeting transcript, and responses to comments, along with minor modifications to the Draft EIR are presented in the Final EIR. The Final EIR was completed in February 2026.
5. Findings and Conclusions – The Final EIR transmitted herewith, identifies major findings and conclusions, including a discussion of areas of environmental concern, and feasible mitigation measures. The discussion below summarizes the proposed Findings for the Board's consideration.

Areas of Environmental Concern – Through the public review process, 12 distinct comment letters were received during the public review period, and no comments were presented at the public hearing held on December 11, 2024. This section summarizes the key areas of environmental concern expressed by commenters and resolutions of the issues. Detailed responses to all comments received on the document are included in Chapter 2, Response to Comments, of the Final EIR.

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*Air Quality Impacts* – Commenters requested that students and school staff be considered as sensitive receptors for air pollution impacts. The Draft EIR modeled the potential health risks as well as air quality emissions resulting from the Project's. The neighboring school was considered, and it was determined that sensitive receptors in the area would not have direct or indirect significant adverse environmental impacts as a result of the proposed Project. Additionally, commenters criticized the total cancer risk concluded in the Draft EIR and expressed concern about the proposed Project's consistency with the Wilmington, Carson, and West Long Beach (WCWLB) Community Emissions Reduction Plan (CERP). The Proposed Project would not conflict with the CERP as it would comply with existing air quality and GHG emission reduction regulations and the Draft EIR demonstrates that construction emissions would not exceed SCAQMD regional thresholds for VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

*Biological Impacts* – Commenters criticized the evaluation of environmental impacts on local wildlife and the Bixby Slough/Lake Machado site. Given the distance between the Project site and Bixby Slough/Lake Machado as well as the intervening urban and industrial development, the proposed Project would not impact habitat within Bixby Slough/Lake Machado or any species such as the Least Tern that utilize that habitat. Additionally, there is no habitat onsite for special-status plant species and no habitat exists for animal species with exception of Southern California legless lizard and monarch, which have a low potential to be present. With implementation of *Mitigation Measure BIO-1*, construction and operation of the proposed Project would not result in a substantial adverse effect, either directly or through habitat modification, on any animal species identified as a threatened, endangered, or candidate species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Services.

*Hazardous Impacts* – Commenters expressed concern related to the transportation of hazardous materials and nearby sensitive receptors. The nearest LAUSD school to the Project site, Taper Elementary School, is approximately 0.6 miles to the west. Access to the Project site would be provided by the I-110 and the truck route on John S. Gibson Boulevard. Trucks accessing the site would not pass by Taper Elementary School.

*Noise Impacts* – Commenters expressed concern about the noise impacts on sensitive receptors. A commenter provided recommended mitigation measures to ensure that construction and operational activities comply with the Los Angeles Unified School District's (LAUSD) exterior noise standard of 67 dBA and interior noise standard of 45 dBA. As discussed in the revised Noise and Vibration Impact analysis (included as Appendix B to the Final EIR), the Volunteers of America Pre-school, while not a LAUSD school, is located over 2,000 feet or 0.4 miles from the Project site on Figueroa Street. At this distance, construction noise and operation noise would not contribute to the noise environment at the educational facility or increase ambient

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noise levels. Lastly, none of the educational facilities are adjacent to construction or operational truck routes anticipated for the proposed Project. The nearest LAUSD facility is approximately 0.6 miles west of the Project site. Thus, there is no reasonably foreseeable significant adverse noise impacts on schools from truck haul routes.

*Transportation and Circulations Impacts* – Commenters expressed concern about the safety of pedestrians and bikers utilizing John S. Gibson Boulevard with an increase of trucks accessing the SR-47 and traffic congestion. Construction of the proposed driveway would not interfere with pedestrian access/safety as there is no sidewalk on the northwestern side of John S. Gibson Boulevard, only on the southeastern side of the roadway, where no construction or operational activity would occur. Additionally, the traffic signal installation and turning geometry would aid in reducing speeds for inbound southbound right-turning trucks that will cross a striped bike lane on John S. Gibson Boulevard. The traffic signal would also provide safety for southbound bicyclists. In regards to traffic congestion, as part of the 2019 amendments to the CEQA Guidelines, SB 743 directed that the revised CEQA Guidelines “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code Section 21099[b][1]); and that “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment” (Public Resources Code Section 21099[b][2]). As such, pursuant to Public Resources Code Section 21099(b)(2), the Draft EIR is not required to analyze impacts related to traffic congestion as it shall not be considered an impact on the environment.

*Cultural Resource Impacts* – Commenters expressed concerns about potential impacts to archeological and paleontological resources during grading of the Project site. As discussed in the Draft EIR impacts to archaeological resources would be mitigated through implementation of a Cultural Resources Monitoring Plan (*Mitigation Measure CUL-1*) and impacts to paleontological resources would be mitigated through implementation of paleontological monitoring (*Mitigation Measure PAL-1*).

6. Proposed Mitigation Measures – In accordance with the provisions of the City CEQA Guidelines, Article I, the State CEQA Guidelines Section 15091, and the information contained in the EIR, changes or alterations have been required in, or incorporated into the Project as recommended for approval in the form of feasible mitigation which substantially lessen or avoid significant adverse environmental impacts identified in the EIR.

Mitigation measures contained in the EIR would be incorporated as appropriate in permits, such as engineering specifications, engineering construction permits, real estate entitlements, and/or coastal development permits for the proposed Project. All mitigation measures can be found in the MMRP.

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Unavoidable Significant Impacts – The proposed Project would not result in significant unavoidable impacts.

Significant Impacts that can be Mitigated, Avoided, or Substantially Lessened – The following significant impacts can be reduced to below a level of significance under CEQA through implementation of mitigation measures as described in the Findings of Fact:

- Cultural Resources;
- Biological Resources; and
- Geology and Soils.

Additional changes added to the Final EIR after the public review period are minor and merely clarify, amplify, or make minor modifications.

7. EIR Certification and Project Approval – In light of these findings and conclusions, staff recommends certification of the Final EIR as prepared in accordance with CEQA and implementing guidelines and recommends approval of the proposed Project and adoption of all feasible mitigation measures.
8. Implementation of Mitigation – When making the CEQA findings required by Public Resources Code Section 21081(a), a public agency shall adopt a reporting or monitoring program in accordance with Public Resources Code Section 21081.6 for changes to the proposed Project which it has adopted or made a condition of Project approval to mitigate or avoid significant effects on the environment. A MMRP is transmitted for Board consideration and adoption. In addition, should the Board elect to approve the proposed Project, the mitigation measures contained in the EIR would be incorporated as appropriate in permits, such as engineering construction permits and/or coastal development permits for the proposed Project.
9. Record of Proceedings – When making CEQA findings required by Public Resources Code Section 21081(a), a public agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based. These records are in the care of the Director of Environmental Management, City of Los Angeles Harbor Department, 425 S Palos Verdes Street, San Pedro, California 90731.
10. Notice of Determination – In accordance with City CEQA Guidelines, Article I, and the State CEQA Guidelines Section 15094, a Notice of Determination will be filed with the Governor's Office of Land Use and Climate Innovation and the Los Angeles County Clerk's Office after Project approval. Public Resources Code Section 21167(c) provides that any action or proceeding alleging that an EIR does not comply with the provisions of CEQA shall be commenced within 30 days after filing the Notice of Determination.

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**FINANCIAL IMPACT:**

Certification of the Final EIR and approval of the proposed Project is an administrative action, which is the first step to implementing the Project. Total cost associated with the review and oversight of the environmental document to date is approximately \$150,000. This expense is the financial responsibility of Howard Industrial Partners, LLC under Agreement No. 22-9967-RC. As of January 2026, Howard Industrial Partners, LLC has reimbursed the Harbor Department for approximately \$61,270. The remaining balance due will be billed monthly per the Harbor Department's invoicing process.

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**CITY ATTORNEY:**

Based upon the information presented, the Board of Harbor Commissions may, in its discretion, certify the Final EIR as being in conformance with the requirements of the California Environmental Quality Act.

**TRANSMITTALS:**

1. Final Environmental Impact Report
2. Findings of Fact

FIS Approval: JS  
CA Approval: JC



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